

**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION
CITY COUNCIL CHAMBERS
September 16, 2014**



AGENDA

MEETING CALLED TO ORDER AT 5:30PM

ROLL CALL

PUBLIC COMMUNICATIONS – *Items not scheduled on the regular agenda*

STAFF/BOARD COMMUNICATIONS AND DISCLOSURES

REGULAR AGENDA – *Discussion, public hearing, and possible action as outlined below*

Bonanza Park and Form Based Code – Review of draft code and receive further policy direction

Discussion, public hearing and further discussion at a later date.

PL-13-01903

Planner

Alexander

ADJOURN

A majority of Planning Commission members may meet socially after the meeting. If so, the location will be announced by the Chair person. City business will not be conducted.

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Park City Planning Department at (435) 615-5060 24 hours prior to the meeting.

Planning Commission Staff Report



Subject: Draft Form-Based Code for Bonanza Park
Author: Christy Alexander, Planner II
Thomas Eddington, Planning Director
Date: September 16, 2014 (Special Meeting)
Type of Item: Legislative - LMC Amendments

Proposal

The purpose of the next few meetings is to confirm general policy direction regarding the draft Form-Based Code (FBC) amendments to the Land Management Code (LMC) for the Bonanza Park (BoPa) area and then begin to review the amendments (Exhibit A) and ultimately forward a recommendation to the City Council.

Background

How Did We Get to Form-Based Code?

The Park City Planning Department has been working closely with the Planning Commission and City Council since the completion of the City's 2009 Community Visioning. This endeavor to proactively plan Bonanza Park began with the presentation of a conceptual plan and recommendations for an improved zoning designation that would not only allow but facilitate the vision for this mixed-use neighborhood (Exhibit B). This concept was the predecessor for the current plan that maintains much of the original connectivity and neighborhood ideals. The basis for this original concept stemmed from the following community desires as outlined in the Community Visioning:

- We are becoming two (or maybe three) Park City's. We are segregated racially/ethnically and economically. How can we be proud of ourselves if we know there are people who aren't included in our community?
- Foster a strong sense of community vitality and vibrancy.
- We need a firmer commitment to sustainability, green building practices and innovation.
- We need to grow carefully without taxing our environment.
- Keep open hillsides and more open space and trails.
- Respect and conserve the natural environment.
- Fear that we will be some huge urban sprawl from the top of Parleys out to Kamas, Coalville, and Heber.
- Keep our small town feel – not overbuilt and sprawling.
- I don't want to have to drive as much to do things.

- Promote balanced, managed and sustainable growth.
- Rents are getting so high it's hard for people to keep their businesses in town.
- I hope there are more career opportunities here eventually to sustain and retain year round residents.
- I wish we were better known as a cultural destination, not just a winter sports destination.
- Promote a diverse, stable and sustainable economy.
- Concerned about our Latino community and service workers in general who struggle to support their families.
- Who will come behind us if people can't afford to live here?
- For whom are we preserving Park City?
- More work has to be done to keep the working class in Park City and maintain a full spectrum of folks from different economic levels.
- Support and promote diversity in people, housing and affordability.
- We are in a unique position to lead with exposure to the nation and the world on how to incorporate sustainable values in the context of an existing historic place.
- I'm worried that we will lose our traditions and sense of place.
- Keep the "eye candy."
- Preserve a strong sense of place, character and heritage.

In 2010 and continuing well into the summer of 2011, there was a series of meetings with the Planning Commission and City Council to address the opportunities for this area. The outcome of these meetings is detailed as follows:

Joint Council-Commission Work Session #1 – July 7, 2011

- Competition and market reality mean redevelopment is essential for a resort economy to remain viable and for its benefits (residential amenities) to continue without having to raise taxes
- A Portfolio approach to managing redevelopment is necessary, as some accrue on a citywide basis while others are more local.
- Development must be guided by Park City's core values in balance

Joint Council-Commission Work Meeting #2 – July 21, 2011

- Partnership is necessary between Park City and the development community to stay sufficiently ahead of the market to obtain desired outcomes grounded in the community's stated core values.
- Because each neighborhood in Park City has its own specific qualities, each neighborhood merits its own redevelopment priorities
- A Regularly updated redevelopment priority list is necessary
- Policy and other tools can be used to obtain the values-linked outcomes that the community wants

Joint Council-Commission Work Meeting #3 – August 25, 2011

- There is often a difference between the outcome that's desired and the outcome that's permissible by right.
- Getting the development outcome the community wants requires that a series of choices made, trading one or more "gives" in order to obtain one or more "gets"
- Survey of Councilors and Commissioners generated results that defined goals and identity by individual neighborhood
- Decision-making on matters of redevelopment almost never occurs with perfect information at hand and the market will not wait

Joint Council-Commission Work Meeting #4 – September 25, 2011

The goal of the fourth meeting was to wrap up the work that had been completed to date and provided staff with clear direction in moving forward with redevelopment planning and implementation. The outstanding issues and areas for discussion at that meeting included:

- The City's overall posture in redevelopment planning and implementation
- The Planning Process in Bonanza Park
- Relocation of the electrical substation in Bonanza Park
- Extension of the Lower Park Avenue RDA beyond its current 2015 expiration
- Partnership with Park City Mountain Resort on parking lot redevelopment

This is where we can now look back to our initial discussions for the planning of this neighborhood - the discussion of GIVES and GETS. This discussion was among the most challenging for the Planning Commission and the City Council - a discussion of what it is we would like to be as a community vs. what concerns us about our future. Ultimately, it was agreed upon that maintaining a "real" community that was diversified was essential to our Small Town character; a town where all locals could have an opportunity to live here, regardless of income, was an important premise as the City leaders looked at redevelopment scenarios. That was deemed a big GET by the City Council. The associated GIVE was that this area would have an increased density; it would not be suburbanized development, but rather a street fabric more akin to a small town center where retail businesses would locate on the first floor adjacent to a sidewalk with offices and residences above. The City Council and Planning Commission grappled with the understanding that the private market has not developed any deed restricted affordable housing within the neighborhood, ever. Also, given current land prices in the neighborhood, it is not likely that the private market will voluntarily develop any affordable housing in the future unless incentivized to do so. Affordable housing and maintaining our diversity as a small town was deemed a reason to give up an extra story or two of height (density) within the district. That was the GIVE the City Council settled upon - additional height to ensure the creation of a viable, mixed-use, mixed-income neighborhood.

Ultimately, the City Council and Planning Commission directed Planning Staff to create an Area Plan for the Bonanza Park neighborhood - a plan that would direct future growth in such a manner to support mixed-use development and create opportunities for affordable housing. Area plans typically include policies that address land use, transportation, community design, infrastructure, public facilities and the natural environment and a public involvement process.

Work on that plan commenced in early fall 2011 and the draft document was completed and presented in January 2012 (can be found on the City webpage here: <http://www.parkcity.org/Modules/ShowDocument.aspx?documentid=8617>)

This document outlines in detail the reasoning behind the planning efforts for Bonanza Park as well as the goals for this area. These neighborhood goals were ultimately incorporated into Park City's General Plan for this area. Staff will conduct a presentation on September 16th for the Planning Commission that outlines this planning document, the plan that led to the current Form-Based Code (the tool by which to implement the Area Plan for Bonanza Park).

The FBC is an implementation tool for the BoPa Area Plan. The FBC will be the zoning ordinance regulating future development in the BoPa District. The BoPa-FBC will guide redevelopment projects to incorporate mixed-use, authentic building forms and materials, and a desirable public realm. The draft of the BoPa-FBC began in April 2012 and has been introduced during various Planning Commission and City Council meetings and work sessions since 2011. Specifically, the following meetings have been held:

- Summer & Fall 2011 Five Joint PC/CC Redevelopment Meetings were held pertaining to BoPa
- January 12, 2012 Joint PC/CC Meeting reviewing BoPa Area Plan
- February 8, 2012 PC Meeting reviewing BoPa Area Plan
- March 22, 2012 City Council awarded FBC contract to Gateway Planning
- April 5 & 6, 2012 Kickoff Stakeholder Meetings for property owners, residents, and businesses.
- May 1, 2012 Open House for BoPa Neighborhood and anyone interested
- October 24, 2012 Joint PC/CC Work Session
- May 8, 2013 PC Work Session
- May 9, 2013 Joint PC/CC Work Session
- May 16, 2013 Joint PC/CC Work Session
- May 22, 2013 PC Meeting
- June 12, 2013 Joint PC/CC Work Session
- -FBC put on hold until adoption of General Plan-
- May 13, 2014 Joint PC/CC Work Session
- August 6, 2014 Open House for BoPa Neighborhood and anyone interested
- August 6, 2014 PC Meeting
- September 16, 2014 PC Meeting

Here is a list of the meetings for the General Plan where BoPa was discussed minorly or for the entire meeting in regards to where to put density or the neighborhood plan was discussed in general.

- October 27, 2010 PC Meeting
- May 11, 2011 PC Work Session
- May 8, 2011 PC Work Session
- May 16, 2011 PC Work Session
- July 7, 2011 Joint PC/CC Meeting
- July 21, 2011 Joint PC/CC Meeting
- August 25, 2011 Joint PC/CC Meeting
- November 29, 2012 CC Meeting
- February 13, 2013 PC Meeting
- May 16, 2013 Joint PC/CC Meeting
- May 30, 2013 Joint PC/CC Meeting
- September 11, 2013 PC Meeting
- November 6, 2013 PC Meeting
- December 5, 2013 CC Meeting
- January 15, 2014 PC Meeting
- January 22, 2014 PC Meeting
- February 5, 2014 Joint PC/CC Meeting
- February 13, 2014 Joint PC/CC Meeting

The BoPa-FBC will supersede the present General Commercial, Industrial, and Estate Zoning Districts within the BoPa District. The BoPa Area Plan proposed a new neighborhood grid system for the redevelopment area. The BoPa Regulating Plan (included in Appendix A of Exhibit A), if adopted, will be part of the official zoning map of Park City.

Subsequently, the Planning Commission and City Council held a Joint Work Session on May 13, 2014 (Exhibit C – Work Session Minutes) confirming prior direction to move forward. Specifically, the City Council and Planning Commission discussed the issue of height/stories and rights-of-way. The general consensus was that prior direction regarding building heights should be adhered to. There was discussion regarding the importance of view corridors and open plazas within the District. These, in addition to workforce housing, should be incentivized. Surface parking was discussed in detail; FBC is typically designed to support and foster walkable neighborhoods and locate limited surface parking behind buildings, in structures or underground. The City Council and Planning Commission ultimately agreed with this over-riding policy for parking and building location. The draft FBC that has been in the process since 2012 has recently been revised according to questions and comments that arose at the May and August 2014 meetings and is now about 95% complete (Exhibit A).

At the August 6, 2014 Planning Commission Meeting, the Commission agreed that they would like more background to come up to speed as to the why certain decisions have

been made surrounding the Bonanza Park Area to date. The Commission wanted to get a grasp and consensus on broad principles before dialing down into the details of the draft Code. Most of the Commission voiced concern over connectivity, allowing increased density overall, as well as parking availability, view corridors, the administrative review process, and public outreach (Exhibit D – meeting minutes).

Public outreach and noticing has been a large factor with every public hearing that has been held to date. A public Open House was held the afternoon of August 6, 2014 prior to the Planning Commission meeting and staff saw a large turnout of neighbors that heard about it either by notice in the mail or on the radio station that day. All property owners within the district were mailed a notice of the Public Hearing and Open House held on August 6, 2014. For the September 16th meeting, staff has been personally taking flyers around to all commercial/retail locations, residents and offices that it can within Bonanza Park to get the word out to those that may not be the listed owner of the property but who may be interested in attending a public hearing or Open House. An Open House will also be held the afternoon of September 16, 2014 at City Hall for anyone interested in attending. Phone numbers for property owners have also been obtained and staff is making efforts to reach out to everyone on that property owner list. Legal notice was posted in the Park Record and on the City and State websites as required by Code.

Analysis

Policy Direction and Clarifications

Staff would like to make a presentation regarding the background of the BoPa Area Plan as was discussed at the August 6, 2014 meeting (Exhibit D) and get deeper into the “Why we are considering and recommending Form-Based Code for BoPa” and confirm policy direction during this meeting. If the Commission comes to a consensus and if time permits, Staff would like to discuss with the Commission a few of the major sections within the draft FBC and clarify policy direction before finishing further revisions to the FBC and bringing those back to the Commission to dive deeper into the code language. To prepare for the September 16th meeting, it will be best for Commissioners to skim through the draft FBC as best as possible and to go into further depth with the policy concerns at the meeting if time permits. Those topics include:

Regulating Plan - The Regulating Plan informs the form of an area by addressing 1) Building Form, which determines the best building envelope for the context, how to address the street and the variety of buildings which integrate seamlessly with the surrounding context, 2) Circulation, which evaluates existing streets and how they have been designed and provides parameters for designing future streets by relying on the context of the area, and 3) Parks and Public Spaces, which identifies the types of parks and public spaces that are appropriate for the vision of the community.

The Regulating Plan for BoPA identifies seven (7) distinctive character zones. The existing streets that form the boundary of BoPa and the creation of new

internal streets are equally important to regulate the form of this area. The Regulating Plan has been established by examining the “fabric” or structure of the City to foster the healthy aspects of the community and identify a balanced street network that integrates a multi-use atmosphere. Street Types define designs that best suit the context in which the street will exist by regulating parameters for target speed, travel ways, lane dimensions which detail lane width for vehicles and bicycles, and the total right-of-way needed for the street type. The area commonly referred to as the sidewalk is an integral aspect of a form-based code as the connection of the public realm to the private realm. Activation within the sidewalk is a key to creating a more walkable community.

At the previous joint work session on May 13, 2014, staff brought forward a revised Regulating Plan taking into account that the Rocky Mountain Power substation will remain in place and revising where the central park location may be in the future. Further revisions have been made to this document as Staff addresses changes to the FBC requirements. At this time the park is shown on City-owned property, specifically where the Recycle Center is currently located.

Parking Requirements - Parking is regulated by an FBC in the same manner as it is by a conventional zoning ordinance. Minimum parking standards are established according to different land use types - as they are with conventional zoning. The primary difference in the approach to parking is the promotion of surface parking to the rear or side of buildings rather than in lots in front, between the building and the street. Because FBCs tend to promote more walkable, high-density mixed-use development coupled with on-street parking and transit, the parking standards are often lower than those associated with conventional zoning. Maximum parking standards may also be placed in the development standards and well as landscaping standards to mitigate large surface lots being seen from the street.

Staff has looked at the existing parking requirements within the Land Management Code and what may be appropriate for the BoPa area as development occurs and transit patterns change. With those in mind the parking ratios found Table 5.1 dictate minimum vehicular and bicycle parking required for the different character zones and by uses. It is also important to know that in a FBC district, uses may change over time while the building stays the same and how to incorporate shared parking and a higher amount of on-street parking into the calculations came into play as proper ratios were determined. The standards for placement of parking and landscaping buffers shall be per the Character Zone specific building form standards found in Section 5.2- 5.8

Administration - Form-Based Codes offer a streamlined administrative process. They put the emphasis on creating great and lasting places that attract and retain prosperity within a community. One of the major goals of form-based codes is to promote predictability in process and, in some cases, streamline the permitting process, a clearly defined application and project review process is included. The

inclusion of wisely-developed architectural standards can help make administration of the form-based code more objective.

The BoPa FBC clearly identifies the Development Review Process in Section 3 and outlines what determines Administrative Review and/or Planning Commission Review. As noted at the last joint work session on May 13, 2014, as well as at the Planning Commission meeting on August 6, 2014, the Planning Commission had stated they were anxious to review larger projects within the BoPa area. Taking that into consideration, all projects 25,000 square feet or larger will need to go through Planning Commission review as noted in the draft FBC. The Planning Director or designee (meaning staff) will process smaller applications unless requiring a Conditional Use Permit (CUP), major modifications to the Code, appeals to the Planning Director's determination, or if City Council wants to grant additional flexibility for exceptional civic or environmental design.

Incentive Standards - The purpose of this section is to implement the Enhanced Option recommendations of the Bonanza Park Area Plan street grid in a streamlined and predictable manner in conjunction with the City's Affordable Housing, Transfer of Development Rights (TDR), and View Shed & Open Space policies.

At the May 13, 2014 joint work session and August 6, 2014 Planning Commission meeting, concern for allowed height was discussed. The Council members and Commissioners had varying views as to what to allow for maximum heights. The current General Commercial zoning in the area allows for three stories and a 35 feet height standard. Table 7.3 within the draft FBC spells out the general standards and incentive options for receiving additional height above the three (3) stories and 35 feet height standard. The three options available are to provide workforce or affordable housing, providing dedication of required or recommended open/civic space and/or view sheds, and receiving TDR credits. To be eligible for Tier 1 or 2 Enhanced Options, applicants have to meet the Applicability requirements as listed in Section 7.2 in the draft FBC. For utilization of alone or both of the enhanced options, maximum building height shall not exceed 5 floors or 55 feet. On the 4th floor the building area shall be limited to 75% of the ground floor building area (footprint) and on the 5th floor the building area shall be limited to 25% of the ground floor building area (footprint) unless otherwise specified in the draft FBC. The Bonus Tier option, adding TDR density to Tier 1 or 2 sites, would allow the 4th and 5th floor to be developed up to 100% of the ground floor area of the building.

Next Steps

The Planning Commission and City Council will have a Joint Work Session near the end of October (possibly the 22nd) to discuss policy direction and clarifications and then the Planning Commission will continue to meet a few more meetings to discuss/revise the

draft FBC and ultimately have a final joint meeting with the City Council in which it is anticipated the Commission will forward a recommendation to the City Council.

Exhibits

Exhibit A – Draft FBC with Appendices

Exhibit B – City Council 2011 Visioning – Visioning to Planning to Implementation

Exhibit C – Minutes from May 13, 2014 Joint CC/PC Work Session

Exhibit D – Minutes from August 6, 2014 Planning Commission Meeting



Bonanza Park Form-Based Code

DRAFT

~~July 31~~ September 8, 2014

Developed for



By

GATEWAYPLANNING
A VIALTA GROUP PARTNER

Title 15, Chapter 2.25 Bonanza Park Form-Based Code (BoPa-FBC)

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Introduction

This document provides the implementation tools that address the rules for new development and redevelopment consistent with the Bonanza Park Area Plan (included as Appendix B) supplement to the General Plan. Excerpts from the Area Plan are used throughout the document to provide guidance to property owners, applicants, and developers on the vision for the area.

1.1 Purpose and Intent

The purpose of the Bonanza Park Form-Based Code (BP-FBC) is to implement the vision of improved connectivity through a pedestrian-oriented, mixed-use neighborhood in which local residents live, work, and play, by:

- (a) Providing increased attainable housing opportunities;
- (b) Incentivizing community benefits;
- (c) Creating authenticity through placemaking, human scale, and individualized contemporary design; and
- (d) Promoting economic development.
- (e) Promoting environmental stewardship
- (f) Maintaining the connections to the Natural Setting by preserving view corridors and integrating open space

Therefore, the goals of the Bonanza Park FBC are to provide a more functional and dense community through the use of recognized principles of urban design and allow property owners flexibility in land use, while prescribing a higher level of detail in building design, form, and the public realm.

1.2 Relationship to Adopted Plans

The Bonanza Park FBC implements the following planning principles for the Bonanza Park District, as follows:

- (a) Reconnect to the history of this locale.
- (b) Take a collaborative partnership approach to redevelopment between the City, property owners, local residents, and business owners within the district.
- (c) Actively promote inward migration into the redevelopment area rather than passively allowing outward migration and sprawl.
- (d) Protect view corridors and the connection to the mountains.
- (e) Improve internal circulation and enhance connectivity to the surrounding mobility systems.
- (f) Redevelop utilizing future-oriented, environmentally-conscious development practices.
- (g) Maintain the area as a commercial district with special emphasis on fostering economic development within the local resident population and existing businesses.
- (h) Establish the Bonanza Park District as a neighborhood where locals to live, work, and play.
- (i) Address the housing and social needs of the neighborhood's diverse population.
- (i) Create an authentic and lively district through design and attention to the public realm.

2.0 Components of the Code

- 2.1 **Regulating Plan:** The Bonanza Park District Regulating Plan (Appendix A) is hereby adopted as the official zoning map for the District. Within any area subject to the approved Regulating Plan, this BOPA-FBC becomes the exclusive and mandatory regulation.

- (a) **Establishment of Character Zones**

The Regulating Plan (Appendix A) establishes the following Character Zones.

- i. **Mixed Use Center** –The Mixed Use Center zone is intended to accommodate a variety of higher intensity uses related to entertainment, resort services, employment offices, education,neighborhood-serving commercial, and urban residential. The goal of the zone is to create an area that sustains itself both on and off peak tourist times and establishes itself as a true center of Bonanza Park. Development may include both larger scale projects that redevelop complete blocks and small scale, lot-by-lot, incremental redevelopment. Buildings in this Zone shall be characterized by development that represents the next generation Park City,which takes cues from Park City's past with appropriate scale, but begins a new paradigm of designing with contemporary, eco-conscious materials, solar orientation, and environmental best practices.
- ii. **Resort Gateway** –The Resort Gateway zone is intended to be the location for resort services and boutique resort hotels along the major entrance corridors into Bonanza Park. As the gateway to Park City when entering town,or going to mountain facilities, the resort gateway zone identifies the preferred location within the Bonanza Park District to stay, dine and shop. The goal for this zone is to be an appropriate entryway to the City and the Bonanza Park area by expressing a primarily resort character. Future architectural style and design in this area should relate to the mountain resort character.
- iii. **Iron Horse**– The Iron Horse zone is intended to foster a range oflight industrial arts, services, and associated design elements,while continually transitioning into a local arts neighborhood with urban living in an eclectic lifestyle that is reflective of the industrial roots of this area of Bonanza Park. The goal is to create an urban residential neighborhood and maintain a place within the city limits for light industrial professional services.The dominant architectural style is guided by the existing buildings along Iron Horse Drive that have a simple form. Materials are dominated by concrete block, metal siding, and metal roofs. The future design should be evolutionary, taking hints from the simple form with the introduction of new materials in adaptive reuse, additions, and new structures. Overall design should tie to the industrial past of the area and the railroad.
- iv. **BoPa Residential**– The BoPa Residentialzone is intended to preserve existing residential or provide for long-term redevelopment into a range of higher density residential (live-work, townhomes,garden apartments, etc.)within the heart of the neighborhood within walking distance of the Mixed Use Center. Development standards in this character zone emphasize higher density urban residential uses and various residential building types.
- v. **Civic Use Center** – The Civic Use Center zone is intended to accommodate a range of City facilities such as the Public Works and Transportation building, bus barn with workforce housing, future transit hub, possible gondola connector to Park City Mountain Resort, etc. Development may include larger projects with a mix of uses and standards in this zone should emphasize a robust, sustainable network of partnerships along building fronts to create a vibrant, cohesive district that engages surrounding public spaces. The goal of this zone is to create a civic hub near the center of the neighborhood where public utility services, transportation, and other public buildings and facilities are grouped and may be accessed on a community level. Services should be within walking distance (a quarter mile) and transportation options should facilitate in bringing residents in and out of the neighborhood from not only the surrounding communities, but also on a regional level. This zone should showcase the strength of the community, and becomes a source of community pride with the feeling that it belongs to everyone.

- vi. Hillside Residential - The Hillside Residential zone is also intended to preserve the existing range of affordable higher density residential located along the Iron Horse Loop Road set against the Hillside. Development standards in this character zone emphasize the preservation of the higher density urban residential uses with some possible infill or redevelopment within the existing context.
 - vii. Utility Services – In light of the decision of Rocky Mountain Power (RMP) not to move the utility substation located within Bonanza Park, it is recommended that the property that substation sits on to be classified as its own character zone – Utility Services. This area would be characterized by only allowing the substation with specific screening, buffering, and fencing standards along its frontages to the neighborhood.
 - (b) **Street Designations** – The Streets within Bonanza Park shall be classified in three major ways. First, the *Street Cross Section* shall address vehicular lane widths, number of lanes, pedestrian accommodation, street tree requirements, on-street parking, and parkway and median standards (streetscape standards). These standards are laid out in Section 10 and Appendix C of this code. Second, *Street Type* designations shall classify the streets by their appropriate development context by denoting them on the Regulating Plan as Type “A” or Type “B” Streets. Lastly, *Street Priority* shall establish the phasing significance (primary and secondary) of different street segments within Bonanza Park. Refer to Section 8.0 Street Design Standards for the detailed regulations.
 - (c) **Open Space/Civic Space Designations** – Open Space and Civic Space within Bonanza Park shall be categorized as Required Open/Civic Space and Recommended Open/Civic Space. The detailed Open Space and Civic Space Standards for different open space types are included in Section 9.0 and Appendix C of this Code. These standards include general character, typical size, frontage requirements, and typical uses.
 - (d) **Special Frontage Standards** – The Special Frontage Standards establish exceptions and special conditions for all buildings along designated frontages. Special Frontage Standards shall be applicable in addition to the underlying Character Zone standards.
- 2.2 **Development Standards:** The BOPA-FBC text portion of this Appendix enumerates the development standards with text and graphics for Character Zones, Frontage Types, building form, landscape, signage, and lighting.

2.3 Using This Document

The following basic steps should be followed to determine the uses and development standards applicable on property within the Bonanza Park District:

- i. Review the Table 3.1 to evaluate the applicability of the BOPA-FBC based on the scope of the proposed development.
- ii. Locate the subject property on the Bonanza Park Regulating Plan (Appendix A).
- iii. Identify:
 - i. The Character Zone in which the property is located;
 - ii. All Street Designation along all its street frontages;
 - iii. Any open space/civic space designations applicable to the property (required and recommended); and
 - iv. Any Special Frontage Requirements or special requirements that may be applicable to the subject property.

- iv. Review the Schedule of Uses by Character Zone as listed in Table 4.1 to determine allowed uses.
- v. Examine the corresponding zone standards in the Building Form and Development Standards in Section 5 to determine the applicable Base Development Standards and any Special Frontage standards.
- vi. Refer to Section 6 for Building Design Standards based on the building type and Character Zone of the proposed development.
- vii. Refer to Section 7 for Incentive Standards for development entitlement greater than established by Section 5
- viii. Refer to Section 8 for Street Design Standards
- ix. Refer to Section 9 for Open Space/Civic Space Standards.
- x. Refer to Section 10 for Streetscape and Landscape Standards

The information listed in the aforementioned steps explains where the building will sit on the lot, the limits on its three dimensional form, the range of uses, and the palette of materials that will cover it. For more specific dimensions and standards applicable to a particular property, consult with City Staff.

3.0 Administration

3.1 Applicability

- (a) The uses and buildings on all properties within the Bonanza Park Form-Based zoning classification shall conform exclusively to this Code unless specifically referenced otherwise in this Code. Table 3.1 shall determine the extent to which sections of the Form-Based Code apply to any proposed development based on the type and scope of the proposed development.
- (b) Provisions of this BOPA-FBC are activated by "shall" when required; "should" when recommended and/or "may" when optional.
- (c) Terms used throughout this Code are defined in *Section 12. Definitions*. For those terms not defined in *Section 12. Definitions*, Definitions in various sections of the Title 15 of the Park City Municipal Corporation Land Management Code shall apply. For terms not defined in either section, they shall be accorded commonly accepted meanings. In the event of conflict, the definitions of this Code shall take precedence.
- (d) Where in conflict, numerical metrics shall take precedence over graphic metrics.

3.2 Relationship to other city ordinances

- (a) For all property zoned as BOPA-FBC, the standards in this document shall supersede standards under:
 - i. Off-Street Parking under Title 15 Chapter 3 of the Land Management Code, as amended, except as specifically referenced herein.
 - ii. Supplemental Regulations under Title 15 Chapter 4 of the Land Management Code, as amended, except as specifically referenced herein.
 - iii. Standards under Title 15, Chapter 6, Master Planned Development, except as referenced herein.
 - iv. Subdivision Provisions and Procedures under Title 15 Chapter 7 of the Land Management Code, as amended, except as specifically referenced herein.
 - v. Non-Conforming Uses and Non-Conforming Structures under Title 15 Chapter 9 of the Land Management Code, as amended, except as specifically referenced herein.
- (b) Development standards not addressed in this ordinance shall be governed by the Park City Municipal Corporation Land Management Code to the extent they are not in conflict with the intent or text of the BOPA-FBC Code.

3.3 Development Review Process

- (a) Administrative Review -- Projects that clearly comply with all standards of this Code and projects that require Minor Modifications shall be processed administratively by the Planning Director or designee unless requiring a Conditional Use Permit (CUP) per Section 4 of this code. The Planning Director shall be responsible for the following:
 - i. Reviewing site plan applications for compliance with the requirements of BOPA-FBC Code.
 - ii. Approving site plan applications that are in compliance with the requirements of the BOPA-FBC Code.
 - iii. Approving revisions to previously approved site plans that comply with this Code and all applicable city ordinances.
 - iv. Approving any minor modifications to the approved Regulating Plan and Code per Section 3.3 (b) and Table 3.2.

- v. Forwarding any appeals to the decision of the Planning Director and/or major modifications to the Planning Commission.

Table 3.1 Applicability Matrix

Code Section	Section 4: Schedule of Uses	Section 5: Build-to zones and	Section 5: Height	Section 5: Parking and Street Screen	Section 6: Building Design Standards	Section 8: Street Design Standards	Section 9: Civic/Open	Section 10: Landscape and Streetscape	Section 11: Sustainability Standards
Type of Development									
Commercial (retail, office, restaurant), lodging, mixed use building, apartment/multi-family building (3 or more units per lot), and live-work buildings									
New Construction	X	X	X	X	X	X	X	X	X
Change of Use/Expansion of Use (without expansion of building and regardless of change in value)	X			X				X	
Repair, Maintenance, Alteration, and Enlargement of Building Area of Non-Complying Structures:									
Any Non-Complying Structure may be repaired, maintained, altered, or enlarged, provided that such repair, maintenance, alteration, or enlargement shall neither create any new non-compliance nor shall increase the degree of the existing non-compliance of all or any part of such Structure. Standards in the BoPa FBC shall apply to the expansions only.		X	X	X		X	X	X	X
Expansion of parking area only (not in conjunction with a building or use expansion)									
Up to 10 spaces				X					
11 or more additional spaces				X		X		X	X
Façade changes to existing buildings (regardless of value of improvements proposed)									
Addition of non-air conditioned space such as patios, porches, arcades, canopies, and outdoor seating areas (subject to Minor Modifications in Section 3.3 (b) and Table 3.2)		X	X						
Residential Buildings (single family attached and detached buildings)									
New construction	X	X	X	X	X	X	X	X	X
Change of Use (without expansion of building)	X			X					
Addition of non-air conditioned space such as patios, porches, arcades, canopies, private open space, recreational amenities and courtyards/forecourts (subject to Minor Modifications in Section 3.3 (b) and Table 3.2)		X	X		X				
Expansion of use/structure (new accessory building/structure on the lot)	X	X	X	X	X			X	

X- denotes required compliance with that section of the code

- (b) Minor Modifications to the BOPA-FBC: The Planning Director shall have the authority to approve a request for minor modifications to BOPA-FBC that:
 - i. Does not materially change the circulation and building location on the site;
 - ii. Does not increase the building area permitted under this Code;
 - iii. Does not change the relationship between the buildings and the street;
 - iv. Does not allow greater height of any building as established in this Code; or
 - v. Change any required element of the Regulating Plan and the Code beyond the thresholds established in Table 3.2 below
 - vi. Any appeals to the decisions of the Planning Director on minor modifications shall be heard by the Planning Commission.
- (c) Exceptional Civic Design and Major Modifications. The Planning Commission may recommend and City Council may allow additional flexibility for projects of exceptional civic or environmental design. Additional flexibility to the standards in this Code (beyond the Minor Modifications permitted in Section 3.3(b) and Table 3.2) shall be considered as Major Modifications. . In evaluating Exceptional Civic Design and Major Modification requests, the Planning Commission and City Council shall use the following criteria:
 - i. The extent to which the application meets the vision for a vibrant mixed use neighborhood geared toward primary residents consistent with the Bonanza Park Plan;
 - ii. The extent to which the application considers not only traffic circulation, but also considers multiple modes of transportation and implements the overall street network to support walkable mixed use;
 - iii. The extent to which the application creates or maintains the continuity of walkable streets with active uses, attractive streetscape, range of residential uses, and timeless architecture;
 - iv. The extent to which the application proposes a unique design solution with building design and architectural materials that can create a special destination within Bonanza Park;
 - v. Whether the application implements Bonanza Park's vision for incremental evolution of lots and blocks into higher density while taking advantage of existing improvements; and
 - vi. The extent to which the application integrates usable and high quality civic and open space that adds value and becomes a focal point for the development.
 - vii. The extent to which the application integrates high efficiency of natural resources and contributes to Park City's goals of decreasing greenhouse gas (GHG) emissions.
- (d) Conditional Use Permit Review: The Conditional Use Permit review process outlined in LMC section 15-1-10 will be applied for all projects requiring Conditional Use Permit approval, unless a subsequent provision of the LMC specifically sets forth an administrative approval process for a specific Conditional Use, in which case that section shall control. Noticing requirements outlined within LMC 15-1-10 apply.
- (e) Variances to Zoning Requirements: Any waiver of basic dimensional development standards related to building heights or setbacks shall require a variance considered by the Board of Adjustment per Title 15 Chapter 10 of the Land Management Code.

- (f) Appeals: Any decision by either the Planning Director or Planning Staff regarding the Application of the FBC to a Property may be appealed to the Planning Commission. Any decision by the Planning Commission regarding the application of the FBC to a Property may be appealed to the Board of Adjustment. Final Action by the Planning Commission on Conditional Use Permits involving City Development may be appealed to the Board of Adjustment at the City Council's request. All other Final Action by the Planning Commission concerning Conditional Use permits may be appealed to the City Council. Process and Scope of Appeals is outlined within LMC 15-1-18.

Table 3.2 Minor Modification Criteria

Standard	Minor Modification Allowed	Criteria
Regulating Plan Components		
Area/Boundary of Individual Character Zones	No more than a 15% change (increase or decrease) in the total area of any individual Character Zone	- Shall not eliminate any Character Zone - Shall not change the overall boundary of the BOPA-FBC Zoning Boundary in the Regulating Plan 15% measurement shall be based on the total area of that specific Character Zone within the entire BOPA-FBC Zoning District
Location of any Primary Street	Location may be shifted no more than 100' in any direction	Shall maintain the connectivity intended by the Regulating Plan
Location of any trails/pedestrian paseo	Location may be shifted within the block.	Shall maintain the mid-block pedestrian connectivity and view corridors intended by the Regulating Plan
Area of any Required Civic/Open Space	May be reduced by no more than 10%	- Shall maintain the frontages required by the Regulating Plan - Area may be adjusted to accommodate any shifting of any Primary Streets only
Building Form and Development Standards		
Build to zones/setbacks	No more than a 20% change in the maximum or minimum setback.	- Changes to the build to zones and setbacks may only be due to: - any changes to the street cross sections or changes in the width of a sidewalk or - the need to accommodate existing buildings and structures on the lot that meet the overall intent and vision for redevelopment in Bonanza Park; or - the need to accommodate snow storage beyond the area within the minimum setback; or - the need to accommodate other required modes of transportation (transit, bike, pedestrian), storm water drainage, water quality, or low impact development (LID) elements on the site; or - the need to accommodate overhead or underground utilities and/or easements or - the need to accommodate porte-cocheres for drop-off and pick-up - In no case shall the sidewalk be less than 8feet in width along Bonanza Drive and 8feet in width along all other streets.
Building Frontage	No more than a 15% reduction in the required building frontage along each block of a Type "A" Street and no more than a 25% reduction in the required building frontage along each block of a Type "B" Street.	- Any reduction in the required building frontage shall be to address one of the following: - To accommodate porte-cocheres for drop-off and pick-up or - To accommodate existing buildings and site elements to be retained or - To accommodate other required transit, bike-pedestrian related, storm water drainage, water quality, or light impact design elements on the site

<i>Standard</i>	<i>Minor Modification Allowed</i>	<i>Criteria</i>
	Deferment of Building Frontage requirements along certain streets (both Type "A" and Type "B" Streets)	Building frontage standards may be deferred along certain streets in order to accommodate phased development/redevelopment on the site in conjunction with a developers agreement or other official performance agreement or contract adopted between the developer/property owner and the city or public entity
Building Frontage	Reduction of building frontage requirements for lots with frontage along two or more Type "A" Streets	Frontage requirement along <u>one</u> Type "A" Street frontage may be replaced with the corresponding standard for a Type "B" Street instead. In determining which Type "A" Street frontage may be changed to a Type "B" Street frontage, maintaining continuity of building frontages of adjoining blocks on both sides of the Type "A" designated streets shall be considered.
Street screen	Waiver of street screen requirement along a Type "B" Street or Boulevard	- Requirement for a street screen may only be waived along the Type "B" Street or along the frontage of any interim surface parking lot (off-street) that is intended to be in-filled with a parking structure. - In no case shall any portion of the surface parking have frontage along a Type "A" Street without a required street screen - In no case shall the (off-street) surface parking lot be located at a street intersection for a minimum depth of 20' along each street (regardless of the Street Type).
Streetscape standards	Street tree planting, street lighting, and other streetscape standards may be adjusted based on the development context and street cross section.	Any changes to the streetscape standards shall be based on specific development context such as vegetation, natural features, drainage, and fire access and is subject to approval by the City.
Build-to zones, setbacks, building frontage, parking location, street screen, driveways and access standards	Deferment of one or more of these standards	- Any of these standards may be deferred in order to accommodate phased development/redevelopment on the site in conjunction with a phasing plan or other agreement with the city - Driveways for porte-cocheres and structured parking may be permitted along Type "A" frontages so long as the pedestrian realm is maintained and treated along such frontage appropriately with paving, screening, and signage.
Any other numerical standard in the code	A modification up to 10% (increase or decrease)	- A small modification of a numerical standard is needed to accommodate existing conditions and context - The proposed development still meets the intent of the Code.

3.4 Plat Approval: The applicant shall follow Title 15 Chapter 7 of the Land Management Code, for the plat approval subject to the requirements per this Code.

3.5 Non-conforming Uses and Non-complying Structures:

- (a) Non-conforming Uses: Any non-conforming use that does not conform to the provisions of this code must comply with the regulations per Title 15 Chapter 9 of the Land Management Code. A Non-Conforming Use may not be moved, enlarged, altered, or occupy additional land, except as provided in this Title 15 Chapter 9 of the Land Management Code.
- (b) Non-complying Structure: No non-complying structure may be moved, enlarged, or altered, except in the manner provided in this Section or unless required by law. [Change of use or sale of an existing non-conforming structure shall not invalidate the provisions of this section.](#)
 - i. Repair, Maintenance, Alteration, and Enlargement: Any Non-Complying Structure may be repaired, maintained, altered, or enlarged, provided that such repair, maintenance, alteration, or enlargement shall neither create any new non-compliance nor shall increase the degree of the existing non-compliance of all or any part of such Structure.
 - ii. Moving: A Non-Complying Structure shall not be moved in whole or in part, for any distance whatsoever, to any other location on the same or any other lot unless the entire Structure shall thereafter conform to the regulations of the zone in which it will be located..
 - iii. Damage or Destruction of Non-Complying Structure: If a Non-Complying Structure is allowed to deteriorate to a condition that the Structure is rendered uninhabitable and is not repaired or restored within six (6) months after written notice to the Property Owner that the Structure is uninhabitable and that the Non-Complying Structure or the Building that houses a Non-Complying Structure, is voluntarily razed or is required by law to be razed, the Structure shall not be restored unless it is restored to comply with the regulations of the zone in which it is located. If a Non-Complying Structure is involuntarily destroyed in whole or in part due to fire or other calamity and the Structure or Use has not been abandoned, the Structure may be restored to its original condition, provided such work is started within six months of such calamity, completed within eighteen (18) months of work commencement, and the intensity of Use is not increased.
- (c) Ordinary Repair and maintenance and structural safety. The owner may complete normal maintenance and incidental repair on a complying Structure that contains a Non-Conforming Use or on a Non-Complying Structure. This Section shall not be construed to authorize any violations of law nor to prevent the strengthening or restoration to a safe condition of a Structure in accordance with an order of the Building Official who declares a Structure to be unsafe and orders its restoration to a safe condition.

3.6 Amendments to the Code: Amendments and changes to the Regulating Plan, text and property boundaries beyond those expressed permitted under this Code shall follow the requirements of Title 15 Chapter 1, subsection 7 of the Land Management Code.

4.0 Schedule of Permitted Uses

4.1 Applicability: Due to the emphasis on urban form over land uses in the BOPA-FBC District, general use categories have been identified by Character Zone. Uses that are not listed in the following schedule (Table 4.1), but that are substantially similar, may be permitted upon approval of the Planning Director or his/her designee, subject to appeal to the Planning Commission pursuant to LMC 15-1-18.

P= Permitted by right NP= Not Permitted P/C = Permitted with Specific Criteria as established in Table 4.2 P/A = Permitted Accessory Use
P/A/C = Permitted Accessory Use with Specific Criteria as established in Table 4.2 P/C/CUP = Permitted with Specific Criteria in Table 4.2 and with a Conditional Use Permit P/CUP = Permitted with a Conditional Use Permit

Table 4.1 – Schedule of Uses							
Character Zone	Mixed use Center	Resort Gateway	Bo Pa Residential	Iron Horse	Hillside Residential	Civic Use Center	Utility Service
Land Use							
Commercial Uses (Office, Retail, Sales and Service Uses)							
Retail Sales or Service (personal service uses) with <u>no drive-through window or drive-in service</u> (includes alcohol sales) including retail and service commercial, minor, retail and service commercial, personal improvement, retail and service commercial, major, plant and nursery stock production and sales, and commercial, resort support. Excluded from this category are retail sales and service establishments that cater to the automobile	P	P	NP	P	NP	P	NP
Retail and Service Commercial, Auto-related	NP	NP	NP	P/C	NP	NP	NP
Finance, Insurance, and Real Estate establishments including banks, credit unions, real estate, and property management services, with <u>no drive-through window or drive-in service</u>	P	P	NP	P	NP	P	NP
Offices for business, professional, administrative, and technical services such as accountants, architects, lawyers, doctors, etc. including office general, office moderate intensive, and office intensive	P	P	NP	P	NP	P	NP
Research laboratory headquarters, laboratories and associated facilities	P	P	NP	P	NP	P	NP
Food Service Uses such as full-service restaurants, cafeterias, bakeries and snack bars with <u>no drive through window or drive in service</u> including café or deli, restaurant general Included in this category is café seating within a public or private sidewalk area with no obstruction of pedestrian circulation. Also included in this category is the sale of alcoholic beverages (with food service).	P	P	NP	P	NP	P	NP
Bars and/or drinking establishment	P	P	NP	P	NP	P	NP
Any permitted use with a drive-up window or drive-up service including Financial Institution, gasoline service station, restaurant, or retail Drive-up Window.	NP	P/C/CUP	NP	P/C/CUP	NP	P/C/CUP	NP

Table 4.1 – Schedule of Uses

Character Zone	Mixed use Center	Resort Gateway	Bo Pa Residential	Iron Horse	Hillside Residential	Civic Use Center	Utility Service
Arts, Entertainment, and Recreation Uses							
Amusement or theme park establishment (indoor) including bowling alleys, bingo parlor, games arcades, skating, etc.	P	P	NP	P	NP	P	NP
Amusement or theme park establishment (outdoor) including miniature golf, go-cart tracks, or Outdoor Entertainment Facility, etc.	P/CUP	P/CUP	NP	P/CUP	NP	P/CUP	NP
Art galleries	P	P	NP	P	NP	P	NP
Art, antique, furniture or electronics studio (retail, repair or fabrication; excludes auto electronics sales or service)	P	P	NP	P	NP	P	NP
Games arcade establishments	P	P	NP	P	NP	P	NP
Theater, cinema, dance, or music establishment	P	P	NP	P	NP	P	NP
Museums and other special purpose recreational institutions	P	P	NP	P	NP	P	NP
Recreation facility, Commercial	P	P	NP	P	NP	P	NP
Recreation facility, Public	P	P	P	P	P	P	NP
Recreation Facility, Private	P/A	P/A	P/A	P/A	P/A	P	NP
Parks, greens, plazas, squares, and playgrounds (public and private)	P	P	P	P	P	P	P
Passenger Tramway and Ski Base Facility	P	P	NP	P	NP	P	NP
Ski Tow Rope, ski lift, ski run, and ski bridge	P	P	NP	P	NP	P	NP
Educational, Public Administration, Health Care and Other Institutional Uses							
Business associations and professional membership organizations	P	P	NP	P	NP	P	NP
Child Care, In Home	P	P	P	P	P	P	NP
Child Care, Family	P	P	P	P	P	P	NP
Child Care, Family Group	P	P	P	P	P	P	NP
Child Care Center	P	P	P	P	P	P	NP
Schools, libraries, and community halls	P	P	NP	P	P	P	NP
Universities and Colleges	P	P	NP	P	P	P	NP
Technical, trade, and specialty schools	P	P	NP	P	NP	P	NP
Hospitals and limited care facility, general	P	P	NP	P	NP	P	NP
Office and Clinic, Medical (includes veterinary care)	P	P	NP	P	NP	P	NP
Civic uses	P	P	NP	P	NP	P/CUP	NP
Social and fraternal organizations	P	P	NP	P	NP	P	NP
Social services and philanthropic organizations	P	P	NP	P	NP	P	NP
Public administration uses (including local, state, and federal government uses, public safety, health and human services)	P	P	NP	P	NP	P	NP
Religious Institutions	P	P	P/CUP	P	NP	P/CUP	NP
Funeral homes	P	P	P/CUP	P	NP	P/CUP	NP
Residential Uses							

Table 4.1 – Schedule of Uses

Character Zone	Mixed use Center	Resort Gateway	Bo Pa Residential	Iron Horse	Hillside Residential	Civic Use Center	Utility Service
Home Occupations	P/A	P/A	P/A	P/A	P/A	P/A	NP
Multi-family residential (3 or more units in one structure)							
Ground floor	P/C	P	P	P/C	P	P	NP
Upper floors	P	P	P	P	P	P	NP
Residential Lofts	P/C	P	P	P/C	P	P	NP
Single-family residential attached dwelling unit (Townhomes)	P/C	P	P	P/C	P	P/C	NP
Duplex or Triplex	P/C	P	P	P/C	P	P/C	NP
Accessory residential unit	-NP	NP	P	P	P	P	NP
Live-work unit	P	P	P	P	P	P	NP
College-Dormitory (associated with a college or vocational school)	P	P	P	P	P	P	NP
Light Industrial Manufacturing and Assembly, transportation, communication, and utility Uses							
Cottage Manufacturing uses	P/CUP	NP	NP	P	NP	P/CUP	NP
Miscellaneous light industrial manufacturing and assembly (included in this category are jewelry, silverware, equipment, electronics, personal metal goods, flatware, dolls, toys, games, musical instruments, office supplies, and signs.)	P/CUP	NP	NP	P	NP	P/CUP	NP
Wholesale trade establishment	NP	NP	NP	P	NP	P	NP
Transportation Service	P	P	NP	P	NP	P	NP
Warehouse and storage services	NP	NP	NP	P	NP	P	NP
Publishing (newspaper, books, periodicals, software)	P	P	NP	P	NP	P	NP
Motion picture and sound recording	P	P	NP	P	NP	P	NP
Telecommunications and broadcasting (radio, TV, cable, wireless communications, telephone, etc.)	P	P	NP	P	NP	P	NP
Information services and data processing	P	P	NP	P	NP	P	NP
Utilities and utility services (electric, natural gas, alternative) (includes power station)	NP	NP	NP	NP	NP	P/CUP	P
Other Uses							
Nightly rentals (not to exceed 20% of the total units (including lockouts and accessory dwelling units) within each residential property)	P	P	P	P	P	P	NP
Hotels	P	P	NP	NP	NP	NP	NP
Timeshare Project and Conversion	P	P	NP	NP	NP	NP	NP
Timeshare Sales Office, off-site within and enclosed Building	P	P	NP	NP	NP	NP	NP
Private Residence Club Project and Conversion	P	P	P	P	P	P	NP
Parking, surface with five (5) or more spaces	P/C	P/C	P/C	P/C	P/C	P/C	P/C
Parking, surface with four (4) or less spaces	P	P	P	P	P	P	P
Parking, structured	P	P	P	P	P	P	NP

Table 4.1 – Schedule of Uses

Character Zone	Mixed use Center	Resort Gateway	Bo Pa Residential	Iron Horse	Hillside Residential	Civic Use Center	Utility Service
Private attached garage	NP	NP	P	P	P	NP	NP
Private detached garage	NP	NP	P	P	P	NP	NP
Sales from kiosks (for food vendors only - other city ordinances may apply)	P	P	NP	P	NP	P	NP
Temporary Improvement	P/A	P/A	P/A	P/A	P/A	P/A/	P/A
Accessory Building and Use	NP	NP	NP	P	P		
Heliport	P/CUP	P/CUP	NP	P/CUP	NP	P/CUP	NP
Community garden	P/C	P/C	P/C	P/C	P/C	P/C	NP
Urban Agriculture	P	P	P	P	P	P	NP
Outdoor Storage relating to retail service commercial	P/C	P/C	NP	P/C	NP	P/C	NP
Incidental Outdoor Display (subject to minor modification)	P/A	P/A	NP	P/A	NP	P/A	NP
Antennas including cell, accessory, and mounted on top of buildings.	P/A	P/A	P/A	P/A	P/A	P/A	P/A
Wind energy equipment	P/A/C	P/A/C	P/A/C	P/A/C	P/A/C	P/A/C	P/A/C
Solar energy equipment	P/A/C	P/A/C	P/A/C	P/A/C	P/A/C	P/A/C	P/A/C
Special Event or Outdoor Event	P/CUP	P/CUP	P/CUP	P/CUP	P/CUP	P/CUP	NP
Sexually-Oriented Business (shall meet standards in 15-2.18-7 of the LMC)	NP	NP	NP	P/CUP	NP	NP	NP
Any ground floor, single-tenant space greater than 15,000 sq. ft. and less than 25,000 sq.ft.	P/C	P/C	NP	P/C	NP	P/C	NP
Any ground floor, single-tenant space greater than 25,000 sq. ft. and less than 50,000 sq.ft.	P/C/CUP	NP	NP	P/C/CUP	NP	P/C/CUP	NP
Any ground floor, single-tenant space greater than 50,000 sq.ft.	NP	NP	NP	NP	NP	NP	NP

4.2 Additional Design Criteria for Certain Uses: All uses listed as P/C in Table 4.1 shall also meet the following standards in Table 4.2

Table 4.2 – Use Criteria		
Use	District Permitted	Location & Design Criteria
Non-Residential Uses		
Auto-related Sales and Service	Iron Horse	- Gas pumps, canopies, and/or service bays shall not be located along any Type "A" Street frontage. - Gas pumps, canopies, and/or service bays shall meet the following standards along Type "B" Streets: - Drive-through lanes, auto service bays, and gas station canopies shall be hidden behind a 3' high Street Screen along Type "B" Street frontages. The Street Screen shall be made up of: - the same material as the principal building or - a living screen minimum 4' in width or - a combination of the two. - No more than 50% of a lot's frontage along a Type "B" Street may be dedicated to frontage of drive through lanes, canopies, service bays, and other auto-related site elements. - Any automobile related retail sales or service use of a site or property with frontage on a Type "A" or "B" Street shall also have a building with a pedestrian entrance at a Type "A" Street and/or Type "B" Street. - Drive through access (driveways) may be from a Type "A" Street only if the lot has no access to any Type "B" Street - No outdoor storage of vehicles or other products sold shall be permitted along Type "A" Streets. Outdoor storage of vehicles and/or other products sold shall be screened with a required street screen along Type "B" Streets (see Section 9 for standards).
Any use with a drive-up/drive thru window or drive-up service (including banks and financial institutions; cleaning and pressing shop; funeral homes and mortuaries; retail store; restaurant)	Resort Gateway, Iron Horse, and Civic Use Center	- Drive through facilities shall meet the following standards in addition to a CUP requirement: - Drive-through lanes, auto service bays, and gas station canopies shall be hidden behind a 3' high Street Screen along Type "B" Street frontages. The Street Screen shall be made up of: - the same material as the principal building or - a living screen minimum 4' in width or - a combination of the two. - No more than 50% of a lot's frontage along a Type "B" Street may be dedicated to frontage of drive through lanes, canopies, service bays, and other auto-related site elements. - Any automobile related retail sales or service use of a site or property with frontage on a Type "A" or "B" Street shall also have a building with a pedestrian entrance at a Type "A" Street and/or Type "B" Street. - Drive through access (driveways) may be from a Type "A" Street only if the lot has no access to any Type "B" Street - The applicant must demonstrate that at periods of peak operation of the drive-up window, the Business patrons will not obstruct driveways or Streets and will not interfere with the intended traffic circulation on the Site or in the Area.
Residential Uses		
Multi-family residential (Ground Floor), Residential Lofts, Duplex or Triplex, and Single-family residential attached dwelling unit (Townhomes)	Mixed Use Center, Iron Horse, Civic Use Center	Ground Floors of frontages designated as Required Commercial Frontage shall not be occupied by residential, office or institutional uses to a minimum depth of 50' from the front building façade line.
Other Uses		
Parking, surface (primary use of property)	All Zones	- New surface parking lots as the only use of property shall only be permitted as an interim use of property (Five (5) year increments) - Applications for new surface lots shall include in-fill building concepts on the lot - New surface parking shall be set back a minimum of 30' from the edge of the right-of-way of Type "A" Streets.

Table 4.2 – Use Criteria

Use	District Permitted	Location & Design Criteria
		New surface parking shall not be located at any street intersection for a minimum of 30' along each street.
Outdoor Storage relating to retail service commercial	Mixed Use Center, Resort Gateway, Civic Use Center, Iron Horse	- Outdoor Storage shall not be along a Type "A" Street. - Outdoor Storage must be located entirely on private property and shall not be placed within the public right-of-way. - Structural or vegetative screening shall be used for any outdoor storage. Structural materials shall be of the same materials used in the construction of the primary building.
Community Garden	All Zones	- Shall be no larger than 1.0 acre. - Gardens shall be enclosed by a fence on all open sides. - Fences should be installed straight and plumb, with appropriate vertical supports. Chicken wire, if used, should be continuously supported along all edges. - Fencing Materials: <u>Permitted</u>: pressure treated wood (must be painted or stained medium to dark color), chicken wire, wrought iron, painted galvanized steel <u>Not permitted</u>: chain link, barbed wire, vinyl, unpainted/stained pressure treated wood, plywood
Antennas including cell, accessory and mounted (Excluded from this category are freestanding and commercial antennas and equipment buildings)	All Zones	- Antennas shall be permitted on rooftops. - Antennas shall be screened entirely with a screen of same color as the principal building. - Antennas shall not be visible from any adjacent Type "A" Street.
Rain water harvesting equipment	All Zones	- Rain water harvesting equipment may not be installed along Type "A" Streets. - On all other frontages, they shall be screened with a Street Screen at least as high as the equipment being screened and meet the applicable setback requirements of the Character Zone.
Utility equipment (includes electrical transformers, gas meters, etc.)	All Zones	- Utility equipment shall not be installed with frontage on Type "A" Streets. - On all other frontages, they shall be screened with a Street Screen at least as high as the equipment being screened.
Any ground floor, single-tenant space greater than 15,000 sq.ft. and less than 25,000 sq.ft.	Mixed Use Center, Resort Gateway, Civic Use Center, and Iron Horse	Shall meet the design standards for liner buildings in Section 6.0 of this Code
Any ground floor, single-tenant space greater than 25,000 sq.ft. and less than 50,000 sq.ft.	Mixed Use Center, Civic Use Center, and Iron Horse	Shall meet the design standards for liner buildings in Section 6.0 of this Code

5.0 Building Form and Site Development Standards

All parcels within the Bonanza Park District are assigned to one of seven Character Zones:

1. Mixed Use Center
2. Resort Gateway
3. BoPa Residential
4. Iron Horse
5. Hillside Residential
6. Civic Use Center
7. Utility Service

In addition to standards that apply to all Character Zones, Building Form and Site Development standards applicable to each CharacterZone are described in Sections 5.2 – 5.8.

The images and graphics in first subsection of each Character Zone standards are provided as illustrations of intent and are advisory only without the power of law. Refer to the standards on the following pages for the specific Building Form and Site Development Standards for each Character Zone.

In addition, the graphics used to illustrate the building form and development standards in each character zone are NOT intended to indicate exact conditions within each Character Zone. Rather illustrations are conceptual and standards are to be applied based on the specific frontage types designated along the subject property or site. For example, a specific site may not have frontages along all streets as indicated in the illustrations and only the standards applicable to designated building frontages on the property should be used. In addition, the illustrations may depict other site elements to establish context and only the standards regulated by the specific subsection shall apply. For example, the Building Placement graphics may depict sidewalks for context purposes only and the graphic should only be used to establish standards for building placement on the site. Building form graphics in these sections are NOT TO SCALE.

5.1 General to All Character Zones

- (a) **Development Frontage Types:** Development Frontage Types are established on the Regulating Plan (Appendix A) to specify certain building form and site development standards along each block frontage based on the priority placed on pedestrian-orientation. For the purposes of this code, all blocks are classified into one of the following two Development Frontage Types:
- a. Type 'A' Frontages – Type 'A' Frontages are intended to provide the most pedestrian friendly and contiguous development context. Buildings and sites along Type 'A' Frontages shall be held to the highest standard of pedestrian-oriented design and few, if any, gaps shall be permitted in the 'Street Wall'. Breaks in the street wall may be permitted for courtyards, forecourts, sidewalk cafes, and pedestrian connections between the individual sites and the public sidewalk. Such breaks shall be considered as building frontage for the purpose of this Code. These street frontages are the main retail, restaurant, entertainment streets as identified in the Regulating Plan.
 1. Specific to Type 'A' Frontages: The area between the building facade and property line or edge of any existing sidewalk along any street with Type 'A' Frontage shall be designed such that the sidewalk width shall be a minimum of 6' and the remainder of any setback area shall be paved flush with the public sidewalk. Sidewalk cafes, public art, landscaping within tree-wells or planters may be incorporated within this area.

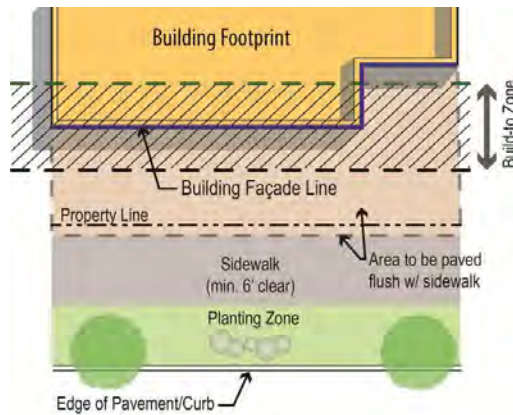


Illustration showing requirements along Type 'A' Frontages

- b. Type 'B' Frontages – Type 'B' Frontages are intended to accommodate more auto-oriented uses, surface parking, and service functions on a site with a more suburban/automobile orientation. The Type 'B' Frontages shall be building frontages shall be the ones not designated as Type 'A' Frontages on the Regulating Plan.

(b) Treatment of Street Intersections:

- i. Corner building street facades along intersections with any designated Type 'A' Frontages shall be built to the BTZ for a minimum of 20' from the intersection along each street or the width of the corner lot, whichever is less regardless of the building frontage percentage required along that street. This requirement shall not prohibit incorporation of curved, chamfered building corners or recessed entries, or civic/open spaces at such intersections. In addition, this standard shall apply regardless of the frontage requirement along the intersecting street even if it has a Type 'B' Frontage.

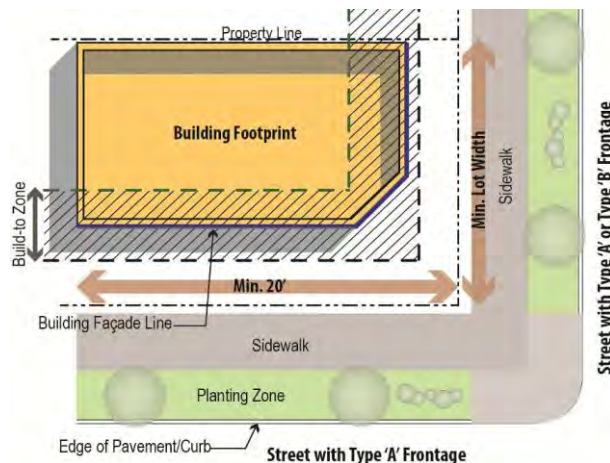


Illustration showing minimum building frontage requirements at street intersections

- ii. Corner Building Height Allowance: Corner buildings may exceed the maximum building height by 25% along no more than 20% of the building's frontage along each corresponding street façade.

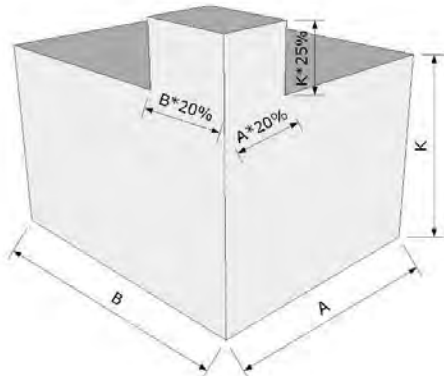


Illustration showing Corner Building Height Allowance

(c) **Parking and Service Access:**

- i. Location of parking (both structured and surface) shall be per the Character Zone specific building form standards (Section 5.2 – 5.8).
- ii. Required off-street parking spaces: shall be provided per Table 5-1 below

Table 5-1 Parking Ratios

Character Zone	Mixed Use Center & Resort Gateway	Civic Use Center & Utility Service	BoPa Residential Hillside Residential	Additional Criteria
Min. Off-Street Vehicular Parking Requirement				
All Non-Residential uses and ground floor Commercial Ready spaces	1.0 space per 400sq.ft. of building area	1 space per 400 sq.ft. of building area	1 space per 400 sq.ft. of building area	- The design of off-site parking shall meet the standards in Section 15-3 of the LMC. - Landscaping within surface parking lots shall meet standards in Section 15-3 of the LMC. - A shared parking plan or alternative parking plan may be approved by the Director as a Minor Modification (See Section 3.0) - On-street parking located along any public street shall not count towards the required off street parking unless approved as part of a shared parking plan. - For all uses, parking requirements can be reduced with proximity to any bus or transit stop within 400 feet, a reduction of 15% of the required off-street parking. - When a use requires more than 20 spaces, it is not permitted to provide greater than 10% over the minimum parking requirement in a surface parking lot. This requirement shall not apply for a parking structure.
Residential uses	1.0 space per each dwelling unit	1.0 space per each dwelling unit	1.0 space per each dwelling unit	
Lodging uses (hotels and motels)	.75 space per guest room; all other areas shall be parked at the non-residential rate above	.75 spaces per guest room; all other areas shall be parked at the non-residential rate above	.75 spaces per guest room; all other areas shall be parked at the non-residential rate above	

Character Zone	Mixed Use Center & Resort Gateway	Civic Use Center & Utility Service	BoPa Residential Hillside Residential	Additional Criteria
Min. Bicycle Parking Requirement				
All uses	2 spaces per non-residential use or 10% of all provided automobile spaces, whichever is greater.			Location of Bicycle Parking: For retail and commercial ready buildings, 25% of all provided bicycle parking shall be located within 50 feet of a primary building entrance.

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iii. Driveways and Service Access:

1. Unless otherwise specified in the specific Character Zone standards in Sections 5.2 through 5.8, driveways and off-street loading and unloading may be located with access along a street with Type 'A' Frontage designations only if the property has no access to either a street with Type 'B' Frontage or shared access easement/drive to an adjoining property with direct driveway access to any other street.
2. Along streets with Type 'A' Frontages, driveway spacing shall be limited to one driveway per each block face or per 200 feet of block face for blocks greater than 400 feet in length.
3. Shared driveways, joint use easements or joint access easements shall be required to adjoining properties when driveway and service access is off a street with Type 'A' Frontage.
4. Service and loading/unloading areas shall be screened per standards in Section 10 of this Code.
5. Unless required to meet minimum fire access or service access standards all commercial and mixed use driveways shall be a maximum of 24' in width. Service driveways shall be a maximum of 30' in width. Driveways wider than 24' in width shall only be located along a street with Type 'B' Frontage. Driveways along State controlled roadways shall meet UDOT Standards.
6. Residential Driveways:
 - a. Unless required to meet minimum fire access or service access standards, driveways for attached Residential Use Buildings (townhomes) shall be a maximum of 12' in width.
 - b. Townhomes and courtyard apartments shall utilize garages with access from streets with Type 'B' Frontage or from Alleys.

(d) Street Screen Required:

- i. Any lot frontage along all public street frontages (except alleys) with surface parking shall be defined by a Street Screen. This required Street Screen shall be located at the street edge of the BTZ. Refer to the Section 10.0, Landscape Standards of this code for more specifications.
- ii. Frontage Protection Zone (FPZ): A Frontage Protection Zone of 30' depth along Park Avenue and Deer Valley Drive and 50' along Kearns Blvd shall be established per the Regulating Plan. All Development Activities and Uses within the Frontage Protection Zone must be consistent with the underlying character zone of the FBC and the requirements of the FPZ within the LMC Chapter 2.20.

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(e) Commercial Ready Standards: Shall meet the standards in Section 6.0 of this code

(f) Fire Separation Requirement: Side and rear setbacks shall be based on minimum fire separation required between buildings, if applicable.

- (g) **Recessed Entry Setbacks:** Building façade lines on recessed entries and arcade buildings shall be measured from the front of façade with the recessed entry or arcade (see Section 11.0 Definitions of this Code for illustration).
- (h) **Measuring heights:**
 - i. Chimneys, church steeples, vents, elevator and stair enclosures, screened HVAC equipment, other mechanical enclosures, tanks, solar energy systems and similar elements are exempt from the height limit.
 - ii. Internal building height shall be measured from finished floor to the bottom of the structural members of the ceiling.
 - iii. Floor to floor heights shall not apply to parking structures or civic buildings.
- (i) **Encroachments:**
 - i. Allowed encroachments over the R-O-W (except over Park Ave and Kearns Blvd):
 - 1. Maximum of 50% of the depth of the sidewalk or 10' (whichever is less) (except blade signs which shall encroach no more than 6' from the building façade line).
 - 2. Minimum vertical clearance from the finished sidewalk shall be 8'
 - 3. In no case shall an encroachment be located over an on-street parking or travel lane.
 - ii. Encroachments over Required Setbacks: Canopies, awnings, galleries, and balconies may encroach over any required setback areas per standards established in each character zone as long as the vertical clearance is a minimum of 8' from the finished sidewalk elevation.
- (j) **Phased Developments:** Due to the infill nature of development within Bonanza Park, certain building form and site development standards may be deferred for phased development projects meeting the following criteria:
 - i. Submission of a site plan that illustrates how development and any related private improvements will be phased over time. Each phase of the site plan shall independently comply with all applicable standards of this Code unless a Minor Modification is granted.
 - ii. Required private landscaping and open space amenities may also be phased with the building.

Mixed Use Center Character Zone

5.2 Mixed Use Center

(a) Illustrations and Intent

The Mixed Use Center zone is intended to accommodate a variety of higher intensity uses related to entertainment, resort services, employment offices, education, neighborhood serving commercial, and urban residential. The goal of the zone is to create an area that sustains itself both on and off peak tourist times and establishes itself as a true center of Bonanza Park. Development may include both larger scale projects that redevelop complete blocks and small scale, lot-by-lot, incremental redevelopment. Buildings in this Zone shall be characterized by development that represents the next generation Park City, which takes cues from Park City's past with appropriate scale, but begins a new paradigm of designing with contemporary, eco-conscious materials, solar orientation, and environmental best practices. In addition to improving the building design, development standards such as setbacks and building frontage standards within this zone focus on softening the highway frontage by requiring landscape and buffers along these frontages. Along Bonanza Drive, slightly deeper setbacks are intended to preserve view corridors along the street.



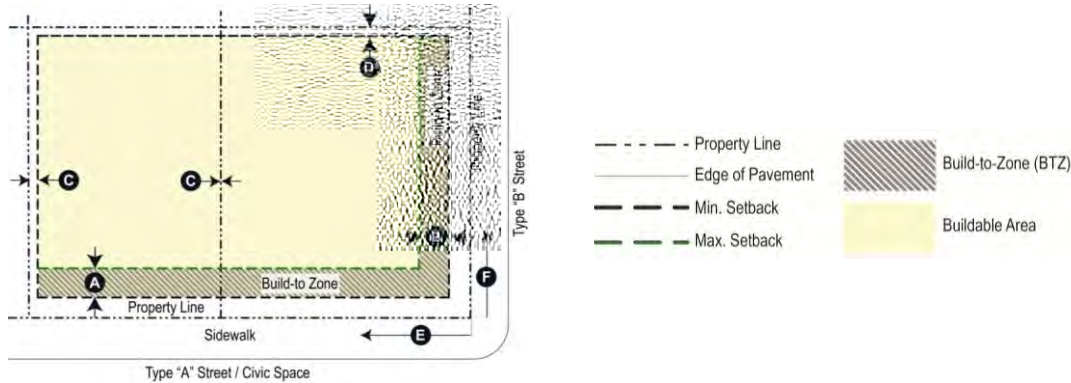
Images illustrating the character of development desired within the Mixed Use Center Character Zone

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Mixed Use Center Character Zone

(b) Building Placement



(i) Build-to Zones (BTZs) and Setbacks (Distance from property line to edge of the zone)

Park Ave./SR 224 (See Special Frontage Requirements)	30' (min.) – 40' (max.)	
Kearns Blvd./SR 248 (See Special Frontage Requirements)	50' (min.) – 75' (max.)	
Type "A" Street / Civic Space <u>(Except Bonanza Drive)</u>	5' (min.) – 10' (max.)	A
<u>Bonanza Drive</u>	<u>15' (min.) – 25' (max.)</u>	A
Type "B" Street	5' (min.) – 15' (max.)	B
Side setback	0' (min.); no max.	C
Rear setback/Alley setback	5' min. setback	D*

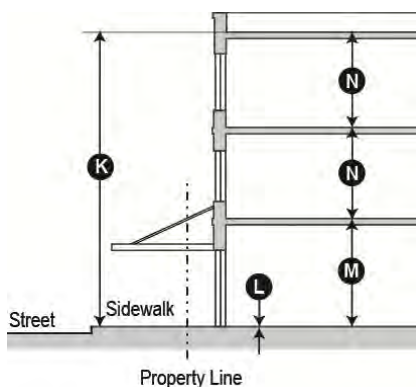
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(ii) Minimum Building Frontage Required

Building Frontage required along Type "A" Street/Civic Space BTZ	90% (min.)	E
Building Frontage required along Type "B", Park Ave, and Kearns Blvd. BTZs	70% (min.)	F
Building Frontage required along Alley	None Required	

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(c) Building Height



(i) Principal Building Standards

Building maximum	3 stories and 40'	K
First floor to floor height	12' (min.) for all commercial/mixed use buildings or any building with any Required Commercial or Commercial Ready Frontage designation 10' (min.) for all other buildings	M
Ground floor finish level	12 inches max. above sidewalk (for ground floors of commercial/mixed use buildings or any building with Required Commercial or Commercial Ready Frontage designation) 18" (min.) above sidewalk for residential buildings (see Note 7)	L
Upper floor(s) height	9' min.	N

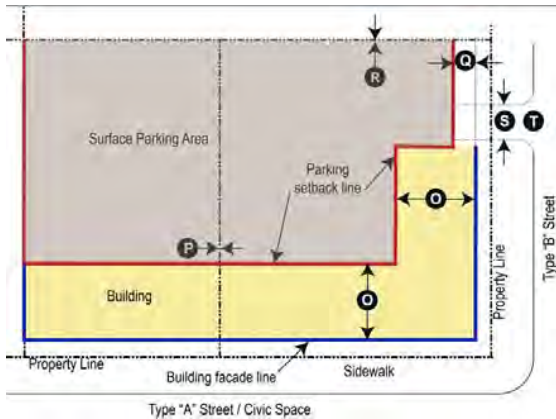
(ii) Accessory Building Standards

Accessory buildings shall meet the standards for Principal Building standards in the Mixed Use Center Zone.

Mixed Use Center Character Zone

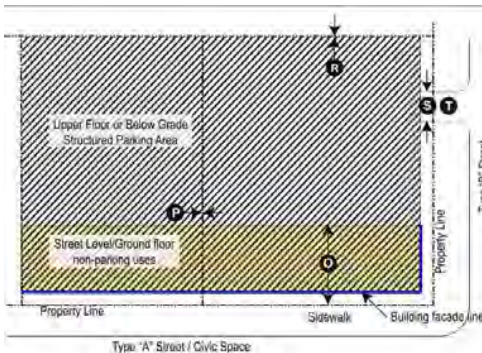
(d) Parking & Service Access

(i) Surface Parking Setbacks



Park Ave./Kearns Blvd.	▪ Shall be located 5' (min.) behind the property line (Street screen req'd; see Section 10.0)	
Type "A" Street Setback	▪ Shall be located behind the principal building	O
Type "B" Street Setback	Shall be located either behind the principal building or a min. of 3' behind the building façade line along that street only	O Q
Alley Setback	▪ Shall be located 5' (min.) behind the property line	R
Side and Rear setbacks	▪ 0'	P

(ii) Structured Parking or Below Grade Parking Setbacks



Park Ave./Kearns Blvd.	▪ Shall be located 5' (min.) behind the property line	
Type "A" Street Setback	▪ Shall be located behind the principal building along that street frontage; or ▪ Ground floor setback: min. of 30' from the property line ▪ Upper floors: may be built up to the building façade line	O
Type "B" Street/Alley setback	May be built up to the building façade line; or if no building is located along the street frontage; then the structured parking shall meet the minimum setbacks standards along that frontage.	R
Side and rear setback	▪ 0' min.	P

(iii) Partially Below Grade Parking

Ground floors may be built up to the building façade line along all Type 'B' Frontages.

(iv) **Below Grade Parking:** May be built up to the building façade line along Park Ave., Kearns Blvd., Deer Valley Dr., Type "B" Streets and Alleys only.

(v) Driveways and Service Access

Section 5.1 shall apply

S T

(e) Special Requirements

(i) Required Commercial Frontage:

- Ground floors of all buildings with Required Commercial Frontage designation on the Regulating Plan shall not be occupied by parking, residential, office, or institutional uses up to a minimum depth of 50' from the front building façade line.

(ii) ~~Required-Recommended~~ Commercial Ready Frontage: Ground floors of all buildings with ~~Required-Recommended~~ Commercial Ready Frontage designation on the Regulating Plan ~~shall may~~ be built to Commercial Ready Standards.

(f) Lot and Block Standards

(i) Lot Standards: No minimum or maximum lot size

(ii) Block Standards: Shall meet the block standards as established in the Regulating Plan or a maximum of 600' of block face length, whichever is smaller.

Resort Gateway Character Zone

5.3 Resort Gateway

(a) Illustrations and Intent

The Resort Gateway zone is intended to be the location for resort services and boutique resort hotels along the major entrance corridors into Bonanza Park. As the gateway to Park City when entering town, or going to mountain facilities, the resort gateway zone identifies the preferred location within the Bonanza Park District to stay, dine and shop, especially for visitors into Park City and Bonanza Park. The goal for this zone is to be an appropriate entryway to the City and the Bonanza Park area by expressing a primarily resort character. Development standards such as setbacks and building frontages intend to reflect larger building scale along the state roadways with deeper setbacks and landscaping. Future architectural style and design in this area should relate to the mountain resort character.



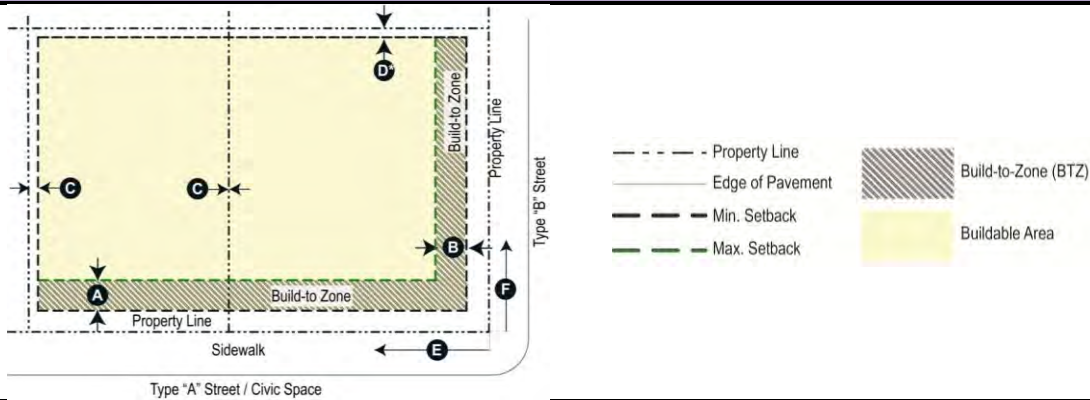
Images illustrating the character of development desired within the Resort Gateway Character Zone

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Resort Gateway Character Zone

(b) Building Placement



(i) Build-to Zones (BTZs) and Setbacks (Distance from property line to edge of the zone)

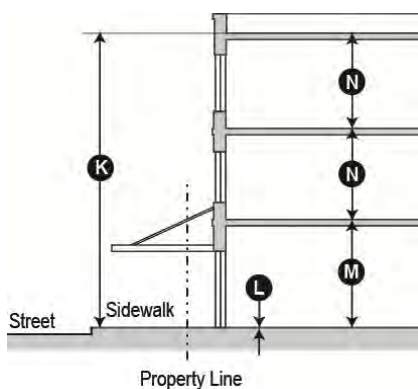
Park Ave./SR 224 (See Special Frontage Requirements)	30' (min.) – 40' (max.)	
Kearns Blvd./SR 248 (See Special Frontage Requirements)	50' (min.) – 75' (max.)	
Type "A" Street / Civic Space	5' (min.) - 15' (max.)	A
Type "B" Street	5' (min.) – 20' (max.)	B
Side setback	0' (min.); no max.	C
Rear setback/Alley setback	5' min. setback	D*

(ii) Minimum Building Frontage Required

Building Frontage required along Type "A" Street/Civic Space BTZ	80% (min.)	E
Building Frontage required along Type "B", Park Ave, and Kearns Blvd. BTZs	50% (min.)	F
Building Frontage required along Alley	None Required	

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(c) Building Height



(i) Principal Building Standards

Building maximum	3 stories and 40' (Additional building height may be permitted per Section 7 of this Code)	K
First floor to floor height	12' (min.) for all commercial/mixed use buildings or any building with any Required Commercial or Commercial Ready Frontage designation 10' (min.) for all other buildings	M
Ground floor finish level	12 inches max. above sidewalk (for ground floors of commercial/mixed use buildings or any building with Required Commercial or Commercial Ready Frontage designation) 18" (min.) above sidewalk for residential buildings (see Note 7)	L
Upper floor(s) height	9' min.	N

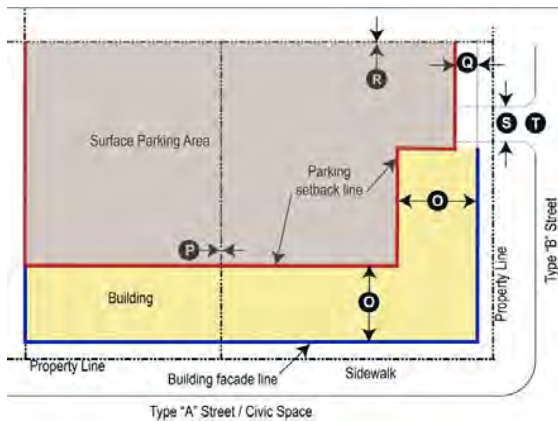
(ii) Accessory Building Standards

Accessory buildings shall meet the standards for Principal Building standards in the Resort Gateway Zone.

Resort Gateway Character Zone

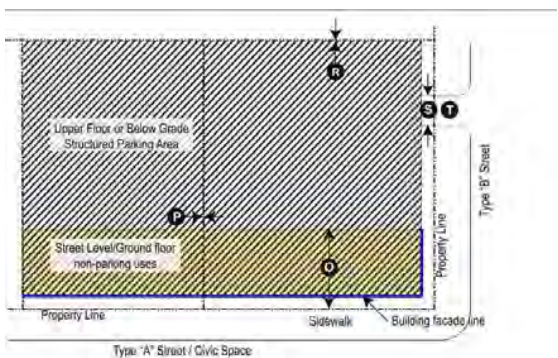
(d) Parking & Service Access

(i) Surface Parking Setbacks



Park Ave./Kearns Blvd.	Shall be located 5' (min.) behind the property line (Street screen req'd; see Section 10.0)	
Type "A" Street Setback	Shall be located behind the principal building	O
Type "B" Street Setback	Shall be located either behind the principal building or a min. of 3' behind the building façade line along that street only	O Q
Alley Setback	Shall be located 5' (min.) behind the property line	R
Side and Rear setbacks	0'	P

(ii) Structured Parking or Below Grade Parking Setbacks



Park Ave./Kearns Blvd.	Shall be located 5' (min.) behind the property line	
Type "A" Street Setback	- Shall be located behind the principal building along that street frontage; or - Ground floor setback: min. of 30' from the property line - Upper floors: may be built up to the building façade line	O
Type "B" Street/Alley setback	May be built up to the building façade line; or if no building is located along the street frontage; then the structured parking shall meet the minimum setback standards along that Frontage.	
Side and rear setback	0' min.	P R
(iii) Partially Below Grade Parking		
Ground floors may be built up to the building façade line along all Type 'B' Frontages.		

(iv) **Below Grade Parking:** May be built up to the building façade line along Park Ave., Kearns Blvd., Deer Valley Dr., Type "B" Streets and Alleys only.

(v) Driveways and Service Access

Section 5.1 shall apply

S T

(e) Special Requirements

- (i) Required Commercial Frontage:
- Ground floors of all buildings with Required Commercial Frontage designation on the Regulating Plan shall not be occupied by parking, residential, office, or institutional uses up to a minimum depth of 50' from the front building façade line.
- (ii) ~~Recommended~~ ~~Required~~ Commercial Ready Frontage: Ground floors of all buildings with ~~Recommended~~ ~~Required~~ Commercial Ready Frontage designation on the Regulating Plan ~~shall may~~ be built to Commercial Ready Standards.

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(f) Lot and Block Standards

- (i) Lot Standards: No minimum or maximum lot size
- (ii) Block Standards: Shall meet the block standards as established in the Regulating Plan or a maximum of 600' of block face length, whichever is smaller..

BoPa Residential Character Zone**5.4 BoPa Residential****(b) Illustrations and Intent**

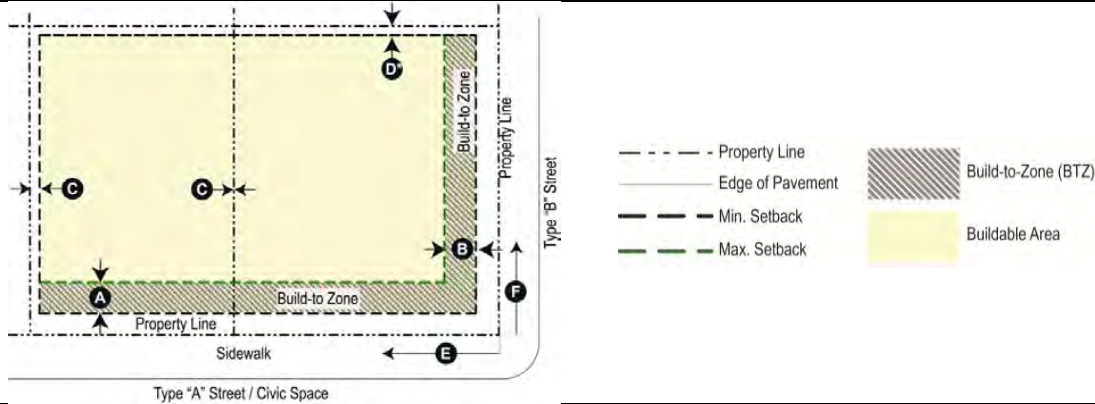
BoPa Residential – The BoPa Residential zone is intended to provide for a range of higher density residential (live-work, townhomes, patio homes, garden apartments, etc.) within the heart of the Bonanza Park within walking distance of the Mixed Use Center. Development standards in this character zone emphasize higher density urban residential uses and various residential building types (including workforce housing) with shared common areas. Deeper setbacks with shallow front yards and fences may be appropriate along some urban residential frontages.



Images illustrating the character of development desired within the BoPa Residential Character Zone

BoPa Residential Character Zone

(b) Building Placement



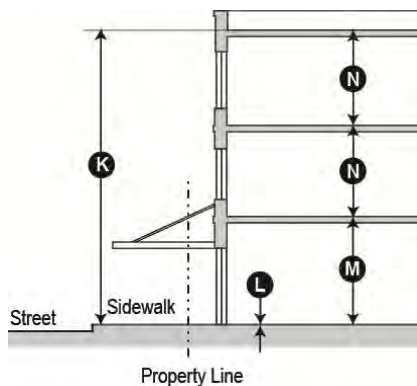
(i) Build-to Zones (BTZs) and Setbacks (Distance from property line to edge of the zone)

Kearns Blvd./SR 248 (See Special Frontage Requirements)	50' (min.) – 75' (max.)	
Type "A" Street / Civic Space	10' (min.) - 30' (max.)	A
Type "B" Street	10' (min.) – 30' (max.)	B
Side setback	0' (min.); no max.	C
Rear setback/Alley setback	5' min. setback	D*

(ii) Minimum Building Frontage Required

Building Frontage required along Type "A" Street/Civic Space BTZ	60% (min.)	E
Building Frontage required along Type "B" and Kearns Blvd. BTZs	40% (min.)	F
Building Frontage required along Alley	None Required	

(c) Building Height



(i) Principal Building Standards

Building maximum	3 stories and 40' (Additional building height may be permitted per Section 7 of this Code)	K
First floor to floor height	12' (min.) for all commercial/mixed use buildings or any building with any Required Commercial or Commercial Ready Frontage designation 10' (min.) for all other buildings	M
Ground floor finish level	12 inches max. above sidewalk (for ground floors of commercial/mixed use buildings or any building with Required Commercial or Commercial Ready Frontage designation) 18" (min.) above sidewalk for residential buildings	L
Upper floor(s) height	9' min.	N

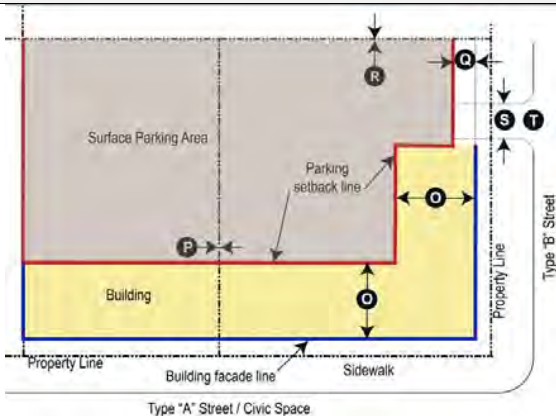
(ii) Accessory Building Standards

Building Height	2 stories (max.)	
BTZ/Setbacks	Shall be placed behind the front façade of the principal building along Type "A" Streets. If the principal building has no Type "A" Street frontage, then the accessory building shall be placed behind the front façade of the building along either a Type "B" or Alley.	
Building Footprint	Shall be limited to no more than 75% of the principal building footprint	

BoPa Residential Character Zone

(d) Parking & Service Access

(i) Surface Parking Setbacks



Kearns Blvd.	▪ Shall be located 5' (min.) behind the property line (Street screen req'd; see Section 10.0)	
Type "A" Street Setback	▪ Shall be located behind the principal building	O
Type "B" Street Setback	▪ Shall be located either behind the principal building or a min. of 3' behind the building façade line along that street only	O Q
Alley Setback	▪ Shall be located 5' (min.) behind the property line	R
Side and Rear setbacks	▪ 0'	P

(ii) Driveways and Service Access

Section 5.1 shall apply

S T

(e) Special Requirements

- (i) Required Commercial Frontage:
- Ground floors of all buildings with Required Commercial Frontage designation on the Regulating Plan shall not be occupied by parking, residential, office, or institutional uses up to a minimum depth of 50' from the front building façade line.
- (ii) ~~Recommended~~Required Commercial Ready Frontage: Ground floors of all buildings with ~~Recommended~~Required Commercial Ready Frontage designation on the Regulating Plan ~~shall may~~ be built to Commercial Ready Standards.

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(f) Lot and Block Standards

- (i) Lot Standards: ~~No minimum or Min. 1,800 sq. ft. no~~ maximum lot size
- (ii) Block Standards: Shall meet the block standards as established in the Regulating Plan or a maximum of 600' of block face length, whichever is smaller..

Iron Horse Character Zone

5.5 Iron Horse

(a) Illustrations and Intent

The Iron Horse zone is intended to foster a range of light industrial arts, services, and associated design elements, while continually transitioning into a local arts neighborhood with urban living in an eclectic lifestyle that is reflective of the industrial roots of this area of Bonanza Park. The goal is to create an urban residential neighborhood and maintain a place within the city limits for light industrial professional services. The dominant architectural style is guided by the existing buildings along Iron Horse Drive that have a simple form. Materials are dominated by concrete block, metal siding, and metal roofs. The future design should be evolutionary, taking hints from the simple form with the introduction of new materials in adaptive reuse, additions, and new structures. Overall design should tie to the industrial past of the area and the railroad. Setbacks along Iron Horse Drive are more flexible to either preserve the existing development context or encourage building additions along its frontage for a more pedestrian-oriented context. Along Bonanza Drive, slightly deeper setbacks are established to preserve view corridors along that street.



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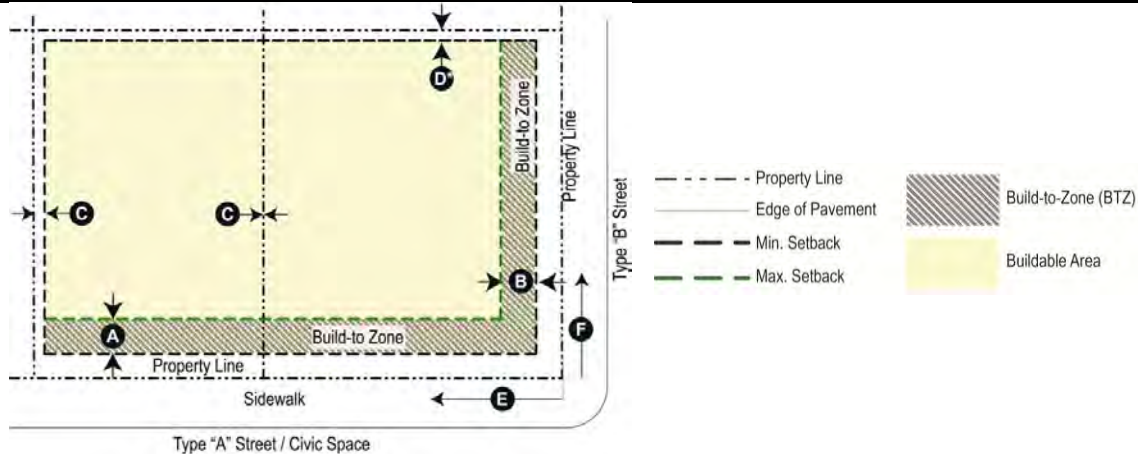


Images illustrating the character of development desired within the Iron Horse Character Zone

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Iron Horse Character Zone

(b) Building Placement



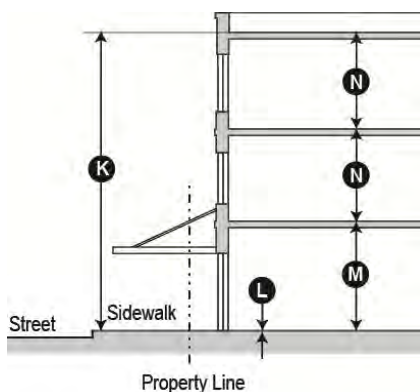
(iii) Build-to Zones (BTZs) and Setbacks (Distance from property line to edge of the zone)

Type "A" Street / Civic Space	+0'-5' (min.) - 30' (max.)	A
Type "B" Street <u>(Except Bonanza Drive)</u>	+0'-5' (min.) - 30' (max.)	B
<u>Bonanza Drive</u>	15' (min.) - 25' (max.)	B
Side setback	0' (min.); no max.	C
Rear setback/Alley setback	5' min. setback	D*

(iv) Minimum Building Frontage Required

Building Frontage required along Type "A" Street/Civic Space BTZ	60% (min.)	E
Building Frontage required along Type "B" and Kearns Blvd. BTZs	40% (min.)	F
Building Frontage required along Alley	None Required	

(c) Building Height



(i) Principal Building Standards

Building maximum	3 stories and 40' (Additional building height may be permitted per Section 7 of this Code)	K
First floor to floor height	12' (min.) for all commercial/mixed use buildings or any building with any Required Commercial or Commercial Ready Frontage designation 10' (min.) for all other buildings	M
Ground floor finish level	12 inches max. above sidewalk (for ground floors of commercial/mixed use buildings or any building with Required Commercial or Commercial Ready Frontage designation) 18" (min.) above sidewalk for residential buildings	L
Upper floor(s) height	9' min.	N

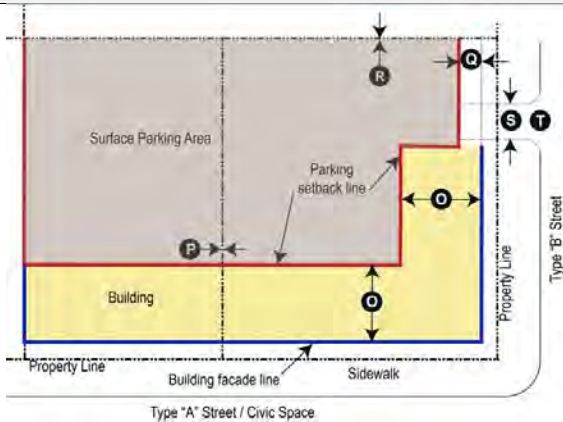
(ii) Accessory Building Standards

Accessory buildings shall meet the standards for Principal Building standards in the Iron Horse Zone.

Iron Horse Character Zone

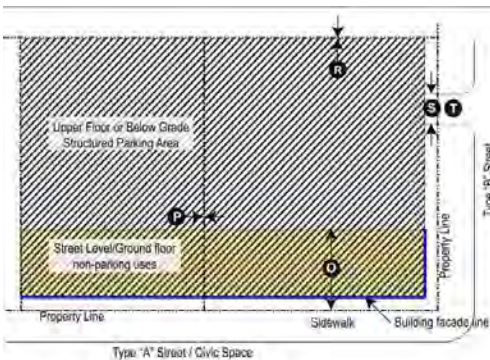
(d) Parking & Service Access

(i) Surface Parking Setbacks



Type "A" Street Setback	▪ Shall be located behind the principal building	O
Type "B" Street Setback	▪ Shall be located either behind the principal building or a min. of 3' behind the building façade line along that street only	O Q
Alley Setback	▪ Shall be located 5' (min.) behind the property line	R
Side and Rear setbacks	▪ 0'	P

(ii) Structured Parking or Below Grade Parking Setbacks



Type "A" Street Setback	▪ Shall be located behind the principal building along that street frontage; or ▪ Ground floor setback: min. of 30' from the property line ▪ Upper floors: may be built up to the building façade line	O
Type "B" Street/Alley setback	May be built up to the building façade line; or if no building is located along the street frontage; then the structured parking shall meet the minimum setback standards along that Frontage.	
Side and rear setback	▪ 0' min.	P R
(iii) Partially Below Grade Parking		
Ground floors may be built up to the building façade line along all Type 'B' Frontages.		

(iv) **Below Grade Parking:** May be built up to the building façade line along Deer Valley Dr., Type "B" Streets and Alleys only.

(v) Driveways and Service Access

Section 5.1 shall apply

S T

(e) Special Requirements

- (i) Required Commercial Frontage:
- Ground floors of all buildings with Required Commercial Frontage designation on the Regulating Plan shall not be occupied by parking, residential, office, or institutional uses up to a minimum depth of 50' from the front building façade line.
- (ii) ~~Recommended~~ Required Commercial Frontage: Ground floors of all buildings with ~~Recommended~~ Required Commercial Ready Frontage designation on the Regulating Plan ~~shall~~ may be built to Commercial Ready Standards.

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(f) Lot and Block Standards

- (i) Lot Standards: ~~No minimum or 1,800 sq. ft.~~ minimum lot size
- (ii) Block Standards: Shall meet the block standards as established in the Regulating Plan or a maximum of 600' of block face length, whichever is smaller..

Civic Use Center Character Zone

5.6 Civic Use Center

(b) Illustrations and Intent

The Civic Use Center zone is intended to accommodate a range of City facilities such as the Public Works and Transportation building, bus barn with workforce housing, future transit hub, possible gondola connector to Park City Mountain Resort, etc. Development may include larger projects with a mix of uses and standards in this zone should emphasize a robust, sustainable network of partnerships along building fronts to create a vibrant, cohesive district that engages surrounding public spaces. The goal of this zone is to create a civic hub near the center of the neighborhood where public utility services, transportation, and other public buildings and facilities are grouped and may be accessed on a community level. Services should be within walking distance and transportation options should facilitate in bringing residents in and out of the neighborhood from not only the surrounding communities, but also on a regional level. This zone should showcase the strength of the community, and becomes a source of community pride with the feeling that it belongs to everyone.

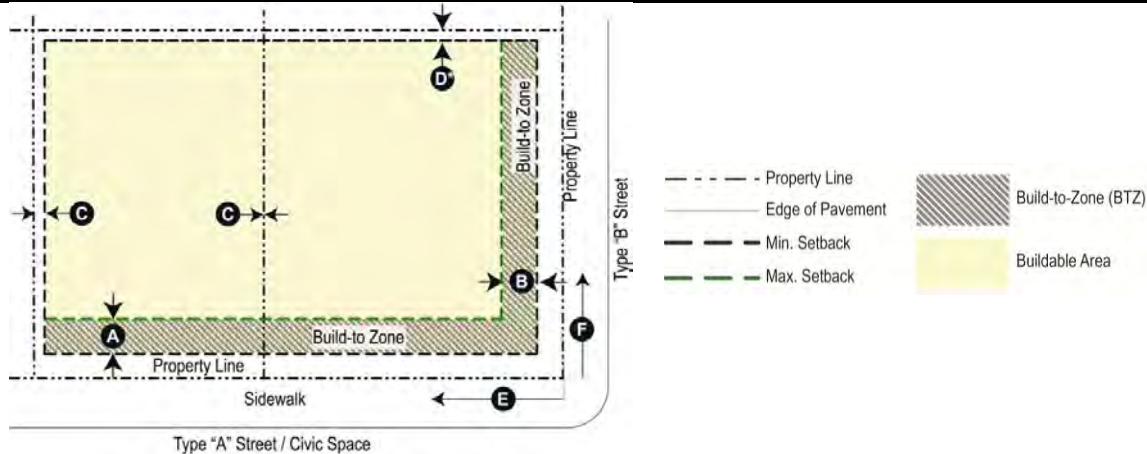


Images illustrating the character of development desired within the Civic Use Center Character Zone

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Civic Use Center

(b) Building Placement



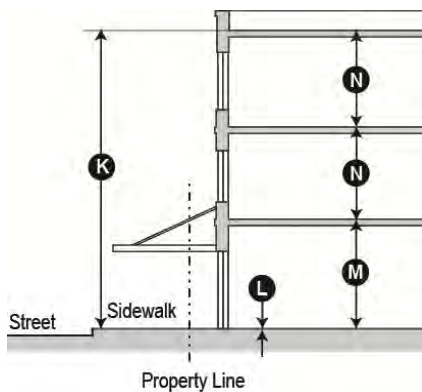
(v) Build-to Zones (BTZs) and Setbacks (Distance from property line to edge of the zone)

Type "A" Street / Civic Space	+0'-5' (min.) - 20' (max.)	A
Type "B" Street	+0'-5' (min.) - 20' (max.)	B
Side setback	0' (min.); no max.	C
Rear setback/Alley setback	5' min. setback	D*

(vi) Minimum Building Frontage Required

Building Frontage required along Type "A" Street/Civic Space BTZ	60% (min.)	E
Building Frontage required along Type "B" and Kearns Blvd. BTZs	40% (min.)	F
Building Frontage required along Alley	None Required	

(c) Building Height



(i) Principal Building Standards

Building maximum	3 stories and 40' (Additional building height may be permitted per Section 7 of this Code)	K
First floor to floor height	12' (min.) for all commercial/mixed use buildings or any building with any Required Commercial or Commercial Ready Frontage designation 10' (min.) for all other buildings	M
Ground floor finish level	12 inches max. above sidewalk (for ground floors of commercial/mixed use buildings or any building with Required Commercial or Commercial Ready Frontage designation) 18" (min.) above sidewalk for residential buildings	L
Upper floor(s) height	9' min.	N

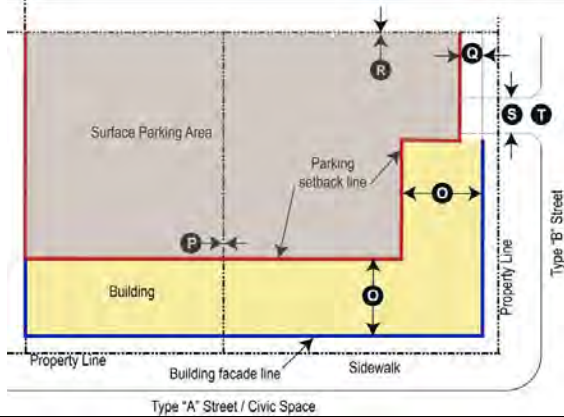
(ii) Accessory Building Standards

Accessory buildings shall meet the standards for Principal Building standards in the Civic Use Center Zone.

Civic Use Center

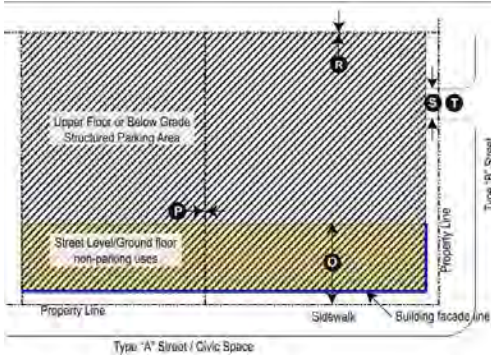
(d) Parking & Service Access

(i) Surface Parking Setbacks



Type "A" Street Setback	▪ Shall be located behind the principal building	O
Type "B" Street Setback	▪ Shall be located either behind the principal building or a min. of 3' behind the building façade line along that street only	O Q
Alley Setback	▪ Shall be located 5' (min.) behind the property line	R
Side and Rear setbacks	▪ 0'	P

(ii) Structured Parking or Below Grade Parking Setbacks



Type "A" Street Setback	▪ Shall be located behind the principal building along that street frontage; or ▪ Ground floor setback: min. of 30' from the property line ▪ Upper floors: may be built up to the building façade line	O
Type "B" Street/Alley setback	May be built up to the building façade line; or if no building is located along the street frontage; then the structured parking shall meet the minimum setback standards along that frontage.	
Side and rear setback	▪ 0' min.	P R

(iii) Partially Below Grade Parking

Ground floors may be built up to the building façade line along all Type 'B' Frontages.

(iv) Below Grade Parking: May be built up to the building façade line along Type "B" Streets and Alleys only.

(v) Driveways and Service Access

Section 5.1 shall apply

S T

(e) Special Requirements

- (i) Required Commercial Frontage:
- Ground floors of all buildings with Required Commercial Frontage designation on the Regulating Plan shall not be occupied by parking, residential, office, or institutional uses up to a minimum depth of 50' from the front building façade line.
- (ii) ~~Recommended~~ Required Commercial Ready Frontage: Ground floors of all buildings with ~~Recommended~~ Commercial Ready Frontage designation on the Regulating Plan ~~shall may~~ be built to Commercial Ready Standards.

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(f) Lot and Block Standards

- (i) Lot Standards: ~~No minimum 1,800 sq. ft., no or~~ maximum lot size
- (ii) Block Standards: Shall meet the block standards as established in the Regulating Plan or a maximum of 600' of block face length, whichever is smaller.

Hillside Residential Character Zone**5.7 Hillside Residential****(c) Illustrations and Intent**

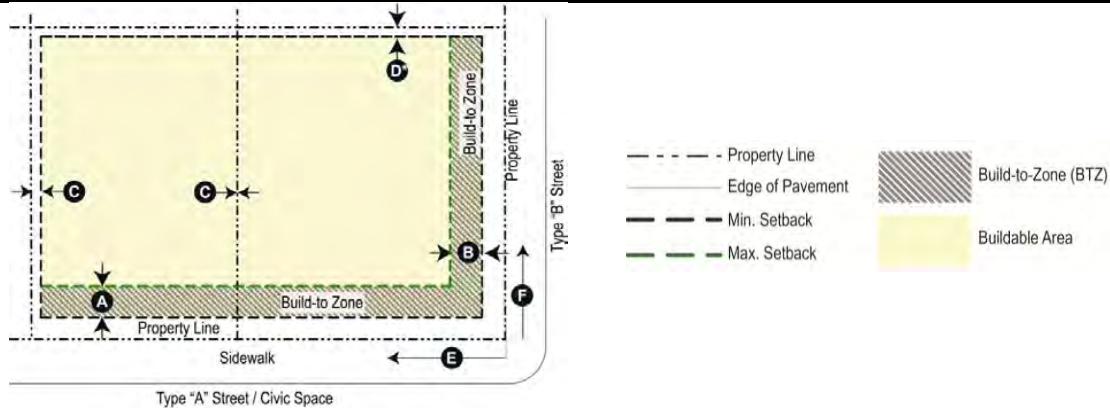
The Hillside Residential zone is also intended to preserve the existing range of affordable higher density residential located along the Iron Horse Loop Road set against the Hillside. Development standards in this character zone emphasize the preservation of the higher density urban residential uses with some possible infill or redevelopment within the existing context.



Images illustrating the character of development desired within the Hillside Residential Character Zone

Hillside Residential Character Zone

(b) Building Placement



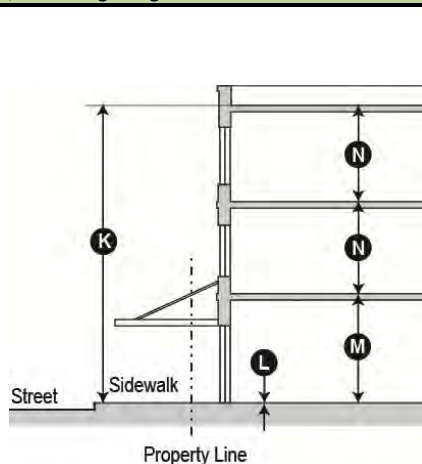
(i) Build-to Zones (BTZs) and Setbacks (Distance from property line to edge of the zone)

Type "A" Street / Civic Space	10' (min.) - 30' (max.)	A
Type "B" Street	10' (min.) - 30' (max.)	B
Side setback	0' (min.); no max.	C
Rear setback/Alley setback	5' min. setback	D*

(ii) Minimum Building Frontage Required

Building Frontage required along Type "A" Street/Civic Space BTZ	60% (min.)	E
Building Frontage required along Type "B" and Kearns Blvd. BTZs	40% (min.)	F
Building Frontage required along Alley	None Required	

(c) Building Height



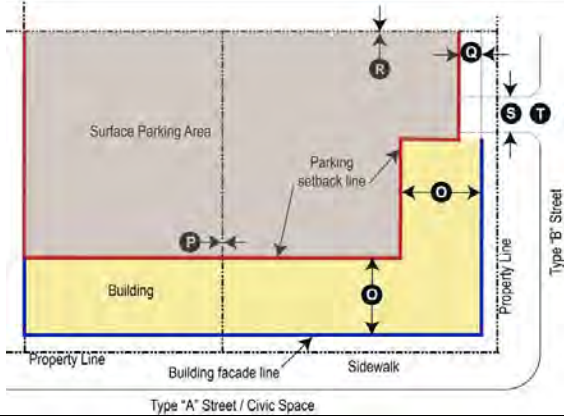
(i) Principal Building Standards

Building maximum	3 stories and 40' (Additional building height may be permitted per Section 7 of this Code)	K
First floor to floor height	12' (min.) for all commercial/mixed use buildings or any building with any Required Commercial or Commercial Ready Frontage designation 10' (min.) for all other buildings	M
Ground floor finish level	12 inches max. above sidewalk (for ground floors of commercial/mixed use buildings or any building with Required Commercial or Commercial Ready Frontage designation) 18" (min.) above sidewalk for residential buildings	L
Upper floor(s) height	9' min.	N

(ii) Accessory Building Standards

Building Height	2 stories (max.)	
BTZ/Setbacks	Shall be placed behind the front façade of the principal building along Type "A" Streets. If the principal building has no Type "A" Street frontage, then the accessory building shall be placed behind the front façade of the building along either a Type "B" or Alley.	
Building Footprint	Shall be limited to no more than 75% of the principal building footprint	

Hillside Residential Character Zone

(d) Parking & Service Access**(i) Surface Parking Setbacks**

Deer Valley Blvd.	▪ Shall be located 5' (min.) behind the property line (Street screen req'd; see Section 10.0)	
Type "A" Street Setback	▪ Shall be located behind the principal building	O
Type "B" Street Setback	▪ Shall be located either behind the principal building or a min. of 3' behind the building façade line along that street only	O Q
Alley Setback	▪ Shall be located 5' (min.) behind the property line	R
Side and Rear setbacks	▪ 0'	P

(ii) Driveways and Service Access

Section 5.1 shall apply

S T**(e) Lot and Block Standards**

- (i) Lot Standards: ~~No minimum or Max. 1,800 sq. ft.~~ No minimum or Max. 1,800 sq. ft. no maximum lot size
- (ii) Block Standards: Shall meet the block standards as established in the Regulating Plan.

Utility Service Character Zone

5.8 Utility Service

(a) Illustrations and intent

In light of the decision of Rocky Mountain Power (RMP) not to move the utility substation located within Bonanza Park, it is recommended that the property that substation sits on to be classified as its own character zone – Utility Services. This area would be characterized by only allowing the substation with specific screening, buffering, and fencing standards along its frontages to the neighborhood.

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(b) Screening Standards

Shall be a combination of opaque and vegetative screening of a minimum height of 15'



Images illustrating the character of screening desired adjacent to the Utility Substation

6.0 Building Design Standards

The Building Design Standards for Bonanza Park Form-Based Code zoning district shall establish a coherent village character and encourage authentic, enduring, and attractive development. Development plans or site plans shall be reviewed by the Planning Director or designee for compliance with the standards below.

The following key design principles establish essential goals for the redevelopment within Bonanza Park to be consistent with the vision for a vibrant village that provides a range of commercial, civic, educational, and residential uses serving residents and visitors alike.

- i. New and redeveloped buildings and sites shall utilize building and site elements to achieve a pedestrian-oriented public realm with sidewalks, street trees, building elements, and glazing;
- ii. Design compatibility is not meant to be achieved through uniformity, but rather differentiation through the use of variations in building elements to achieve individual building identity and authenticity;
- iii. Strengthen Park City's local architecture, and specifically Bonanza Park's eclectic character;
- iv. Building facades shall include appropriate architectural details and ornament to create variety and interest;
- v. Open space(s) shall be incorporated to provide usable public areas integral to the urban environment and connection to the natural setting; and
- vi. Increase the quality, adaptability, and sustainability in Park City's building stock.

6.1 Building Orientation

- a. Buildings shall be oriented towards Type "A" Streets, where the lot has frontage along Type "A" Streets or along Civic/Open Spaces. All other buildings may be oriented towards Type "B" Streets.
- b. Primary entrance to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection though not all corners shall incorporate this design feature.
- c. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or alleys.
- d. Building heights over the third story may only be oriented to take advantage of optimum solar gain by aligning the broad faces of the building along an east to west axis and minimum shading on adjacent Open Space.

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Figure showing required building orientation and location of primary entrances

6.2 Design of Parking Structures

- a. All frontages of parking structures located on Type "A" Streets shall not have parking uses on the first story to a minimum depth of 50 feet along any Type "A" Street frontage. If the frontage is along a designated Required Commercial or Commercial Ready Frontage, then the Required Commercial or Commercial Ready Frontage requirement shall supersede.
- b. Parking structure facades on all Type "A" Streets shall be designed with both vertical (façade shifts at 20 foot to 30 foot intervals) and horizontal (aligning with horizontal elements along the block) articulation.
- c. Where above ground structured parking is located at the perimeter of a building with frontage along a Type "A" Street, it shall be screened in such a way that cars on all parking levels are completely hidden from view from all adjacent public streets. Parking garage ramps shall not be visible from any Type "A" Streets. Ramps shall not be located along the perimeter of the parking structure, if that perimeter is along a public façade. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting. In addition, the ground floor façade treatment (building materials, windows, and architectural detailing) shall be continued to at least the second floor of a parking structure along all Type "A" Streets.
- d. When parking structures are located at street intersections, corner architectural elements shall be incorporated such as corner entrance, signage and glazing.
- e. Parking structures and adjacent sidewalks shall be designed so pedestrians and bicyclists are clearly visible to entering and exiting automobiles.

6.3 Loading and Unloading

- a. All off-street loading, unloading, and trash pick-up areas shall be located along alleys or Type "B" Streets only unless permitted in the specific building form and development standards in Section 5 of this code. If a site has no access to an Alley, or Type "B" Street, off-street loading, unloading, and trash pick-up areas may be permitted along a Type "A" Street.
- b. All off-street loading, unloading, or trash pick-up areas shall be screened using a Street Screen that is at least as tall as the trash containers and/or service equipment it is screening at the BTZ. The Street Screen shall be made up of (i) the same material as the principal building or (ii) a living screen or (iii) a combination of the two.

6.4 Façade Composition

- a. Facades along all Type "A" Streets and Civic/Open Spaces shall maintain a façade articulation and rhythm of 20' – 30' or multiples thereof. This articulation may be expressed by changing materials, or by using design elements such as fenestration, columns and pilasters, or by varying the setback of portions of the building façade. .
- b. Primary Entrance Design: Primary building entrances along Type "A" and/or Type "B" Streets shall consist of at least two of following design elements so that the main entrance is architecturally prominent and clearly visible from that street:
 - i. Architectural details such as arches, posts, beams, and timbers, friezes, awnings, canopies, gabled parapets, murals, or moldings
 - ii. Integral planters or wing walls that incorporate landscape or seating elements
 - iii. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, or decorative pedestal lights that meet lighting standards as per Section 15-5 in the LMC.
 - iv. Prominent three-dimensional, vertical features such as false front, belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets.

- v. A repeating pattern of pilasters projecting from the façade wall by a minimum of eight inches or architectural or decorative columns.
- c. Spacing of Entrances: There shall be a minimum of one building entrance for every 50 feet of building frontage along all Required Commercial and Commercial Ready Frontages. If a single use occupies more than 50 feet in width along required commercial and commercial ready frontages, liner shops shall be located around such use to maintain building activity and interest.
- d. Storefront Design:
 - i. Storefronts on facades that span multiple tenants within the same building shall use architecturally compatible materials, colors, details, awnings, signage, and lighting fixtures. However, architectural diversity is encouraged for different buildings on the same block.
 - ii. Buildings shall generally maintain the alignment of horizontal elements along the block with variation in overall height of buildings.
 - iii. Corner emphasizing architectural features, gabled parapets with pediments, cornices, awnings, blade signs, posts and balconies may be used along commercial storefronts to add to the pedestrian interest.

6.5 Commercial Ready Standards

- a. Ground floors of all buildings with Required Commercial Frontage designation per the Regulating Plan (Appendix A) shall be built to Commercial Ready standards. Such ground floor space shall be constructed to accommodate, at a minimum, Business Occupancy and/or Mercantile Occupancy groups as defined by the currently adopted Commercial Building Code. If residential use is provided immediately above the ground floor level (i.e., second floor residential), horizontal occupancy separation shall be provided to accommodate future Business or Mercantile Occupancies as required by the currently adopted Commercial Building Code at the time of construction. In addition, the following standards shall apply:
 - i. An entrance that opens directly onto the sidewalk according to Section 6.0;
 - ii. A height of not less than 12 feet measured from the entry level finished floor to the bottom of the structural members of the ceiling;
 - iii. Minimum leasable width of 20 feet and depth of 24 feet;
 - iv. A front facade that meets the window glazing requirements in Section 6.6 below; and
 - v. Off-street surface parking shall be prohibited between the sidewalk and the building along Required Commercial Frontages.

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6.5.6 Windows and Doors

- a. Windows and doors on street (except alleys) fronting facades shall be designed to be proportional and appropriate to the specific architectural style of the building. First floor windows shall have a Visible Transmittance (VT) of 0.6 or higher.
- b. All ground floor front facades of buildings along Type "A" Streets or Civic/Open Space shall have windows with a Visible Transmittance (VT) of 0.6 or higher covering no less than 40% of the ground floor façade area. Each upper floor of the same building facades facing a Type "A" Street or Civic/Open Space shall contain windows with a Visible Transmittance (VT) of 0.6 or higher covering no less than 25% of the façade area. All other street facing facades (except alleys) shall have windows with a Visible

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Transmittance (VT) of 0.6 or higher covering at least 15% of the façade area for all floors.

6-66.7 Building Materials

- a. Generally, at least 70% of a building's façade along all Type "A" Streets and Civic/Open Space shall be finished in one of the following primary materials:
 - i. Masonry (stone, cast stone, brick, glass, , or glass block)
 - ii. Wood, wood paneling, fabricated wood product or recycled composite material (recycled plastic lumber, etc.).
 - iii. Architectural Metal Panels
 - iv. For Iron Horse Character Zone, architectural metal panels, or pre-cast concrete panels may be used as a primary material.
 - v. Slump block and split-face concrete block are prohibited in all character zones.
- b. Generally, no more than 30% of a building's façade along all Type "A" Streets and Civic/Open Space shall use other secondary accent materials: architectural metal panel, or pre-cast concrete panels.
- c. Generally, all facades along Type "B" Streets or alleys shall be of a similar finished quality and color that blend with the front of the building. Building materials for these facades may be any of the primary materials and secondary accent materials listed above.
- d. Pre-cast or poured in place concrete shall be used on no more than 20% of any Type "A" or "B" Street façade. There is no limitation on its usage on all other facades.
- e. Generally, cementitious-fiber clapboard (not sheet) with at least a 50-year warranty may only be used on the upper floors only. In the BoPa Residential and Hillside Residential Character Zone, this material may be used on any floor.



Mixed Use Center



Industrial Arts

Samples of appropriate vertical and horizontal articulation and materials.

6-76.8 Building Massing and Scale

- a. To maintain pedestrian interest and scale, single tenant buildings between 15,000 and 50,000 sq.ft. in floor area shall be built in such a manner as to include liner shops with commercial frontage along all the building's Type "A" frontages.
- b. Liner shops shall be a minimum of 30 feet deep and shall surround the single tenant/use building on all Type "A" streets and along the first 50 feet of a Type "B" streets from the corner.



Illustrative sample of a large retailer with liner retail.



Example of mixed-use grocery store with liner retailers at the corner of intersections

- c. Single tenant buildings over 25,000 sq.ft. in ground floor area may only be permitted with a CUP approved by the Planning Commission.

6-86.9 Roof Form

- a. Gabled, hipped, shed or pyramid roofs are encouraged in the Resort Gateway character zone and BoPa Residential character zone. Main roof structures shall use a slope of no less than 6 feet vertical to 12 feet horizontal (6:12). Accent roof forms, such as a shed roof, have no minimal roof slope requirements.
- b. When using a flat roof, buildings shall have minimal articulation utilizing parapets with flat or low pitched roofs.



Samples of appropriate roof forms

(image from the Park City Design Guidelines for Historic Districts and Historic Sites).

7.0 Incentive or Enhanced OptionsStandards

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- 7.1 Purpose and Intent: The purpose of this section is to implement the Enhanced Option recommendations of the Bonanza Park Area Plan street grid in a streamlined and predictable manner in conjunction with the City's Affordable Housing, Transfer of Development Rights (TDR), and View Shed & Open Space policies.
- 7.2 Applicability: Any development that exceeds the maximum 3 storiesand 35'building height standard (per the previous Land Management Code – General Commercial [GC] Zoning Standards) in Bonanza Park shall meet the standards as set forth in this Section. In order to be eligible for the enhanced options per this section, All Applicants and property owners must shall agree-meet the to the street grid layout as represented on the Regulating Plan included within this document and incorporated within the Bonanza Park Area Plan(Appendix A). This further includes agreement by the Applicants meeting the standards for the location of the specific rights-of-way for vehicle and pedestrian use as well as proposed widths and treatments. The City and the applicant may enter into development agreements with cost sharing per policies adopted by the City Council. The Applicant understands that Park City Municipal Corporation will agree to fund at least 50% of the cost of these improvements and that all right-of-way land and improvements will be dedicated to the City.

7.3 Enhanced Options Matrix

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<u>a. Tier 1: General Standards:</u> To be eligible for Tier 1 Enhanced Options; applicants have to meet the Applicability requirements as listed in Section 7.2 above. Tier 1 maximum development: Building height shall not exceed 5 floors or 55 feet. On the 4th floor, the building area shall be limited to 75% of the ground floor building area (footprint) and on the 5th floor the building area shall be limited to 25% of the ground floor building area (footprint) unless otherwise specified below. When the building fronts a Type "A" Street or Civic/Open Space, the 4th and 5th floor must be setback <u>no less than at least</u> 15 feet from the building facade line on the 4th floor and 25 feet from the front building line on the 5th floor.	
<i>Development Outcomes</i>	<i>Standards or Criteria</i>
<u>i. Workforce housing units per standards in Table 7.4 belowAffordable/Attainable Housing</u>	Within this option, the applicant may utilize either the City's adopted Housing Resolution OR the Bonanza Park Affordable/Attainable Housing Option <u>(Table 7.4 below).</u> <u>The Standards of the Bonanza Park Affordable/Attainable Housing Option outlined in Table 7.4 below shall apply</u> Additional building square footage shall be equal to the total square feet provided for workforce housing units; but no greater than the maximum permitted for Tier 1.

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b. Tier 2: General Standards:

To be eligible for Tier2 Enhanced Options; applicants have to meet the Applicability requirements as listed in Section 7.2 above.

Tier 1 maximum development: Building height shall not exceed 5 floors or 55 feet. On the 4th floor, the building area shall be limited to 75% of the ground floor building area (footprint) and on the 5th floor the building area shall be limited to 25% of the ground floor building area (footprint) unless otherwise specified below. When the building fronts a Type "A" Street or Civic/Open Space, the 4th and 5th floor must be setback ~~no less than~~ at least 15 feet from the building facade line on the 4th floor and 25 feet from the front building line on the 5th floor.

~~Applicants are also eligible to reduce their total required off-street parking by a maximum of 25%~~

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Development Outcomes**Standards or Criteria**

i. Dedication of Required or Recommended Open/Civic Space (includes community gardens and rooftop greenhouses) and/or View Sheds

Additional building square footage shall equal the total square feet provided in Open/Civic Space (public or private) or View Sheds but no greater than the maximum permitted for Tier 2 with the exception of Rooftop Greenhouses which may be allowed on the 4th and 5th floor and do not count toward the building area SF limits.

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Development Outcomes

Receiving any transfer of development right (TDR) credits

c. Tier 3: General Standards:

To be eligible for the ~~Tier 3 Bonus-Tier~~ Enhanced Options; applicants have to meet either Tier 1 or Tier 2 Development Outcomes.

Applicants may provide more than one of the listed development outcomes under Tier 3 in addition to Tier 1 and Tier 2 and obtain the cumulative building square footage up to the maximums established for all three tiers.

~~Bonus-Tier 3~~ maximum development (cumulative for all development outcomes): Building height shall not exceed 5 floors (100% of the ground floor building footprint on the 4th and 5th floors).

~~Applicants providing any Bonus-Tier development outcome are also eligible to reduce their total required off-street parking by a maximum of 25%~~

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Development Outcomes**Standards or Criteria**

i. Receiving any transfer of

Additional building square footage shall be equal to the

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development right (TDR) credits	total square feet provided by the TDR exchange on a 1:1 basis; but no greater than the maximum permitted for the Bonus -Tier <u>3 bonus</u> .
---------------------------------	--

7.4 Affordable and Attainable Housing Options

This section provides for an alternative option to the City's Adopted Affordable Housing Resolution by addressing local housing needs and increasing the range of required housing. The Bonanza Park Attainable Housing Option gives developers the option to create a mix of affordable and attainable housing as outlined below. This option requires that the developer build the affordable/attainable mix at 25% of the net leasable floor area of the building.

Table 7.4 Bonanza Park Affordable/Attainable Housing Options				
Requirement: Minimum 25% of Net Leasable Floor Area				
Tier	Target Workforce Wage	Maximum Workforce Wage	Distribution of Units within Project (min.)	Targeted Income Range in 2012
1	100%	125%	10%	\$55,714 - \$69,643
2	125%	150%	20%	\$69,643 - \$83,571
3	150%	175%	40%	\$83,571 - \$97,500
4	175%	225%	15%	\$97,500 - \$125,357
5	225%	328%	15%	\$125,357 - \$182,742

- 7.5 In addition to the three (3) Tier options for development incentives, applicants may propose other development outcomes in return for alternative benefits which complement the Community Vision and General Plan. However, such requests may only be approved by the City Council after a recommendation by the Planning Commission. The criteria for such review and approval shall be the same as the ones listed under Exceptional Civic Design in Section 3.3.

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8.0 Street Design Standards

- 8.1 Street Network: The street network, street type hierarchy and street standards form the basis of the Regulating Plan. The street network is designed to provide connectivity and adaptability throughout the character zones as Bonanza Park develops over time. New development shall follow the street network design; however, if minor realignments are necessary due to environmental and/or physical conditions they will be evaluated during the Development Review process. Major alternative alignments or flexibility with the street network design may be proposed through the MPD process, provided that the following provisions are met:
- a. Maximum Block Size – The maximum perimeter of any block may not exceed 2000 feet or as established in the Regulating Plan (whichever is smaller). Each block face may not exceed 600 feet or as established in the Regulating Plan. Block faces may be defined by any of the street types, including pedestrian walkways that are dedicated public rights-of-way, with the exception of alleys. However, if a pedestrian walkway is used to define a block of the maximum size then the right of way for the walkway must be equal to that of a Type “B” street.
 - b. Connectivity – Connectivity throughout the area is critical for the mixed-use nature of the area to function as a pedestrian-oriented environment. While streets indicated on the Regulating Plan may be removed or designated as pedestrian walkways, the number of surface street intersections within a planned development area shall be proximate to the number of intersections indicated for that area on the Regulating Plan and will be evaluated during the MPD and Development Review processes. Connectivity will be evaluated for multiple modes of travel, including the pedestrian and bicycle.
- 8.2 Street Classification and Connectivity Standards: In order to service both multiple modes of transportation and appropriate development context, streets within the District are classified under three major categories in the BoPa-FBC.
- a. Street Cross Section: The Street Cross Sections establish standards for the right-of-way characteristics of the street itself. This includes information on automobile, bicycle, pedestrian, public transit, and parking accommodation. It typically addresses the space allocation within the public right-of-way and its emphasis towards one or more modes of transportation.
 - b. Street Frontage Type: The Street Frontage Type designation establishes the appropriate development context along each street. For the purposes of this FBC, Street Type is classified into the following two categories Type “A” and Type “B” Frontages. See Section 5 for standards that apply to different frontages:
 - i. ~~Type “A” Streets — Type “A” Streets are intended to provide the most pedestrian-friendly and contiguous development context. Buildings along Type “A” Streets shall be held to the highest standard of pedestrian-oriented design and few, if any, gaps shall be permitted in the ‘Street Wall’. These streets are the main retail, restaurant, entertainment streets or are important neighborhood connectors as identified in the Regulating Plan.~~
 - ii. ~~Type “B” Streets — Type “B” Streets are also intended to be pedestrian friendly with a mostly contiguous development context, however, in some locations, where access to an Alley is not available, Type “B” Streets may need to accommodate driveways, parking, service/utility functions, and loading and unloading. In such cases, Type “B” Streets may balance pedestrian orientation with automobile accommodation. Typically, they shall establish a hybrid development context that has a more pedestrian friendly development context at street intersections and~~

~~accommodates auto-related functions and surface parking in the middle of the block. Surface parking shall be screened from the roadway with a street wall or living fence. Type "B" Streets are designated in the Regulating Plan.~~

- c. Street Connectivity Requirements: In addition to Street Cross Section and Street Frontage Type, Streets are also classified by whether they are Primary or Secondary streets to implement the redevelopment vision and are designated as such on the Regulating Plan.

- i. Primary Streets – these are mainly existing, improved, or new streets that are essential to implement the network envisioned in the BoPa street grid. If an owner elects to dedicate Right of Way for Primary Streets, it shall be reserved or dedicated per Chapter 7 of the LMC at the time of development or redevelopment.
- ii. Secondary Streets – these are additional new streets that are important, but have the flexibility to implement the network envisioned in BoPa street grid. Secondary Streets indicate the likely locations for new streets and blocks. Secondary Streets may be substituted by pedestrian passages, alleys, or cross-access easements based on the specific redevelopment context.

- 8.3 Street_Cross Section_Standards: This section shall establish standards for all elements of the public right-of-way including travel lanes, on-street parking, bicycle accommodation, streetscape/parkway standards, and sidewalk standards. Landscaping and streetscaping within and adjacent to the public R-O-W shall be per standards in Section 10. Appendix C shall provide the palette of street cross sections for different streets within Bonanza Park. These cross sections may be adjusted to fit existing contexts with the approval of the City Engineer. In addition, the proposed cross sections may be adjusted to meet the needs of the Fire Code as adopted by the City.

9.0 Open Space and Civic Space Standards

- 9.1 Open Space and Civic Space Approach: The redevelopment vision for Bonanza Park recognizes the importance of providing a network of open spaces that provide a multitude of passive and active recreational opportunities. These opportunities are to be accommodated in a variety of spaces ranging from large scale facilities to small pocket parks located at key nodes within BoPa. The open space network will be serviced by an interconnected network of trails and ~~paths~~ pathways for pedestrians and bicyclists alike, providing open space amenities for future residents of both Bonanza Park and adjoining neighborhoods. This approach to Open and Civic Space recognizes that in an urban, infill context, unique standards need to be established to provide for quality open and civic spaces that serve both recreational and placemaking goals of the redevelopment vision.
- 9.2 Required and Recommended Open/Civic Space Designations: This section establishes standards for Open Space and Civic Space within the BoPa-FBC Zoning District. Open Space and Civic Space includes Private Common Open Space, Pedestrian Amenities, Public Open Space, and Trail Standards. The Regulating Plan designates several areas for required and recommended Open and Civic Spaces within BoPa. The detailed Open Space and Civic Space Standards for each type are included in this Section. These standards include general character, typical size, frontage requirements, and typical uses.
- (a) Required Civic/Open Spaces are any or all areas shown on the Regulating Plan with specific locations of future Open and Civic Space. The only Required Civic/Open Space shown on the Regulating Plan is the Spur Park. This space has been identified on the Regulating Plan due to its significant location within the context of the overall redevelopment of Bonanza Park.
 - (b) Recommended Civic/Open Spaces are those areas shown on the Regulating Plan as desirable locations for future Open and Civic Spaces (including environmentally sensitive areas, parks, plazas, greens, and squares). These spaces have been identified on the Regulating Plan in order to communicate the vision for redevelopment within BoPa.
- 9.3 Open Space and Civic Space Classification: For the purposes of this Code, all urban open space shall fall into one of the following three (3) general classes:
- (a) Public Open Space: Open air or unenclosed to semi-unenclosed areas intended for public access and use and are located within the defined urban core of the city. These areas range in size and development and serve to compliment and connect surrounding land uses and code requirements.
 - (b) Private Common Open Space: A privately owned outdoor or unenclosed area, located on the ground or on a terrace, deck, porch, or roof, designed and accessible for outdoor gathering, recreation, and landscaping and intended for use by the residents, employees, and/or visitors to the development.
 - (c) Private Personal Open Space: A privately owned outdoor or unenclosed area, located on the ground or on a balcony, deck, porch, or terrace and intended solely for use by the individual residents of a condominium or multi-family dwelling unit.
- 9.4 Open Space and Civic Space Requirements:
- a. All non-residential development shall provide 2.5 sq. ft. of Public Open Space or Private Common Open Space for every 100 sq.ft. of non-residential space. This standard shall only apply to all site plans 2 acres in size or larger.
 - b. All residential development within the BoPa-FBC Zoning District shall meet the private common open space standards established in this Section. Table 9.1 establishes the private common open space requirement based on the proposed intensity of residential development. Residential projects with less than 20 dwelling units are not

required to provide private common space. When designating Private Common Open Space per the requirements in this Section, priority shall be given to any Required or Recommended Open/Civic Space locations that impact the subject property.

Table 9.1 Private Common Open Space Requirements

Housing Density (dwelling units per acre)	Private Common Open Space Standard Proposed (area of private common space per dwelling unit)
8 – 19 DU / acre	Provide minimum of 160 sf per dwelling unit
20 – 29 DU / acre	Provide minimum of 120 sf per dwelling unit
30 – 39 DU / acre	Provide minimum of 80 sf per dwelling unit
40 and above DU / acre	Provide minimum of 60 sf per dwelling unit

- c. Minimum Private Personal Open Space Requirements: All residential development within the BoPa-FBC Zoning District shall also meet the private personal open space standards established in this Section. Table 9.2 establishes the private personal open space requirement based on the proposed intensity and type of residential development.

Table 9.2 Private Personal Open Space Requirements

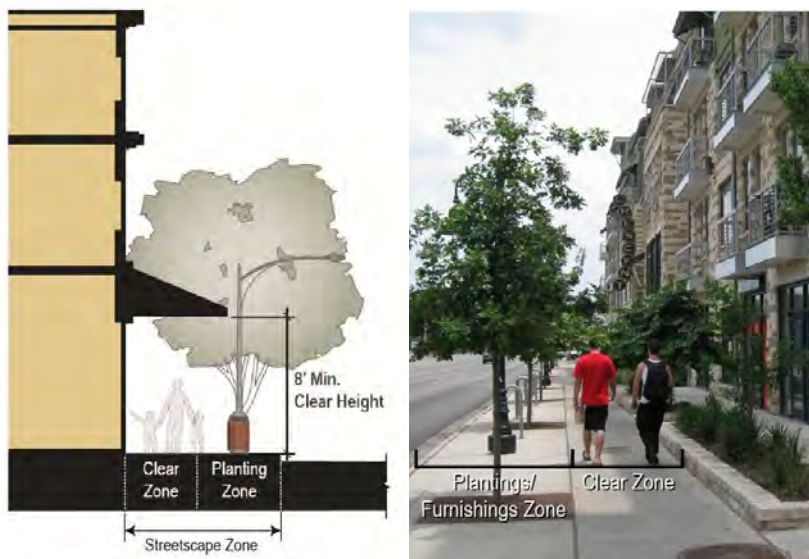
Housing Density (dwellings per acre)	Private Personal Open Space Standard Proposed
Less than 8 DU / acre	No Requirement
8 - 19 DU / acre	Ground floor units: If applicable, all dwelling units shall have a minimum of 100 sf of private personal open space including one of the following: Porch, Stoop, Patio, or Deck Upper floor units: all dwelling units shall have a minimum of 50 sf of private personal open space including one of the following: balcony or roof terrace
20 – 29 DU/acre	Ground floor units: If applicable, all dwelling units shall have one of the following: Porch, Stoop, Patio, or Deck Upper floor units: All dwelling units shall have a Balcony
30-39 DU / acre	Ground floor and podium level dwelling units: When applicable, all units shall include one of the following: Porch, Stoop, Patio, or Deck Upper floor dwelling units: 75% of all upper dwelling units shall have a Balcony.
40 and above DU / acre	Ground floor and podium level dwelling units: If applicable, all exterior facing units shall include one of the following: Porch, Stoop Garden, Patio, or Deck Upper floor dwelling units: 50% of upper units with Balcony.

9.5 Open/Civic Space Types: In order to meet the requirements for Private Common and Private Personal and other public space within this Code, Appendix D shall be used to provide the palette of open space types permitted within Bonanza Park.

10.0 Streetscape and Landscape Standards

10.1 Sidewalks. Publicsidewalksarerequired for all development under this code and shall meet the standards established in Appendix D. The minimum sidewalk width requirement shall apply regardless of the available right-of-way. If necessary to meet the required sidewalk width, the sidewalk shall extend onto private property to fulfill the minimum requirement, with a sidewalk easement provided. Sidewalks shall consist of two zones: a planting zone located adjacent to the curb, and a clear zone (see figures below).

- (a) **Planting Zone:** The planting zone is intended for the placement of street trees, if required, and street furniture including seating, street lights, waste receptacles, fire hydrants, traffic signs, newspaper vending boxes, bus shelters, bicycle racks, public utility equipment such as electric transformers and water meters, and similar elements in a manner that does not obstruct pedestrian access or motorist visibility.
- (b) **Clear Zone:** The clear zone shall be hardscaped, shall be located adjacent to the planting zone, and shall comply with ADA Standards and shall be unobstructed by any permanent or nonpermanent element for the required minimum width and a minimum height of ~~eight-six~~ **(8'6")** feet. Accessibility is required to connect sidewalk clear zones on adjacent sites.
- (c) **Fee In-Lieu Option:** An applicant may opt to pay a proportional fee in-lieu for the required sidewalk if the development project is phased or the sidewalk improvements need to match the timing of a programmed City capital project affecting that street frontage.



Illustrations delineating the Streetscape Zone elements

10.2 Street Trees and Streetscape:

- (a) Street trees shall be required on all Bonanza Park Type "A" frontage streets (except in alleys).

- (b) Street trees shall be planted approximately three (3) feet behind the curb line or within the Planting Zone.
- (c) Spacing shall be a maximum of forty (40) feet on center (measured per block face) along all streets.
- (d) The minimum caliper size for each tree shall be 3 in. and shall be a minimum of 12 feet in height at planting. Each tree shall be planted in a planting area no less than 24 sq. feet.
- (e) Species shall be selected from the Planting List available in the Planning Department.
- (f) Maintenance of all landscape materials shall meet the requirements of Title 14 of the Municipal Code.
- (g) The area between the building facade and property line or edge of existing sidewalk along Type "A" Streets shall be such that the sidewalk width shall be a minimum of 8' with the remainder of the setback area paved flush with the public sidewalk. Sidewalk cafes, landscaping within tree-wells or planters may be incorporated within this area.

10.3 Street Screen Required: Any frontage along all Type "A" and Type "B" Streets not defined by a building or civic space at the front of the BTZ shall be defined by a 4-foot high Street Screen. Furthermore, along all streets (except alleys) service areas shall be defined by a Street Screen that is at least as high as the service equipment being screened. Required Street Screens shall be comprised of one of the following:

- (a) The same building material as the principal structure on the lot or
- (b) A living screen composed of shrubs planted to be opaque at maturity, or
- (c) A combination of the two.

Species shall be selected from the Planting List available in the Planning Department. The required Street Screen shall be located at the minimum setback line along the corresponding frontage.

10.4 Street Lighting: Pedestrian scale lighting shall be required along all Type "A" and "B" streets in Bonanza Park. The following standards shall apply for pedestrian scale lighting

- (a) Street lighting structures shall be no taller than 25 feet.
- (b) Street lights shall be placed at an average of 50 feet on center, within three (3) feet behind the curb line or based on a lighting plan established by the City.
- (c) The light standard selected shall be compatible with the design of the street and buildings. Street lights shall direct light downward or be properly shielded with $\frac{3}{4}$ or fully shielded fixtures to prevent glare and light pollution.

10.5 Street Furniture:

- (a) Trash and recycling receptacles shall be required along all Type "A" Streets. A minimum of one per each block face shall be required.
- (b) Street furniture and pedestrian amenities such as benches are required along all Type "A" Streets.
- (c) All street furniture shall be located in such a manner so as to allow a clear sidewalk passageway of a minimum width of 6 feet along Type "A" Streets. Placement of street furniture and fixtures shall be coordinated with the design intent for sidewalks, landscaping, street trees, building entries, curb cuts, signage, and other street fixtures.
- (d) Materials selected for paving and street furniture shall be of durable quality and require minimal maintenance.

10.6 Parking Lot Landscaping: All surface parking shall meet the standards for parking lot landscaping in Chapter 3 of the LMC.

11.0 Definitions

In addition to Definitions in Chapter 15 of the LMC, the following terms shall have the corresponding interpretations.

Arcade: is a portion of the main façade of the building that is at or near the Street-Setback Line and a colonnade supports the upper floors of the building. Arcades are intended for buildings with ground floor commercial or retail uses and the arcade may be one or two stories.



Image of an arcade

Attics/Mezzanines: the interior part of a building contained within a pitched roof structure or a partial story between two main stories of a building.

Auto-Related Sales and Service Uses: are establishments that provide retail sales and services related to automobiles including, but not limited to, cars, tires, batteries, gasoline, etc.

Block Face Dimensions means the linear dimension of a block along one of its street frontages.

Block Perimeter means the aggregate dimension of a block along all of its street frontages.

Block means the aggregate of lots, pedestrian passages and rear alleys, circumscribed on all sides by streets.

Build-to Zone means the area between the minimum and maximum setbacks within which the principal building's front façade (building façade line) is to be located.

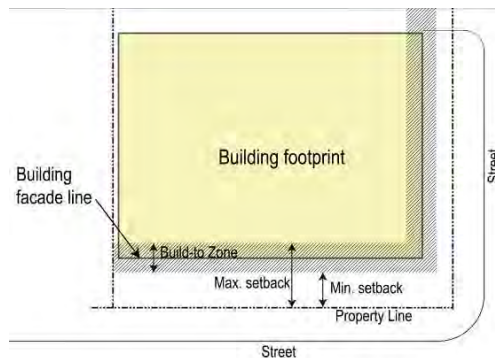
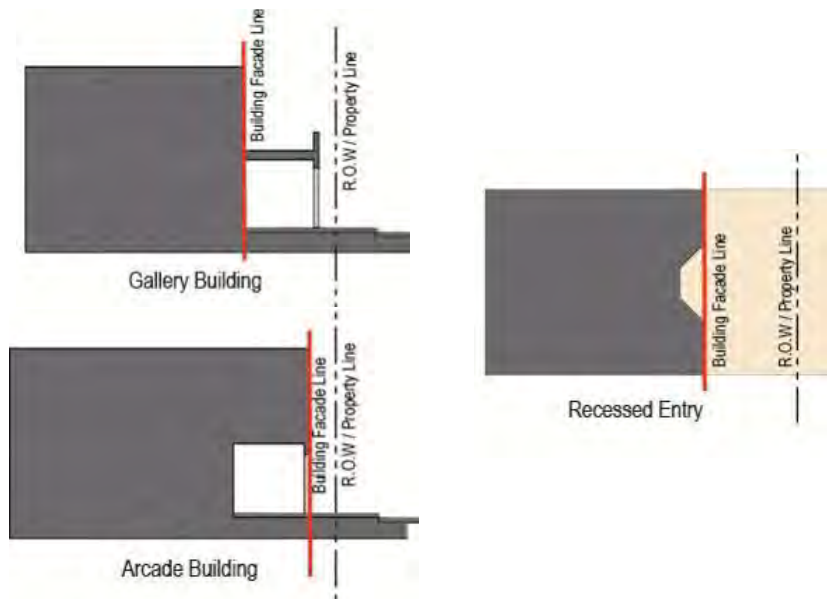


Illustration indicating the location of the build-to zone relative to the

minimum and maximum setbacks and the building façade line

Building Façade Line means the vertical plane along a lot where the building's front façade is actually located.



Building Façade Line Illustrations

Building Form Standards: the standards established for each Character Zone that specifies the height, bulk, orientation, and elements for all new construction and redevelopment.

Building Frontage: the percentage of the building's front façade that is required to be located at the front Build-to Line or Zone as a proportion of the lot's width along that public street. Parks, plazas, squares, improved forecourts, and pedestrian breezeway frontages shall be considered as buildings for the calculation of building frontage.

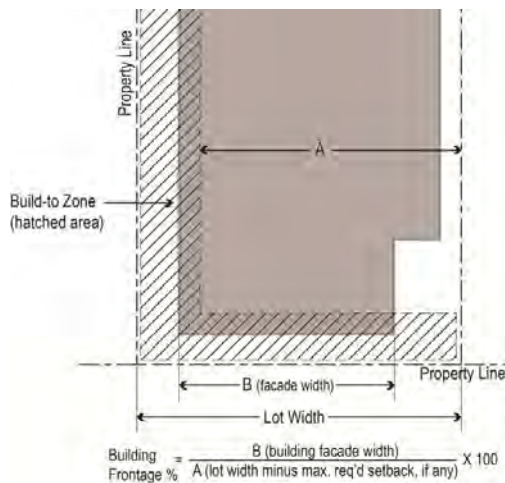


Image showing Building Frontage calculation

Character Zone means an area within the Bonanza Park Form-Based Code District that creates a distinct urban form different from other areas within the BoPa FBC District. Character Zones are identified in the Regulating Plan.

Civic/Open Space: a publicly accessible open space in the form of parks, courtyards, forecourts, plazas, greens, pocket parks, playgrounds, etc. They may be privately or publicly owned.

Commercial Frontage Designation means space constructed at a minimum ground floor height as established in each character zone which shall NOT be residential, office, or institutional uses.

Commercial or Mixed Use Building means a building in which the ground floor of the building is built to commercial ready standards and any of the floors are occupied by non-residential or residential uses.

Cottage Manufacturing uses means small scale assembly and light manufacturing of commodities (incl. electronics) fully enclosed within the building without producing any noise, noxious odors, gas, or other pollutants. This category shall include workshops and studios for cottage industries such as pottery, glass-blowing, metal working, screen printing, weaving, etc.

Daylighting: Daylighting in a building is the utilization of available sunlight by manipulating window placement, window fixtures, and room dimensions to maximize natural light in a space. Using daylighting minimizes the need for lamps and overhead lights and the energy required to power artificial lighting.

Encroachment: any structural or non-structural element such as a sign, awning, canopy, terrace, or balcony, that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public R-O-W, or above a height limit.

Gallery: is an extension of the main façade of the building that is at or near the front property line and the gallery may overlap the public sidewalk.

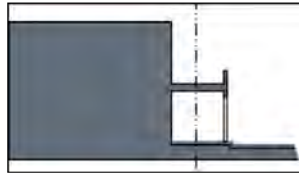


Image of a Gallery

Improvements: Improvements include anything that increases the dollar value or the usefulness of the property as defined by the Appraisal District. Such improvements include extension of utility service lines, filling or draining low areas, building raised areas, creating roads, parking lots and other access as well as erecting buildings, outbuildings and other fixed, permanent structures.

Institutional Uses: are uses that are related to non-profit organizations dedicated to religious or social functions.

Kiosks Sales:

Liner Building: A building that conceals a parking structure, surface parking lot, a big box retail or other large floor plate building, and is of a minimum of 30' in depth designed for occupancy by retail, service, and/or office uses on the ground floor, and flexible uses on the upper floors.

Live-Work Unit: means a mixed use building type with a dwelling unit that is also used for work purposes, provided that the 'work' component is restricted to the uses of professional office, artist's workshop, studio, or other similar uses and is located on the street level and constructed as separate units under a condominium regime or as a single unit. The 'work' component is usually located on the ground floor which is built to Commercial Ready standards. The 'live' component may be located on the street level (behind the work component) or any other level of the building. Live-work unit is distinguished from a home occupation otherwise defined by this ordinance in that the work use is not required to be incidental to the dwelling unit, non-resident employees may be present on the premises and customers may be served on site.

Living Fence: shall be a Street Screen composed of landscaping in the form of vegetation.

Minor Modification means a requested deviation from BoPaFBC standards specified in the Minor Modifications provision of Section 4 Administration.

New Development: shall be all development that substantially modified or built after the adoption of this Code.

Outdoor Storage:

Regulating Plan: is a Zoning Map that shows the Character Zones, Street Types, Frontage Types, Civic Spaces, and other requirements applicable to the Bonanza Park Form-Based Code District subject to the standards in this Code.

Retail Sales: Retail establishments are the final step in the distribution of merchandise. They are organized to sell in small quantities to many customers. Establishments in stores operate as fixed point-of-sale locations, which are designed to attract walk-in customers. Retail establishments often have displays of merchandise and sell to the general public for personal or household consumption, though they may also serve businesses and institutions. Some establishments may further provide after-sales services, such as repair and installation. Included in, but not limited to

this category, are durable consumer goods sales and service, consumer goods, other grocery, food, specialty food, beverage, dairy, etc., and health and personal services.

Residential Building means a building type that is built to accommodate only residential uses on all floors of the building such as townhomes, apartment buildings, duplexes, etc.

Service Uses: This is a category for limited personal service establishments which offer a range of personal services that include (but not limited to) clothing alterations, shoe repair, dry cleaners, laundry, health and beauty spas, tanning and nail salons, hair care, etc.

Street Screen: a freestanding wall or living fence built along the frontage line or in line with the building façade along the street. It may mask a parking lot or a loading/service area from view or provide privacy to a side yard and/or strengthen the spatial definition of the public realm.



Image of a combination masonry and living street screen

Visible Transmittance:

Bonanza Park Form-Based Code
Appendices

DRAFT

July 31, 2014

Developed for



By

GATEWAYPLANNING
A V I A L T A G R O U P P A R T N E R

Table of Contents

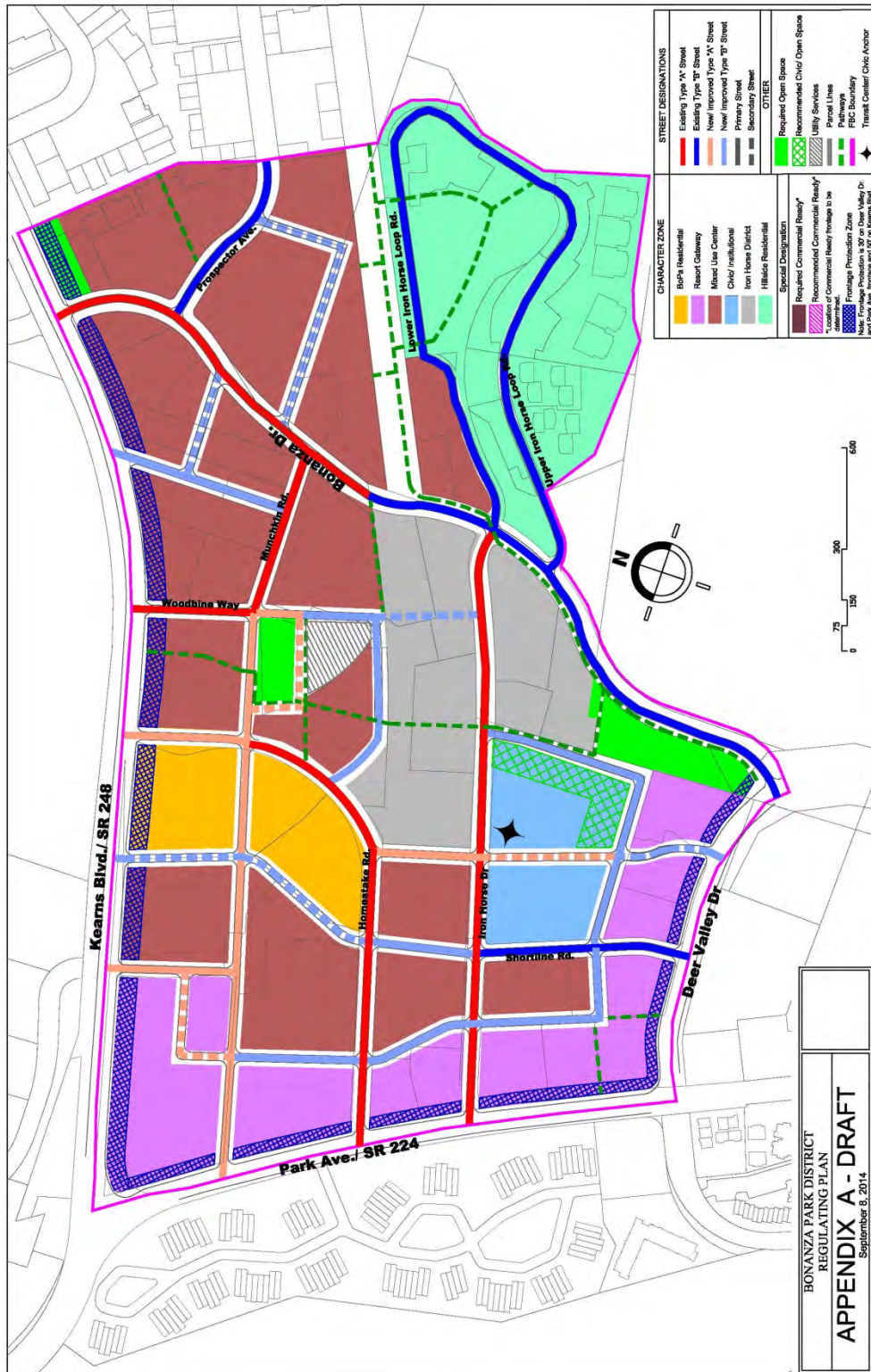
Appendix A: Regulating Plan

Appendix B: Illustrative Plan

Appendix C: Recommended Street Cross Sections

Appendix D: Palette of Open Space Types

Appendix A: Regulating Plan



Appendix A: Regulating Plan with Aerial



Appendix B: Street Cross Sections

(a) Applicability:

- i. The following cross sections shall apply to new and substantially reconstructed streets within the BoPa-FBC Zoning District only.
- ii. The following cross sections shall also apply when properties are developed or redeveloped under the BoPa-FBC or when existing streets are reconstructed.

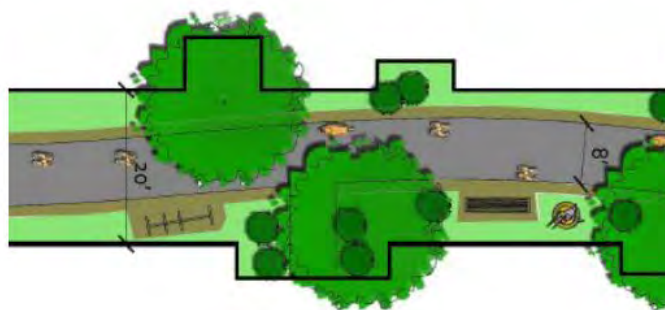
Table 8.1

Treatment of ROW	
TRAILS	20' Wide ROW includes
	8' paved Trail
	1.5' stone-dust
	10.5' Landscaping w/Trees, Public Artwork, Interactive displays & Resting Spots
INTERIOR BLOCKS	52' Wide ROW includes
	2-10' Travel lanes
	2 – 8' Parallel on-street parking
	2 – 8' Sidewalks
INTERIOR BLOCK WITH CYCLE TRACK	51' Wide ROW includes:
	2-10' Travel lanes
	1 – 8' Parallel on-street parking
	2 – 6' Sidewalks
	1 - 3' Buffer
	1 - 8' two lane bike track
INTERSECTION	Curb extensions
	Textured Crosswalks
THE SPUR	Street Dining & Vendor Sales encouraged
	1-12' Sidewalk along building façade
	2 – 10' Travel Lanes
	1 – 8' Parallel on-street parking

8.3 Street Cross Sections

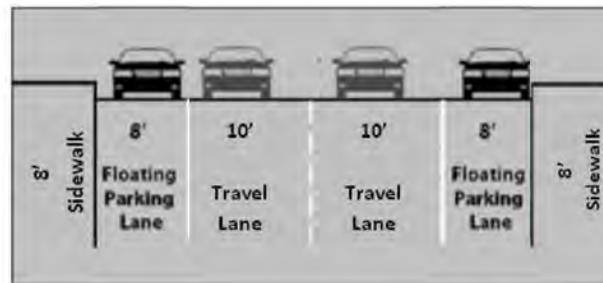
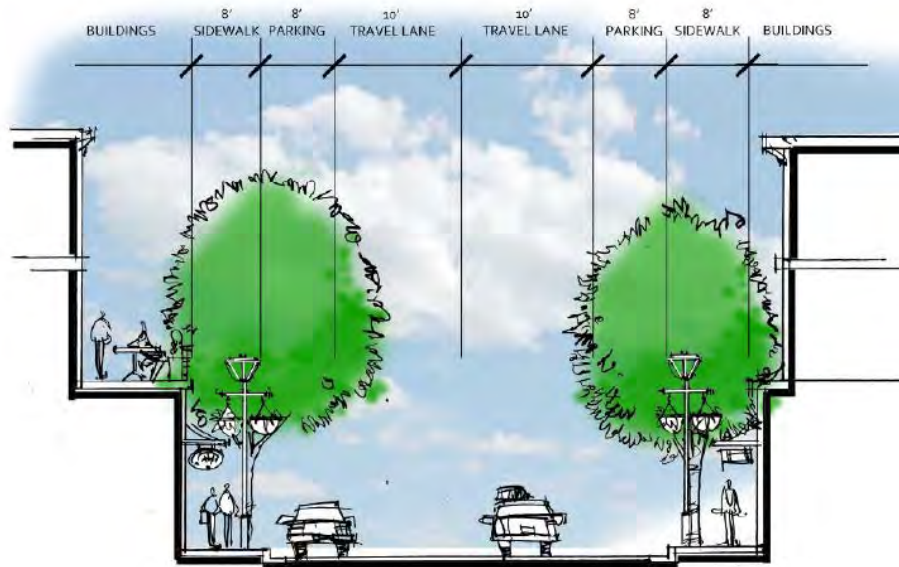
Trails:

20' ROW



INTERIOR BLOCK NO CYCLE TRACK

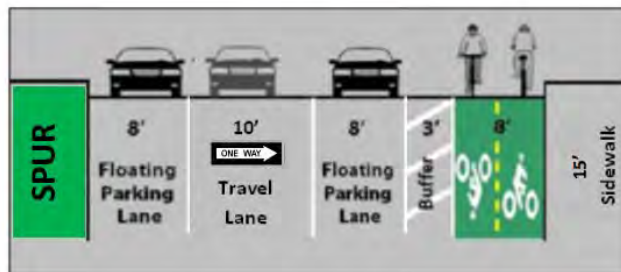
52' ROW



INTERIOR BLOCK WITH CYCLE TRACK

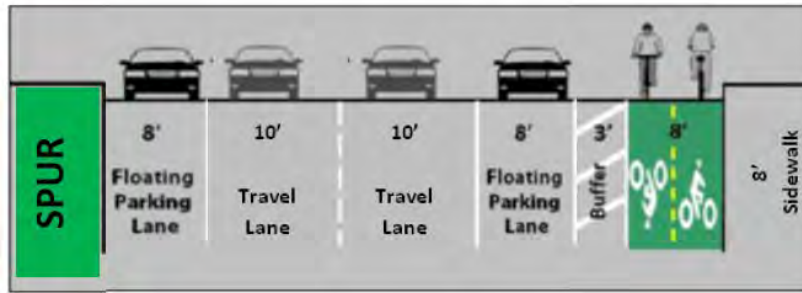
Along rounded edge of spur – One Way Travel Lane

52' ROW



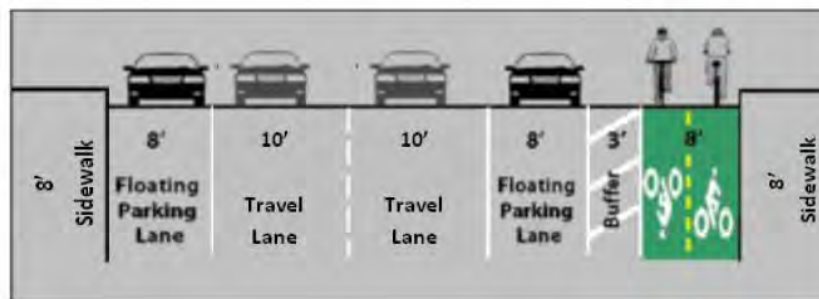
Along straight edge of spur

55' ROW



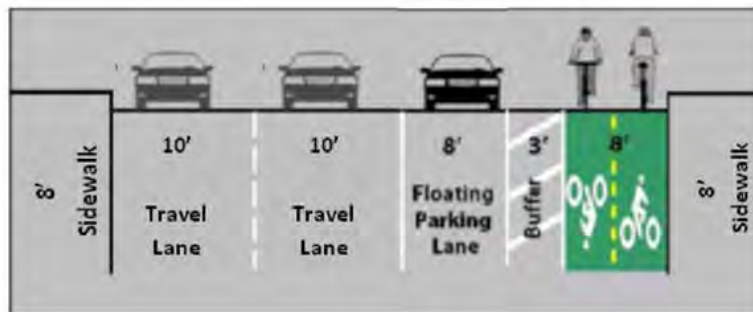
Roads with Cycle Track and Two sides of floating parking lane.

63' ROW



Cycle track with Single side of floating parking lane

55' ROW



Appendix D

Palette of Open Space Types with Recommended Standards

The Open Space Types and Standards contained herein shall be used as a guide to fulfill the required and recommended Open Space requirements of Section 9 of the BP-FBC. These open space types may be Public or Private Common Open Spaces. The following section provides a description of these open space types including the design context and criteria consistent with the vision for Bonanza Park.

1. Public Open/Civic Space Types

a. Spur Park Standards



The Spur Park is a critical component of the vision for a redeveloped Bonanza Park. It is based on the Park City's history as a mining community where Bonanza Park was the primary rail transfer station sending goods into and out of the bustling mining town. The Y-shaped Spur Park based on the remnants of the switching yard located in Bonanza Park provides a unique way to reconnect to the history of the locale.

The Spur Park as envisioned in the Bonanza Park Plan becomes the central anchor for a walkable, urban neighborhood. The park is similar to a Square or a Green in that it is a public urban open space available for civic purposes, commercial activity, unstructured recreation and other passive uses. All buildings adjacent to the Spur Park shall front onto it and activate this space. The Spur Park shall be naturally landscaped with many shaded places to sit. Open lawn areas shall encourage civic gathering. Appropriate paths, civic elements, fountains or open shelters may be included and shall be formally placed within the green. A civic element or small structure such as an open shelter, pergola, stage, or fountain may be provided within the Spur Park.

The area under the Spur Park may be developed as a public parking garage. Future multi-modal connectivity with the rest of town and the ski resorts will be critical to making Bonanza Park an important transit node within the community.

Typical Characteristics

General Character

Open space

Spatially defined by street and building frontages and landscaping

Lawns, trees and shrubs naturally disposed

Open shelters and paths formally disposed

Location and Size

0.25 – 3 acres

Minimum width – 25'

Minimum pervious cover – 80%

Minimum perimeter frontage on public right of way – 60%

Typical Uses

Unstructured and passive recreation

Casual seating

Commercial and civic uses

No organized sports

b. Pocket Park Standards



Pocket Parks are small-scale public urban open spaces intended to provide recreational opportunities where (publicly accessible/park) space is limited. Typically, pocket parks should be placed within new areas of high (population) density such as envisioned within the Mixed Use Center.

Pocket parks are to be incorporated into areas with high population density. They offer recreational opportunities in locations where publicly accessible green space is limited or in areas not served by any other park. Pocket parks may be developed as dog parks, if permitted through a Conditional Use Permit (CUP) by the Planning Commission.

Typical Characteristics

General Character

Small urban open space responding to specific user groups and space available.

Range of character can be for intense use or aesthetic enjoyment. Low maintenance is essential.

Location and Size

Min. 5,000 sq. ft.; max. 0.25 acre
Within walking distance of either a few blocks or up to a 1/4 mile

Typical Uses

Development varies per user group

c. Green Standards



A Green is a public urban open space available for civic purposes, commercial activity, unstructured recreation and other passive uses. Greens shall primarily be naturally landscaped with many shaded places to sit. Open lawn areas shall encourage civic gathering. Appropriate paths, civic elements, fountains or open shelters may be included and shall be formally placed within the green.

A Green shall be adjacent to a public right-of-way and be spatially defined by buildings which shall front onto and activate this space. Best practices toward low water usage shall be utilized.

Typical Characteristics

General Character

Open space

Spatially defined by street and building frontages and landscaping

Lawns, trees and shrubs naturally disposed

Open shelters and paths formally disposed

Location and Size

0.25 – 3 acres

Minimum width – 25'

Minimum pervious cover – 80%

Minimum perimeter frontage on public right of way – 60%

Typical Uses

Unstructured and passive recreation

Casual seating

Commercial and civic uses

No organized sports

d. Square Standards



A square is a public urban open space available for civic purposes, commercial activity, unstructured recreation and other passive uses. The square should have a more urban, formal character and be defined by the surrounding building frontages and adjacent tree-lined streets. All buildings adjacent to the square shall front onto the square. Adjacent streets shall be lined with appropriately scaled trees that help to define the square.

The landscape shall consist of lawns, trees, and shrubs planted in formal patterns and furnished with paths and benches. Shaded areas for seating should be provided. A civic element or small structure such as an open shelter, pergola, or fountain may be provided within the square.

Typical Characteristics

General Character

Formal open space

Spatially defined by buildings and tree-lined streets.

Open shelters, paths, lawns, and trees formally arranged

Walkways and plantings at all edges

Abundant seating opportunities

Location and Size

0.25 – 3 acres

Minimum width – 25'

Minimum pervious cover – 60%

Minimum perimeter frontage on public right of way – 60%

Located at important intersections

Typical Uses

Unstructured and passive recreation – no organized sports.

Formal gathering

Commercial and civic uses

e. Multi-Use Trail Standards



A multi-use trail is a linear public urban open space that accommodates two or more users on the same, undivided trail. Trail users could include pedestrians, bicyclists, skaters, etc. A trail frequently provides an important place for active recreation and creates a connection to regional paths and biking trails.

Trails within greenways or neighborhood parks shall be naturally disposed with low impact paving materials so there is minimal impact to the existing creek bed and landscape.

The multi-use trail along the center of BoPa extending from the existing rail-trail along the Union Pacific Rail R-O-W will help activate connections between the open spaces within the district and to adjoining neighborhoods.

Typical Characteristics

General Character

Multi-use trail in Neighborhood Park:

Naturally disposed landscape

Low impact paving

Trees lining trail for shade

Appropriately lit for safety

Formally disposed pedestrian furniture, landscaping and lighting

Paved trail with frequent gathering spaces and regular landscaping.

Standards

Min. Width	8 feet (pavement)
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Typical Uses

Active and passive recreation

Casual seating

f. Plaza Standards



A plaza is a public urban open space that offers abundant opportunities for civic gathering. Plazas add to the vibrancy of streets within the more urban zones and create formal open spaces available for civic purposes and commercial activity. Building frontages shall define these spaces.

The landscape should have a balance of hardscape and planting. Various types of seating should be provided from planter seat walls, to steps, to benches, to tables, and chairs. Trees should be provided for shade. They should be formally arranged and of appropriate scale. Introducing water features also adds to plaza. Daylighting streams or introducing water features would reconnect the urban activity to the natural setting. Plazas typically should be located at the intersection of important streets. A minimum of one public street frontage shall be required for plazas.

Typical Characteristics

General Character

Formal open space
A balance of hardscape and planting
Trees important for shade
Spatially defined by building frontages

Location and Size

0.25 – 3 acres
Minimum width – 25'
Minimum pervious cover – 40%
Minimum perimeter frontage on public right of way – 25%
Located at important intersections

Typical Uses

Commercial and civic uses
Formal and casual seating
Tables and chairs for outdoor dining
Retail and food kiosks

g. Pocket Plaza Standards



A pocket plaza is a small scale public urban open space that serves as an impromptu gathering place for civic, social, and commercial purposes. The pocket plaza is designed as a well-defined area of refuge separate from the public sidewalk.

These areas contain a lesser amount of pervious surface than other open space types. Seating areas are required and special features such as public art installations are encouraged.

They should be formally arranged and of appropriate scale. Pocket Plazas typically should be located at angled street intersections or in an area next to the streetscape.

Typical Characteristics

General Character

Formal open space for gathering

Defined seating areas

Refuge from the public sidewalk

Spatially defined by the street and building configuration

Location and Size

Min. 300 s.f. / Max. 1,500 s.f.

Minimum width – 10'

Minimum pervious cover – 20%

Minimum perimeter frontage on public right of way – 30%

Located at angled street intersections and within building supplemental zones

Typical Uses

Civic and commercial uses

Formal and casual seating

h. Pedestrian Passage (Paseo) Standards



Pedestrian passages or paseos are linear public urban open spaces that connect one street to another at through-block locations. Pedestrian passages create intimate linkages through buildings at designated locations. These wide pathways provide direct pedestrian access to residential or other commercial addresses and create unique spaces that offer opportunities for store/shop frontages and entrances. Pedestrian passages allow for social and commercial activity to spill into the public realm (e.g. outdoor dining).

Pedestrian passages should consist of a hardscape pathway with pervious pavers activated by frequent entries and exterior stairways. The edges may simply be landscaped with minimal planting and potted plants. Sunlight is important to the interiors of blocks.

Typical Characteristics

General Character

Hardscape pathway with pervious pavers

Defined by building frontages

Frequent side entries and frontages

Shade important

Minimal planting and potted plants

Maintain the character of surrounding buildings

Standards

Min. Width	15 feet overall; min. pavement width shall be 12'
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Typical Uses

Pedestrian connection and access

Casual seating

2. Private Common Open Space Types

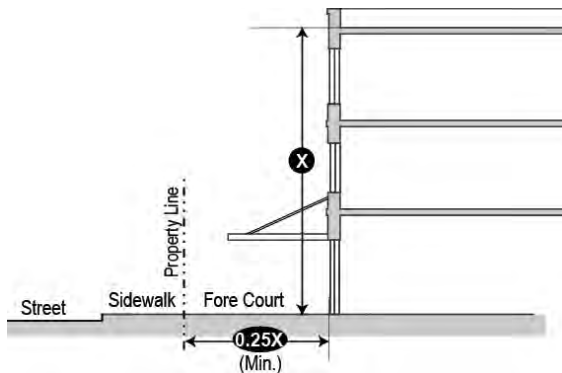
a. Forecourt Standards



A forecourt is a small scale private common open space surrounded on at least two sides by buildings. A forecourt is typically a building entry providing a transition space from the sidewalk to the building. The character serves as a visual announcement of the building to visitors with additional amenities such as signage, water features, seating, planting, etc.

Forecourts should be laid out proportionate to building height with a 1:4 (min.) ratio. In order to offset the impact of taller buildings, the detail of the forecourt level should seek to bring down the relative scale of the space with shade elements, trees, etc.

The hardscape may primarily accommodate circulation such as a porte-cochere. Seating and shade may be important for visitors. Trees and plantings are critical to create a minimum of 30% pervious cover and offset the effect of the urban heat island.



Typical Characteristics

General Character

- Small scale private common open space
- Defined by buildings on at least 2 sides with connection to public sidewalk
- Size of court should be proportionate to building height
- Hardscape should accommodate entry circulation
- Trees and plants are critical
- Enhance the character of surrounding buildings

Standards

- | | |
|------------------------------|--|
| Min. Width | 25' or 50% of building width, whichever is smaller. |
| Minimum Size | Depth: Based on building height ratio; Width: min. of 50% of the building's frontage along that street |
| Minimum pervious cover – 30% | |

Typical Uses

- Building Entry Circulation
- Visual building announcement

b. Courtyard Standards



Courtyards are small scale private common open spaces surrounded on at least three sides by buildings with a pedestrian connection to a public sidewalk. Courtyards maintain the character and style of the surrounding buildings.

Courtyards should be laid out proportionately to building height between 1:1 and 2:1 ratio. In order to offset the impact of taller buildings, the detail of the courtyard level should seek to bring down the relative scale of the space with shade elements, trees, etc. Transition areas should be set up between the building face and the center of the court.

The hardscape should accommodate circulation, gathering, seating, and shade. Trees and plantings are critical to create a minimum of 30% pervious cover and offset the effect of the urban heat island.

Typical Characteristics

General Character

Small scale private common open space

Defined by buildings on at least 3 sides with connection to public sidewalk

Size of court should be proportionate to building height

Hardscape should accommodate circulation, gathering, and seating.

Trees and plants are critical

Maintain the character of surrounding buildings

Standards

Min. Width 25'

Minimum Size 650 s.f.

Minimum pervious cover – 30%

Typical Uses

Gathering

Casual seating

c. Roof Terrace Standards



A Roof Terrace is a private common open space serving as a gathering space for tenants and residents that might not be located on the same level.

Up to 50% of the required private common open space may be located on a roof if at least 50 % of the roof terrace is designed as a Vegetated or Green Roof. A Vegetated or Green Roof is defined as an assembly or system over occupied space that supports an area of planted beds, built up on a waterproofed surface.

Private common open space on a roof may be screened from the view of the adjacent property, if desired/required. The hardscape should accommodate circulation, gathering, seating, and shade.

Typical Characteristics

General Character

Small scale private common open space on roof top

Screened from view of adjacent property

Vegetated portion critical

Hardscape should accommodate gathering, seating, shade

Provides common open space that might not be available at grade

Standards

Min. Area 25% of the any roof top

Planted area – 50%

Typical Uses

Gathering for tenants and residents

Green Roof

3. Private Personal Open Space Types

a. Balcony Standards



A Balcony is a private personal open space providing access to light and air above the ground level. Metal or slab balconies may project out from the building face, be semi-recessed, or completely recessed. Balconies must be surrounded by guard rails or a building face. A balcony typically has French or sliding glass doors leading out onto it and can be entered from a living room or bedroom.

Balconies may be wide enough to accommodate a small table and chairs or simply provide an area for standing and/or placing potted plants. Balconies provide an outdoor area for individual personalization.

Typical Characteristics

General Character

Small scale private personal open space on roof top

Protected by guardrails or building face

Provides opportunity for personalization of outdoor space

Standards

Min. Width 5' x 8'

Minimum Size 40 s.f.

Typical Uses

Private access to light and air

b. Patio/Deck Standards



A Patio or Deck is a private personal open space on the ground level serving as a place for individual, family, and guest gathering. The patio or deck has a clear sense of separation from adjacent dwelling units and from the private common open space or from the streetscape.

A patio or deck may have an area for outdoor dining and recreation and either plantings at grade (patio) or potted plants (deck). Patios or decks provide private outdoor areas for individual personalization.

Typical Characteristics

General Character

Small scale private personal open space at ground level

Separated from adjacent units and from the private common open space or from the streetscape

Provides opportunity for personalization of outdoor space

Standards

Min. Width	12'
Minimum Size	150 s.f.

Typical Uses

Private outdoor dining and living

c. Stoop Garden Standard



A Stoop Garden is a private personal open space which provides a direct pedestrian connection from the entry door to the dwelling to the public streetscape. The elements of a Stoop Garden include the building stoop, the built area directly outside of the dwelling unit. A Stoop Garden serves as an important transition from a multifamily structure which is set close to the street and sidewalk. The Stoop Garden uses a gradual elevation in planting, railings, planters, and other landscape elements to provide a sense of human scale for pedestrians. These elements also provide residents a sense of defensible space and privacy for dwelling units with very little distance from passing pedestrians.

A stoop typically has a grade separation from the adjacent sidewalk or roadway pavement. Low walls, railings, and shrubs help to create an open, yet defined sense of semi-private space. Walls, fences and other elements should be limited in height to no more than (4) four feet above the building elevation.

Typical Characteristics

Small scale entry transition from public streetscape to private residences within short setback area.

Semi-private landscape between entry stoop and sidewalk are designed as gradually elevated planting

Grade separation of not less than 12"; typically elevated, but can be recessed

Railings, planters, and low walls help to define semi-private zone between private stoop area and the public streetscape

Standards

Min. Width: the length of the unit frontage

Min. Depth: 5 ft planting / 5 ft stoop

Typical Uses

Street level entry and outdoor living

From Visioning to Planning to Implementation – A Case Study of Bonanza Park



Thomas Eddington Jr.
Planning Director

Executive Summary

The Planning Department is currently in the process of a complete rewrite of the General Plan for the City. The existing General Plan was completed in 1997 and served the community well through the Olympics and beyond; however, after more than a decade, the document needs to be rewritten to address the challenges that confront Park City today. The goal for this new comprehensive plan for Park City is to incorporate all planning concepts, sub-area plans, Council goals, Vision Park City (the foundation of the new General Plan), etc. into one usable document.

Based upon the Vision Park City (2009) document and public input, the residents of Park City have clearly stated a desire to plan for growth in a balanced manner; one that equally examines each of the following levers when looking at future development:

- Social Impacts
- Quality of Life Impacts
- Environmental Impacts
- Economic Impacts

Utilizing these levers ensures that projects are evaluated to result in the most sustainable project possible; one that “fits” into the community, enhances/diversifies our City’s demographics, creates a unique point of interest and sense of place, and increases property tax revenue...all while not harming the environment or scenic viewsheds that are essential to our City’s resort economy.

The challenge of utilizing these levers is how to compare/weigh quantitative analysis (e.g. the numeric based data – primarily economic impacts) with qualitative data (e.g. the quality of life issues; increased traffic, buildout, environmental damage, loss of community/historic character, etc.). These are the tough questions that need to be addressed and discussed; and Council Visioning offers that opportunity.

In an effort to demonstrate how this analysis can work, the Planning Department has prepared this report as a Case Study for Bonanza Park. This document is sequenced in the form of a “mini” General Plan; vision, goals, data, analysis, and recommendations. Understanding that any planning effort is all encompassing, we have incorporated the ongoing transfer of development rights (TDR) analysis as well as some of the transportation planning goals/information (from InterPlan) into this document. This comprehensive approach is intended to provide the data, analysis, and recommendations to allow the City Council and Planning Commission the opportunity to have a dialogue, to “weigh” the levers...to vision.

Sir Isaac Newton’s Third Law of Motion is that...”to every action there is always an equal and opposite reaction.” Perhaps a very similar concept to the levers we as a community are charged with evaluating; what will be the “reaction”/results of our proposed “action”/plan? This is part of the “visioning” process; planning in advance to avoid unwanted “reactions”/results...



Vision Park City as the Foundation of the General Plan

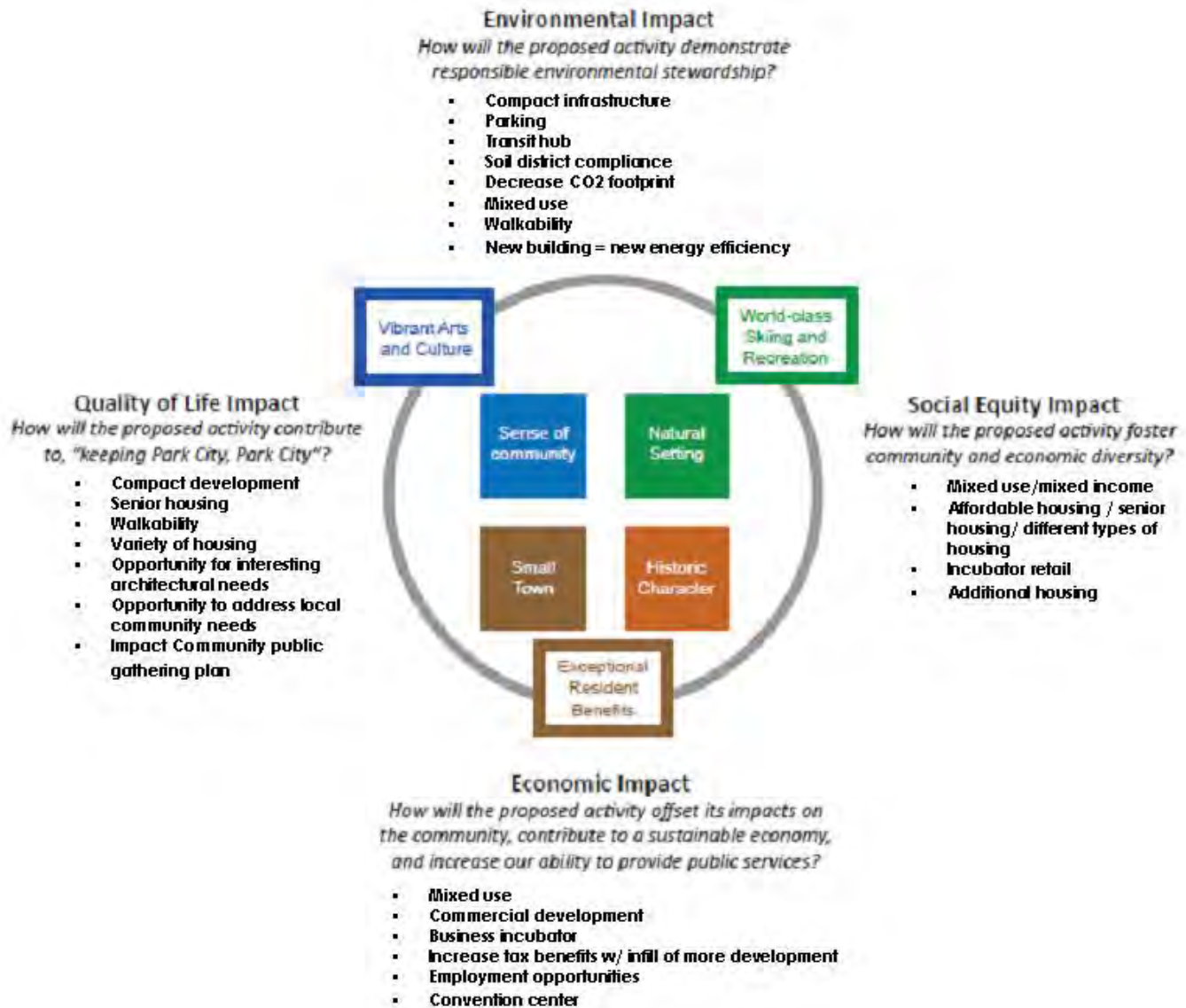
Long-range planning for the Bonanza Park district (BOPA) is an important element of the Park City General Plan. The General Plan document is intended to guide Park City's future and provide a long-range vision and blueprint for Park City as a community; both as an engaged and sustainable residential community and as a four-season resort and cultural center for the region. A long-range plan for this area is critical to achieving desired outcomes from the current Vision Park City (2009), looking out over the next five (5) years as well as exploring the fifteen (15) to twenty (20) year horizon.

As a result of both the community visioning (Park City Vision) and the General Plan community outreach efforts, the importance of BOPA to Park City is clear. BOPA, as a district and/or neighborhood, is currently underutilized yet it is central to Park City socially, culturally, recreationally, and economically. BOPA presents many opportunities and has significant potential to fulfill long-range goals as well as the community's "vision". There are also challenges that must be addressed in a comprehensive manner to fully achieve the vision.

Outcomes of the community visioning outreach conducted in 2009 are in harmony with current council goals as well as community goals expressed during the General Plan outreach efforts. Park City's community vision of world class skiing and recreation, a center for vibrant arts and culture, and exceptional residential benefits can be further expressed in terms of Park City's extraordinary and special sense of community, natural setting, small town feeling and unique historic character as indicated by the chart on the following page.

Long-range planning for BOPA incorporates these vision statements and community "levers" as it further identifies specific planning directives for this area. Proposed developments and community improvements in BOPA will be reviewed for compliance with the Park City General Plan as it incorporates community and Council goals and objectives. In particular the four (4) impacts highlighted in the Park City Vision, namely 1) environmental impacts, 2) quality of life impacts, 3) social equity impacts, and 4) economic impacts are expanded with policy statements and strategies to clarify the "vision" and make clear the priorities for review and analysis of proposals for development, redevelopment, and community improvements. The chart on the following page from Vision Park City includes the proposed planning principles for Bonanza Park for each lever:





The ongoing rewrite of the Park City General Plan incorporates these important community visions and concepts with specific goals and objectives identified during the community outreach for specific planning elements, such as land use, housing, community character, economic development, etc. Due to the importance of redevelopment of BOPA, special attention is paid to alignment of Council Goals with policies and strategies for this planning area.

A brief review of the 2010 Council Goals as they pertain to BOPA:

Recreation, Open Space and Trails

- Open space acquisition- opportunities for density transfer via TDR or traditional Master Planned Development (MPD) methods to locate density in central infill areas such as BOPA can result in preserving open space on sensitive lands.

- Trails- BOPA is the junction of trails leading into Historic Park City and out of the central area to the Quinn's Junction Sports Complex via the Rail Trail to the east and to the McPolin Farm and Millennium Trail to the west. BOPA Planning needs to incorporate trail connections, plan for safe pedestrian crossing alternatives for Park Avenue and Kearns Boulevard, and incorporate a pedestrian promenade through the district.
- Neighborhood Parks / City Park- BOPA is connected to City Park via a pedestrian tunnel and trail. Incorporating a neighborhood park and community gathering area within BOPA is important to meet this goal.
- Walkability Implementation Phase I- Trail linkages, tunnels, sidewalks, pedestrian lighting, safety at crossings, bus stops, etc.

Regional Collaboration and Partnerships

- Transportation- a community transit hub in BOPA would be central to Park City and could tie in to other transit hubs that are existing or developing to serve Park City, Summit County, and the greater Wasatch Back region.
- Recreation- as it relates to a pedestrian hub for trails and pedestrian connections to City Park, Rail Trail Old Town, Resort Center, Golf Course, neighborhoods, schools, etc.
- Health- a new urbanist neighborhood fabric for BOPA could result in the facilitation of trails and trail connections for a healthy, walkable community. Providing space for health related businesses to exist and expand.
- Water- tighten regulations on water use (landscape ordinance to conserve water), protection of streams and water sources, compact development reduces water use and waste.
- Solid Waste- consider the existing recycling center- should it stay in BOPA as a community/regional recycling center or could a smaller center be created to serve BOPA and the Park City core with a larger community/regional center located elsewhere. All redevelopment in BOPA will need to provide recycling program/facilities on site (in conjunction with trash pick-up areas).

Preservation of Park City Character

- Affordable Housing- BOPA is an ideal location for a variety of housing types, including deed-restricted housing, senior housing, work force housing, market housing, and other housing types that could yield a vibrant, year around, walkable neighborhood.
- Trash and Recycling- BOPA planning needs to incorporate best practices for trash and recycling, including mandatory recycling programs and locate neighborhood and/or community recycling facilities.
- Environmental Initiatives- sustainable design that incorporates Envision Utah's 3% strategy (locating 33% of future development on 3% of the land area).
- Historic Preservation- opportunities for possible transfer of density from high density development impacting Historic District to BOPA to facilitate optimum balance of commercial, office, and residential uses in the creation of a vibrant mixed use neighborhood, while preserving Park City's historic character.
- Seniors Needs- opportunities for senior housing located in a central, vibrant, mixed use neighborhood.



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- General Plan Update- opportunity to re-look at Park City goals, vision, and strategize an optimum plan for BOPA in harmony with a re-look at all of Park City's neighborhoods.
- Bonanza Park Redevelopment- Active planning for BOPA to facilitate sustainable redevelopment of this area is critical to ensure that the City's vision and goals are met. Opportunities- housing, economic development, relocation of the power sub station and recycling center, trails and transportation hubs. The opportunity to create, through good design and planning, a compatible neighborhood with not only the surrounding area but with the ideals of the General Plan as well must be explored. Additionally, this area can serve as a district that provides alternative transportation modes for getting visitors and residents around the City. TIF should be considered as an economic incentive to realize the desired plan/outcomes.

World Class, Multi-Seasonal Resort Community

- Economic Development- BOPA is an area that can become a centrally located, vibrant, mixed use neighborhood that can complement the world class, multi-seasonal resort community. Can both support and be an integral part of the resort community. Consideration of conference center in scale with Park City. Consideration of relocation of sub-station.
- Public Art- Identify areas for public art within BOPA, including at public areas, parks, plazas, trail junctions, entry areas, along promenades, etc. and put mechanisms in place during planning to require and fund public art.
- Community Amenities and Events-Identify neighborhood and community gathering areas within BOPA- focus on central location, complement existing gathering areas and pedestrian areas, enhance vibrancy, facilitate positive transit use experiences (and alternatives).

Effective Transportation

- Neighborhood Traffic Management- BOPA planning needs to address traffic management through the district as well as to and from the district. Community transit hub to facilitate non-vehicular modes of transportation. Also considerations of bicycling parking, storage, tie in to transportation hub, etc.
- Regional Transportation- BOPA may not be an ideal location to handle regional transportation, however there is logic to locating a community transportation hub in this area making regional connections.
- Transportation Strategic Plan- Review and incorporate goals, objectives, and strategies from the Transportation Plan into specific BOPA planning.
- Public Parking- consider opportunities to create a transit hub that integrates the bicycle, the car, the bus, and possible light rail, or other modes of more sustainable transportation (e.g. BRT, trams, or other options). Connections to Park City attractions as well as the region are possible.
- Community Transportation and Walkability Plan- tie BOPA planning into existing plans and modify as necessary to achieve vision and meet goals specific for this neighborhood.
- Traffic Study—Carrying Capacity- utilize this information when available help determine capacity for redevelopment in BOPA.



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Quality and Quantity of Water

- Other Water Solutions-Supply Options / Conservation- Opportunity for compact, efficient infill development resulting in a reduction in water use and waste.

These City Council goals, combined with the community's voice realized during the Vision Park City, provide the foundation upon which the General Plan is being written.

Setting the Stage – What Does the City's Data Reveal?

While Park City has experienced rapid growth over the past few decades, there are some specific areas of demographic interest that are worth additional analysis:

	1990	2000	2010 (Planning est.)
Population	4,468	7,371	±8,000
Household Size	3.09	2.72	±2.55
Primary Residents (% of total)	61%	41%	±35%
Secondary Residents (% of total)	39%	59%	±65%
Building/Planning/Engineering (BPE) Revenues (per decade)	\$7,709,000 (1990 – 1999)	\$13,320,000 (2000 – 2009)	

US Census, 1990 & 2000; & Park City Municipal Corporation (2010)

Based upon this data from the US Census, the trends indicate that between 1990 and 2000, the City's population increased 64%. Simultaneously, the average household size decreased 35% as the "families" that moved into Park City were smaller (a national trend) and/or were empty-nesters. On top of this, there was a significant shift in the percent of City households designated as primary vs. those designated as secondary – the shift was a virtual reversal of the ratio of primary vs. secondary, from approximately 60% primary/40% secondary in 1990 to 40% primary/60% secondary in 2000.

A shift of this magnitude may explain the often heard sentiments that "we are losing our community character...we have lost our neighborhoods...families with kids are the exception, not the norm...etc." The reality is that Park City has quickly moved toward the economic magnet that is the resort economy.

The last line in the table indicates the building/planning/engineering department revenues between 1990 and 1999 as well as between 2000 and 2009. Based upon a cursory analysis of the data, it appears there is no correlation between the City's population growth and the amount of construction (and corresponding BPE revenues). Between 1990 and 1999, the City's population increased 64% at the same time the City received \$7,709,000 in BPE revenue; between 2000 and 2009 the City's population increased 9% (estimated using Census estimates and Planning Department projections) and the City received \$13,320,000 in BPE revenue. A logical deduction is that much of the construction was resort-focused: second home development, hotel/condo development, amenities, etc.



BONANZA PARK

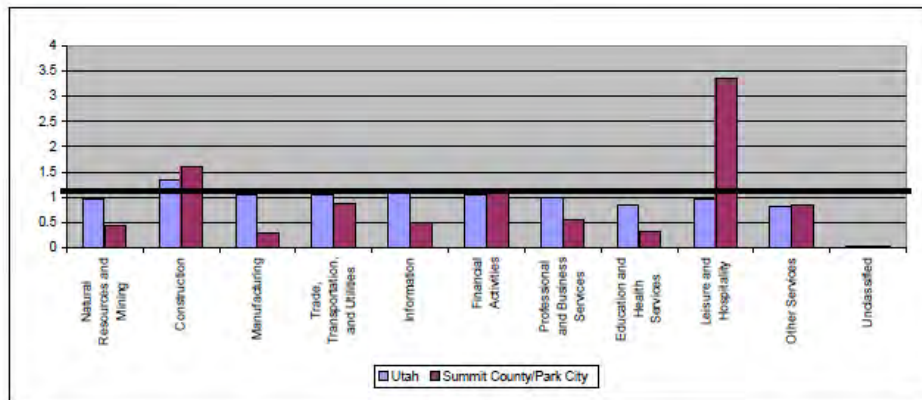
The Economic Data and Analysis

In an attempt to gain a better understanding of how Park City's economy relates to the rest of the State, a location quotient analysis was completed using 2007 Census and NAICS data. A location quotient (LQ) analysis is an assessment of the concentration of a business sector in a city (Summit County/Park City; data was collected at the county level) compared to its region (Utah) or nation. For purposes of this analysis, the comparison was the nation. The results of LQ indicate either under-representation for specialization. An LQ value around 1.0 indicates that the percent share of that sector in the city mirrors the distribution in the nation. An LQ value below 1.0 indicates that the sector in question is under-represented in the city. An LQ value greater than 1.0 indicates that the sector in question is over-represented in the city. If the LQ value exceeds 1.3, it is understood that some specialization or clustering occurs.

The following table and chart illustrate the comparison between Summit County/Park City and the nation:

Location Quotient Analysis (Utah and Summit County/Park City)

Industry	Utah	Summit County/Park City
Natural Resources and Mining	0.95	0.42
Construction	1.33	1.6
Manufacturing	1.06	0.3
Trade, Transportation, and Utilities	1.05	0.86
Information	1.13	0.49
Financial Activities	1.05	1.12
Professional and Business Services	1	0.55
Education and Health Services	0.84	0.31
Leisure and Hospitality	0.95	3.36
Other Services	0.8	0.85
Unclassified	0.03	0.03

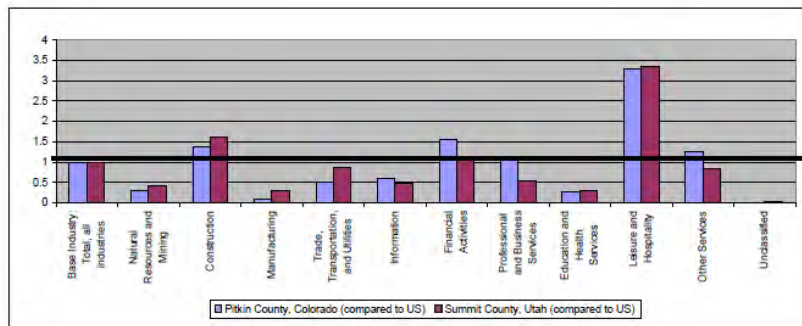


The data results are not surprising; they illustrate that Summit County/Park City is heavily reliant on the resort economy where the LQ is 3.36. Areas of concern might be in the areas of Professional and Business Services where the area's LQ is 0.55, and Information where the LQ is 0.49. Diversification (on a small scale) of the City's economy may be a topic for discussion in future City Council and Planning Commission meetings. Specifically, the policy discussion regarding the City's desire/need to provide professional jobs should be addressed; do we as a City want to provide jobs for the creative class (the young professionals that are leading the nation's 21st Century economy)? With additional data mining, we might realize that we provide housing (or secondary housing) for this class, however the City is not providing jobs for them in this location. Opportunities for professional live/work developments exist; likely in Bonanza Park. Additionally, the challenge of "spatial mismatch" (separating jobs from employees) is significant in Park City due to a high number of low-wage jobs in the Leisure and Hospitality industry; does Bonanza Park have a future in addressing this issue?

For the sake of comparison, Aspen CO (Pitkin County) was analyzed and graphed with Park City to illustrate how the two resorts relate to their respective regions:

Location Quotient Comparison: Aspen/Pitkin County and Park City/Summit County

Industry	Pitkin County, Colorado (compared to US)	Summit County, Utah (compared to US)
Base Industry: Total, all industries	1	1
Natural Resources and Mining	0.3	0.42
Construction	1.37	1.6
Manufacturing	0.09	0.3
Trade, Transportation, and Utilities	0.52	0.86
Information	0.6	0.49
Financial Activities	1.56	1.12
Professional and Business Services	1.06	0.55
Education and Health Services	0.27	0.31
Leisure and Hospitality	3.3	3.36
Other Services	1.27	0.85
Unclassified	0	0.03



This comparison indicates that Aspen/Pitkin County and Park City/Summit County are quite similar in terms of their economic relationship to their respective regions. It is worth noting that Aspen/Pitkin County fares better than Park City/Summit County in the areas of Professional and Business Services (an LQ of 1.06 vs. an LQ of 0.55), and Information (an LQ of 0.60 vs. an LQ of 0.49).

Beyond the economic base that defines Park City and Aspen, the following table compares the two (2) resort towns' household income; perhaps an eye-opening comparison.

2010 Population & Income Comparison

	Park City, UT	Aspen, CO
Median Household Income	\$81,350	\$77,683

Source: ESRI Projections (Business Analyst) Based Upon US Census Data

The Community's Vision

The data reveal the "what is" about us; who we as a City are; however, the community input for the 2009 Vision Park City project tells us very clearly who it is we "want to be."

What do you hope Park City will be like in 20 years?	Percentage
Stays the same/ small town feel, sense of community, uniqueness	22.20%
Less development/smarter growth/more green & open	14.04%
Diverse, Affordable and Inclusive: people who work here live here	13.38%
Less traffic/integrated transit & alternative modes/connected trail/bike/pedestrian system	11.57%
Stays local (particularly no chain stores or real estate offices on Main Street & more family/kid friendly shops/activities)	9.87%

Vision Park City 2009

This is the disconnect that is challenging the community, the City Council, and the Planning Commission as these entities try to realize a better plan, a better path, a better future for Park City. The creation of a new General Plan for the community is the starting point to resolve this disconnect. Make no mistake; real estate development will re-emerge in Park City as the financial markets begin to loosen the bubble-induced controls on funds. A new General Plan will allow the City to better guide this impending future development rather than react to it.

To this end, this document will demonstrate, via a case study of the Bonanza Park district, the methodology that the Planning Department intends to utilize in the creation of the General Plan.

Bonanza Park – Area and Existing Land Uses

The Bonanza Park district is the oldest commercial district outside of the City's historic Main Street area. As a planning area, the boundaries are Bonanza Drive to the East (and those properties just east of this right-of-way, e.g. Park Plaza, etc.), Park Avenue to the west, Kearns Boulevard to the north, and Deer Valley Drive to the south. This district encompasses 86.5 acres; almost five times the area of the City's renowned Main Street Historic District (±18 acres).



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The area is currently a broad mix of land uses ranging from resort commissary and parking, to shops and restaurants, banking, public works buildings and a special events venue. Other uses include a storage area, small art and consignment shops, banks and real estate offices. The only movie theater in the City is within the area as well as one of the City's two main grocery stores. The area is currently zoned General Commercial (GC) and Light Industrial (LI). The area includes housing along Kearns Boulevard (e.g. Claimjumper and Homestake Condos) and within the Rail Central development and the recently approved 1555 Ironhorse project (a Master Planned Development).

Bonanza Park – Existing Business Composition and Square Feet

Land use	Square Footage	Percentage
Lodging	173,337	22%
Retail	230,716	29%
Restaurant	42,222	5%
Auto Services	17,665	2%
Bank	25,235	3%
Medical	8,335	1%
Office	45,207	6%
Residential	63,574	8%
Public Works	26,514	3%
Institutional	6,430	1%
Recycle Utah/ Power	7,677	1%
Event Space	12,178	2%
Storage	128,587	16%
Total	787,677	100%

The Conceptual Framework for the Bonanza Park District

The proposed BOPA concept includes:

- A re-oriented streets plan introducing a grid system by which redevelopment would be organized; the basis of the grid master plan is Smart Growth concepts.



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- A new master planned neighborhood identity which intentionally contemplates an improved entry/focal point for the Kearns Boulevard (SR 248) and Bonanza Drive intersection as well as the Park Avenue (SR 224) and Bonanza Drive intersection.
- The City's major transportation corridors frame the area and these three (3) arterials providing easy access to this district and the rich development potential on the interior. This framed in area needs a plan which focuses on mixed use development, useable large green spaces, walkability concepts, affordable housing, market rate housing, "local" shopping, etc.
- A Transit Hub with connectors to Park City Mountain Resort, Main Street and Deer Valley is another key concept of BOPA. This transit hub could take the form of underground parking garages minimizing the expansive parking lot asphalt identity currently associated with development in this district. Connectors could take the form of smaller shuttle service, future rail, and/or gondolas.

A new urbanist, walkable, and sustainable village concept is vital to tie all of the pieces together for a successful neighborhood. Mixed-use residential and commercial spaces will allow residents to live/work in the area, limiting auto usage and doubling up on the transit opportunities of the hub. A well thought-out Master Plan contemplating reduced or zero-lot-line setbacks, varying building heights and architectural styles, useable open and green gathering areas, low energy building designs, and support commercial retail focused on everyday living needs would be necessary. Incorporating existing grocery stores, drug stores, movie theaters, restaurants, and hotel uses into the new Master Plan is essential to the creation of the "local" business/residential node that is imagined for BOPA.

Pedestrian connections are nearly nonexistent in the area currently. Park City's extensive trails system does not pass through the area, but travels along its northeast borders predominately. Bus and transit connections require pedestrians to maneuver across Park Avenue (SR 224) and gather along the fringes of expansive asphalt parking lots, losing any connection with human scale. Relocation of the transit connections will allow engagement in the center of the zone. Moving transit stops from Park Avenue (SR224) and Kearns Boulevard (SR 248) provides a clean slate to beautify and green the city rights-of way and allows for a more fluid vehicular flow into and out of town.

BOPA's redevelopment potential is important to Park City as a whole and serves as an ideal case study in sub-area or district planning. BOPA has many site specific advantages as a redevelopment area:

- Land contiguous to the City's major transportation corridors
- Limited property owners despite the large number of lots; and owners willing to work with the City to plan for redevelopment of the area
- An abundance buildings that have reached their planned financial and/or structural obsolescence
- A right-of-way system that lacks connectivity

The plan for BOPA is not intended to compete with Main Street. Main Street exists as the gem of the City, a destination for visitors that maintains a unique ambiance which cannot be duplicated.



The plan is designed to create a complementary node for Main Street that provides opportunities for local commercial (and some visitor/resort commercial) development, transit connections, mixed residential development, and public gathering spaces.

Recommended Revisions to the Land Management Code (LMC)

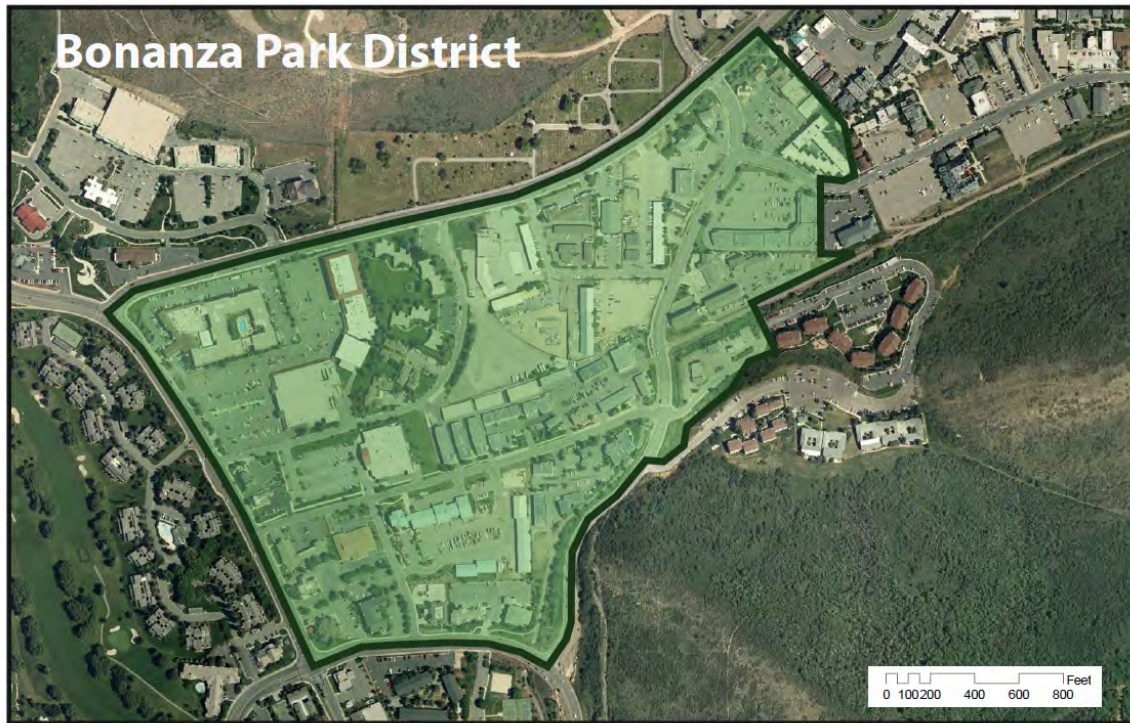
The current zoning in the Land Management Code does not allow the flexibility required to implement New Urbanist concepts due to setback minimums, parking minimums, building height maximums without contemplation of architectural form or use, and compartmentalized open space requirements. Opportunities to overlay or incorporate Form Based Coding for BOPA exist and should be explored OR create a new zone to allow for new urbanist elements in BOPA with the possibility of expanding to other districts in the future.

The Master Planned Development (MPD) option is only triggered by properties with over 10,000 square feet. This section of the LMC should also be considered for modification to address issues in BOPA and other districts in the City that are impacted by smaller scale developments.

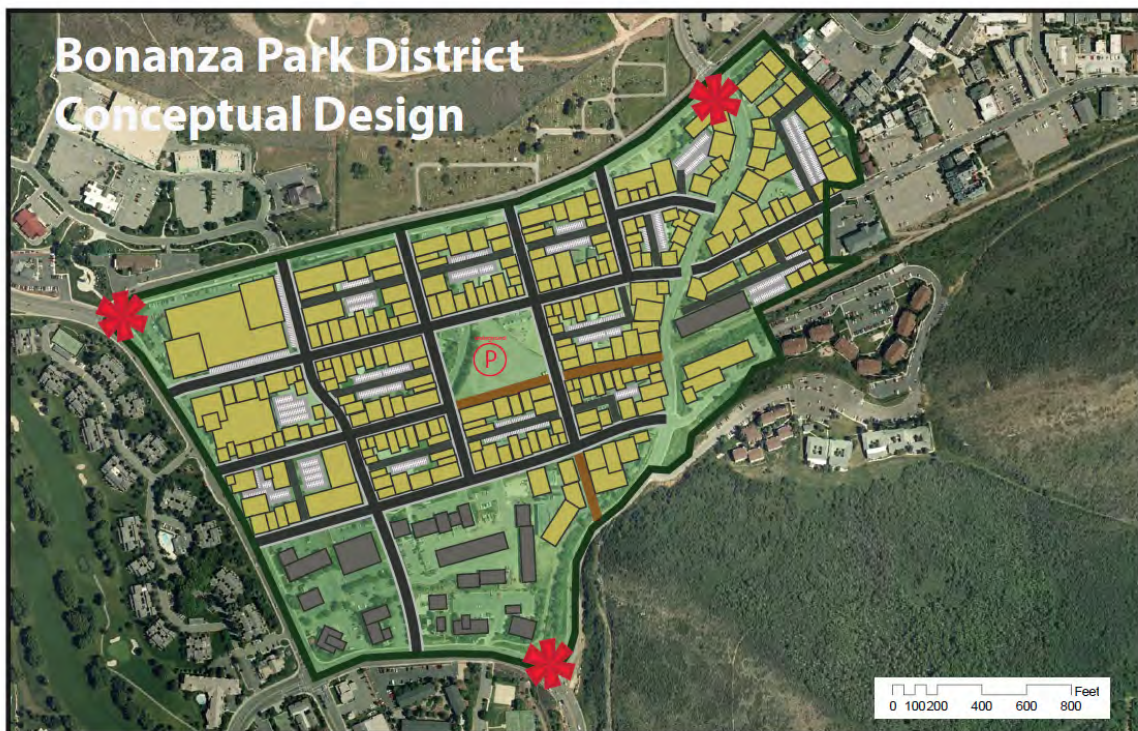
Revised zoning language would allow for improved development patterns that better reflect the tight, walkable communities that residents desire; not unlike the historic pattern of development along Main Street. The aerial and proposed concept (on the following page) illustrate a more desirable new urbanist land use pattern for Bonanza Park.



Bonanza Park District with Existing Buildings



Bonanza Park District – Proposed Concept Plan



The Existing Development Potential Based on Current Zoning and LMC Regulations

The following table illustrates the potential development scenarios within the BOPA district. Each model contemplates the General Commercial (GC) and Light Industrial (LI) zoning, the use of surface and underground parking, and the Master Planned Development (MPD) opportunities (the 60% open space option and the 30% open space option for redevelopment plans). The final model (VII) is based upon the Planning Department's proposed new urbanist plan (noted on the previous page).

Existing Development Scenarios in Bonanza Park (expanded model)

<u>Model Comparison</u>	<u>Overall net leasable floor area</u>
Model I – Current Zoning (Surface Parking)	1.86 M. sf
Model II – Current Zoning (Underground Parking)	6.86 M. sf
Model III – MPD 60 SP (60% Open Space and Surface Parking)	1.12 M. sf
Model IV – MPD 60 UP (60% Open Space and Underground Parking)	3.49 M. sf
Model V – MPD 30 SP (30% Open Space and Surface Parking)	1.96 M. sf
Model VI – MPD 30 UP (30% Open Space and Underground Parking)	6.11 M. sf
Model VII – Form-Based Code (Combination Underground/Surface Parking and Park/Open Space Area)	±5.25 M. sf

Transfer of Development Rights (TDR)

The idea of moving density from areas in town that may not be the most suitable for development to Bonanza Park has been the subject of recent Planning Commission meetings. Based upon the research and analysis, BOPA appears to be a location that may have the capacity to receive additional density for development. This is based upon its topography, road infrastructure, and the opportunity to use this density to create a sense of place that is unique to Park City.

TDRs can be realized within a clearly articulated Master Plan for BOPA. By applying New Urbanist principles, higher density can be realized with less impact. By locating more buildings, residences, shops and services closer together, the outcome is ease of walking, amore efficient use of resources and the creation of a more convenient and enjoyable place to live. Additional density, done well, can lead to a better quality of life. An additional million square feet spread over 86.5 acres that promotes walking and public transportation could be less impactful than a half million square feet located on a steep hillside accessed through a historic district. The key to success is



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through a design that balances smart growth principles with the City's core values – clearly defined in a Master Plan for the district.

Currently, the proposal for TDRs in Park City identifies three (3) sending districts from Old Town (the Alice Claim site, the Ridge Avenue site, and the Treasure Hill site). Bonanza Park is the only proposed receiving district identified. Staff recommends including a multiplier to incentivize density transfers from Treasure Hill; in this case a multiplier of two (2) that would allow the Sweeney family to “sell” 432 UEs instead of just 216 UEs. The following table illustrates the possible numbers, in square feet, that could be transferred:

Possible Sending Districts and the SF Values

	Unit Equivalents UEs	Proposed Multiplier	Total UEs	Square Feet
Alice Claim	43.64	1	43.64	87,280
Ridge Avenue	38.33	1	38.33	76,660
Treasure Hill	197 Res. <u>19 Comm.</u> 216	2	394 @ 2000 SF <u>38 @1000 SF</u> 432	826,000
TOTALS	297.97	NA	513.97	989,940

Park City Planning Department

The issues that must be addressed prior to any TDR program include:

- The primary policy question is whether or not Park City as a community believes that density is better located in BOPA or to continue to allow additional development in Old Town and on our hillsides.
- How much is too much – is one million square feet of additional development too much for BOPA? Is it realistic in terms of market conditions and carrying capacity?
- Given the variations in development potential based upon the use of MPDs, should the City Council and Planning Commission consider setting a single zone standard for BOPA – this would allow for a very straight-forward assessment of what CAN be built currently vs. what COULD be built with TDRs. This could be accomplished via the use of a Floor Area Ratio (FAR) in Bonanza Park – the creation of new zoning layer.

The Importance of the Transportation and Traffic Plan (with Modeling Capacity) for Bonanza Park

A Traffic and Transportation Plan is well underway with consultant support and more details about the plan and various elements of the plan will be provided in future meetings of both the Planning Commission and City Council. Three (3) specific deliverables of the Transportation Plan are worth highlighting as they may relate to a specific case study on applying the Transportation (and General) Plan(s) to assist with decision making for the Bonanza Park district. These deliverables include:

- Transportation Goals and Objectives,



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- A Travel Demand Model developed for Park City, and
- A Visual Simulation Model of Park City based on the Travel Demand Model

Goals and Objectives have been drafted and will again be brought in front of the City Council and Planning Commission for future discussion. These goals were developed based on initial Council, Planning Commission, Stakeholder, and Public input and include a relatively concise list of approximately ten (10) goals with supporting measureable objectives that help to define the long-range transportation goals in Park City. While these goals support overall City-wide objectives, they may offer competing trade-offs when applied to individual developments such as Bonanza Park. The following draft goals help display this possible trade-off:

- *GOAL 5. Mobility and accessibility in Park City will be as good as or better than today while achieving a net reduction in the amount that each person drives a car.*
- *GOAL 9. Park City's transportation system will support development of clustered and diverse land use centers by providing convenient multimodal access to each center concurrent with its development.*

A travel demand model has been developed based on broad assumptions about growth in Park City and the surrounding area over the next 30 years. Specifically, this model used growth assumptions from the Governors Office of Planning Budget for surrounding areas and staff input for growth within Park City. From this information, the model develops trip “origins and attractions” by various travel modes. Automobile travel is then further modeled in a traffic simulation model, (which will be displayed at the Council Visioning meeting). The traffic simulation helps to show the traffic impacts and can be used to create detailed measurements related to travel delay, level of service, average travel times, etc. The travel demand model and the related simulation model use a variety of assumptions about the future as inputs. This model was developed to be able to provide a more detailed analysis of specific developments.

An example of using the travel model for the future Bonanza Park district could review the changes in travel performance based on moving various assumed densities across Park City to a single location (e.g. Bonanza Park). Further, this analysis can then be evaluated with and without various transit or other transportation strategies. One of the advantages of this type of analysis is that as transportation performance gets worse in the model, various mitigation options can be developed and modeled to create development scenarios that minimize impacts.

These mitigation options could address the concerns outlined by the residents in the Park City Vision document (e.g. the respondents who noted the importance of “less traffic, integrated transit & alternative modes, and a connected trail/bike/pedestrian system”). A transit hub in Bonanza Park with direct links to Kimball Junction, the City's Park-n-Ride at Richardson Flats, and the Main Street transit center could provide for easily accessible alternative modes of transportation.

Conclusion

Park City is at a crossroads in terms of its identity as a city and a resort. As a city, we need to determine what it is that makes this the most livable resort in America; what our “small town character” really means; and what we want our neighborhoods to feel like as we evaluate the levers of Vision Park City when we confront future development. As a resort, we need to ascertain



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what the future of the resort industry will be; how we as a City can better partner with the ski resorts to lead in this arena; what our niche in this future is; and how this “vision” will better connect our resort economy to our local residents. These are hard questions. While there are many that believe in a no-growth policy; staff recognizes that development pressures will continue to increase and that some type of development is inevitable. Our goal is to direct, guide, and plan for this growth so that it may be a win-win situation for the developer and the City/residents.





**JOINT PARK CITY COUNCIL AND PLANNING COMMISSION SPECIAL MEETING MINUTES
SUMMIT COUNTY, UTAH,
May 13, 2014**

Regular Meeting

I. ROLL CALL-all Council present/ all Commission except Stuart Gross

II. NEW BUSINESS

1. Draft Form-Based Code and Bonanza Park Discussion

Thomas Eddington, Planning Director, introduced Scott ?? with Gateway Planning. Eddington discussed the purpose of the Form Based Code in the Bonanza Park Neighborhood. The Form based code is a different approach to regulate development. It puts the form and design in the forefront. Discussed the current background of Bonanza Park stating staff has looked at the existing conditions and looked toward the future to bring a connected community to Bonanza Park. Eddington stated during the community visioning it was found that they wanted affordability and community. They also looked at the current use of Bonanza Park and found that the community wanted the current uses to remain the same. Discussed the connectivity ideas for both pedestrians and vehicles. Scott stated that Gateway Planning took public input in one-on-one meetings and implemented the feedback in the characteristic zoning document. Spoke to the variety of zoning areas proposed in Bonanza Park to include: Resort Area, Mixed Use Center, Bonanza Park Residential, Iron Horse and Hillside Residential. Question arose regarding what Form based code would add to Bonanza Park. Scott stated that they will adding character and many additional uses than currently available. He stated that they do not want to wipe out the neighborhood only make it better and by adding some form of residential to all the zones. Bonanza Park currently is a series of mixed uses separated by lot lines. The goal is to create connectivity.

Commissioner Joyce inquired about what this plan will add to the current neighborhood. He feels that Bonanza Park currently has all these zones. Scott stated that the Plan will add character and many others uses. He stated that they do not want to wipe out the neighborhood only make it better and by adding some form of residential to all the zones.

Council member Beerman inquired why they reduced the park and number of roadways from the previous plan . Scott stated that from the beginning it was contingent that the power substation would be removed and now that it is staying this is what they could manage. At some point there is not enough development capacity to be able to secure land for those uses. Beerman inquired how this affects the function. Scott stated that as long as the code states that quasi-public space be mandatory then the goal will be met. Eddington stated that with the addition of pathways and bike paths it creates gathering places. Mayor Thomas confirmed that the pathways will be undulating and moving. Commissioner Whorel inquired if the roadways are on private property. Eddington stated that there will be cases where the roadways will land on private property and the City would take half from each side and would look at the give/get options for the right of way and development. Mayor Thomas is concerned with adding height

along the edge of the neighborhood; he feels we will lose the sense of entry. Scott discussed the policy question of the tradeoff for views vs. use. Council member Peek also commented on the view corridor and stated that the place has been created with the mountains and the sense of community. He also spoke of the Hillside neighborhood as well as Prospector discussing connecting all the areas to create connectivity. Eddington stated that it was done on purpose to coincide with the Prospector Park plan in the future. Council member Simpson stated that she feels that there are pathways in the area that should be reflected. She also would hate to lose the view corridors. Scott stated that they will not be losing all the views but will most likely lose the grand entrance area. Foster inquired about the possibility of creating air space. Scott stated that it would ultimately be a legal analysis to work through a plan like that.

Commissioner Stuard would like to see a second alternative proposing remaining a suburban community with walkability. Scott stated that with this plan they would grandfather in the non-conforming buildings in perpetuity. The nature of the building types are more durable and have a cadence. Stuard suggested internalizing the drive approaches along Park Ave and Deer Valley. Scott stated that under this new code Park Avenue and Deer Valley would remain the same for many years. This will only affect any upcoming changes. Simpson disagreed with Stuard stating that her vision of the goal is to guide the redevelopment. Joyce spoke to an urban community located in Oregon where this plan has worked wonders. Commissioner Campbell stated that he agrees with Mayor Thomas that people are creatures of convenience and this plan could change that. Mayor Thomas clarified that this is not to encourage tear down, this is a shift in form to something more urban, he also felt that they need to look at the visual impact. Council member Matsumoto stated that she likes the form based code. She also likes the idea of the internal entrances with the redevelopment and feels there are key pathways that need to be evolved. She felt that one goal was to get people out of their cars and feels leaving the parking spaces does not meet that goal. Council member Henney agreed with Matsumoto and he is not afraid of urbanization but is afraid of suburbanization. Once again he pointed out this is not redevelopment it is reinventing the businesses. Commissioner Strachan stated that the problem he sees is the transition is decades out and feels that it will cause people to avoid the entire project and feels the only option is to heavily incentivize for current businesses to get on board with the form based code. Matsumoto stated that they need to look at the most important roads and work to develop those first to begin the connectivity.

Scott showed a photo of a before and after photo of a successful form based code project. Discussed common infrastructure and common parking. Campbell inquired who would choose which road to start with. Scott stated that he feels that the economic drive will dictate. Beerman weighed in on the evolution of place and feels that evolution would be 20, 30 even 40 years down the road, feels that we need to get people out of their cars and need to focus on walkability. Commissioner Phillips stated that he does not like parking lots and would rather walk a few blocks to hit 10 businesses rather than walk two blocks between every business. He feels that the modge-podge will be there for years but that could be a positive aspect. He really likes what he sees in the plan proposed.

Mayor Thomas stated that a lot of communities evolve around a spine. He agrees that this is where the density should be as well as the height but they need to be aware of the narrow streets and height of buildings creating shadow. He wants to continue with the walkability aspect connecting not only Bonanza Park but the surrounding areas. Council member Matsumoto spoke to a good example in Sugar House where they created place. Beerman spoke to creating the spine with the transit center as a hub. Scott stated that the proposed plan does create the connectivity and keeps the neighborhood eclectic. Commissioner Whorel inquired when the

Hillside neighborhood would be connected. Eddington stated that it is the next step following finalization of this plan. The consensus was more urban than suburban and would grandfather in the current businesses. Council member Beerman felt they should incentivize for businesses to change sooner rather than later. Council member Peek wants to pursue the view corridor, Commissioner Joyce stated that with the large streets and sidewalks they could create multiple view corridors. Council member Peek stated that would lead to setbacks and height. Scott urged the Council and Commission to be aware that this is creating the toolbox for the designers to apply the code.

Scott spoke to the give-gets for additional height. The policy issue with the give/gets is affordable housing, public/civic space, affordable commercial and TDR's. Discussed the history of the form based code. Scott stated that there are numerous cities that use a type of form based code even though they do not call it form based. Mayor Thomas stated he would like to see variances in height.

Scott reminded the Council and Commission what the tools were discussed in 2013 were affordable housing, TDR's and incentivizing height as well as funding for Open Space.

The Council and Commission discussed the differing opinions on height. Mayor Thomas kicked off the discussion reiterating that he would like to see variety with 1, 2, 3, and 4 story buildings. Also feels that lower stories should be incentivized. Pointed out that his main priority is affordable/attainable housing. The question of downsizing zoning came forth and Harrington spoke to the nuances of down zoning and the legal aspects that the Council would have to look at. The discussion backtracked to the goal of creating density in this area. Council member Peek suggested volume displaced buildings. Scott strongly discouraged volume displacement/Floor Area Ratio. Stated that even if all the buildings are three stories the architect features and roof lines will ensure that they will not all be the same. Council member Simpson and Commissioner Strachan both spoke to funding and timing.

They went around the table to identify priorities in regards to give/gets

Commissioner Whorel stated her priority is protecting view corridors. Commissioner Joyce chose public/civic space. Commissioner Campbell stated that he felt the most important priority was to create a transit center get people out of their cars and keep cars off the streets. Council member Henney agreed with reducing reliance on cars as well as affordable housing. Commissioner Stuard viewed public/civic space as a priority. Council member Peek would like to see the boundary of Bonanza Park moved to the toes of the slopes as well as working with articulation of height. Council member Beerman stated affordable housing and public/civic space are his top two choices. Commissioner Phillips also viewed public/civic space & affordable housing as top priorities along with creating an experience. Council member Matsumoto wants it all! She likes affordable housing, public space, transit etc. Commissioner Strachan agrees with Commissioner Campbell and wants to reduce density all over town (TDR) and put it in the Bonanza Park area. Council member Simpson agrees with Commissioners Strachan, Campbell and Phillips and thinks that creating the experience and the well-designed area will be key. Mayor Thomas reiterated his concern with height, stating he feels that tall buildings are inconsistent with the feel/character of Park City. Also spoke to the population growth and commercial growth.

Commissioner Joyce brought the discussion together speaking to keeping the density in a controlled fashion using the parking lots and underground parking area. Feels there is quite a bit a room for density without putting in skyscrapers.

Mayor Thomas opened the meeting for public input.

Craig Elliot, Elliot Work Group, has been working in this district since the late 90's and has a client that is getting impatient. Feels that form based code has a lot of things that are not Park City and Parkites are not trusting and feels that we are in a destructive mode. Feels that height is relative depending on where you and where you put it. Feels that Kearns and the cemetery area are ok for height, he wants drivers to watch the road when they are coming down the large corridors. Encouraged incentivizing variation. City participation is critical. Also feels the economic impact is also crucial. Feels the regulating character zone plan is very good. Also feels that you need to look into celebrating the power poles due to the lack of cooperation with Rocky Mountain Power. Likes the park in the center stating it creates a nice amenity for the residential area on the other side.

Representative of the Claim Jumper HOA stated they are vested in the project where they have 2 acres. Stated they are committed to staying with this process and they wish to maximize their investment while keeping the feel. Also allowing mix use, permit long term and nightly rentals. Preserve green space. Minimize and mitigate trash and odor. Minimize traffic and construction impacts.

Greg Freedman stated he supports the form based code and feels that the City is on the right track. Spoke to the give and take of height stating he did not understand the incentive for lower height. Also would like to see where the snow storage is scheduled. Also would like to see a plan for the toxic soils. Also is not in favor of nightly rentals but feels it is premature to say no nightly rentals. Fan of the transit hub and would like to see a plan for a multi-transportation hub.

Michael Todd, lives in Hillside, and feels that this meeting was constructive and thoughtful and feels the city is headed in the right direction and would like his neighborhood to be included in the plan.

Mike Sweeney stated he is listening to the discussion tonight recognizing progress and would like to see the progress move more quickly. His personal issue is with the underground parking and the soil ordinance. He suggested looking into more economical solution for mitigating the contaminated soils.

Michael Durrel feels that they will not get the numbers of affordable housing without large heights and feels that they need to look into what is the top priority and look into more gives. Also look at getting people out of their cars. Lastly feels that there are a few primary corridors and would be happy to work with staff to point those out.

With no further comments Mayor Thomas closed the public input.

III. ADJOURNMENT

Commissioner Joyce moved to adjourn the meeting

Commissioner Campbell seconded

Approved unanimously

**PARK CITY PLANNING COMMISSION
SPECIAL WORK SESSION
FORM BASED CODE
August 6, 2014**

PRESENT: Nann Worel, Preston Campbell, Stewart Gross, Steve Joyce, John Phillips, Adam Strachan, Clay Stuard, Thomas Eddington, Christy Alexander, Polly Samuels McLean, Scott Polikov and Jay Narayana with Gateway Planning.

WORK SESSION ITEM(S)

Bonanza Park and Form Based Code – Review of draft regulating plan and character zones

Planner Christy Alexander noted that the Planning Commission and Staff have met over the past few years to discuss Form Based Code. She noted that several Commissioners were new to the Planning Commission and this was their first opportunity to see the draft Code. Following the joint work session meeting with the City Council on May 13th, the Staff considered all the input and Scott Polikov and Jay Narayana, consultants with Gateway Planning, revised the draft Code to incorporate some of the changes, including those related to enhanced options and the height limits.

Planner Alexander stated that the objective this evening was to review the draft Code section by section. She outlined four areas for discussion this evening; 1) The Regulating Plan; 2) Parking requirements; 3) Administration and implementation of the Code; 4) Incentive standards offered for additional height.

Planner Alexander reported that the Regulating Plan had changed very little since the May 13th meeting. There were still seven character zones, as well as the newly added utility service zone and screening around the Rocky Mountain substation, and the Civic Use Center that would be used for City offices, a future transit hub, workforce housing, etc.

Chair Worel understood that the plan assumed that Recycle Utah would be relocated. Director Eddington stated that currently the plan shows that area as open space, but it did assume a potential relocation of Recycle Utah.

Jay Narayana recalled that they wanted to identify in the Code the areas where they would want commercial on the ground floor because it would not make sense to have ground floor residential. She commented on locations where there was opportunity for future commercial where the ground floor is built to commercial standards, but it could start out as residential because of a weak commercial market. Those spaces could eventually transition to commercial uses as commercial-ready frontage. Jay noted that the Building Code requires a certain floor to floor height and ADA accessible store front designs to

avoid having to remodel the building to accommodate commercial uses as the market changes. She pointed out that the legend identified two designations. The Planning Commission was being asked for their input on the locations where ground floor commercial and future ground floor commercial would make sense.

Scott Polikov cautioned the Commissioners to be careful not to over-designate or apply it too liberally because the market potential can make some locations unreasonable for retail space.

Commissioner Stuard asked where those locations were currently designated. Mr. Polikov replied they had not yet been applied or designated on the proposed regulating plan, although they had some ideas where they might be applied. Chair Worel asked what Gateway Planning would suggest as appropriate locations. Jay stated that activating portions of the Park would be one suggestion. If Bonanza Drive is the main gateway into the District that would be another favored location. She stated that Gateway Planning could work with the Staff to come up with various scenarios for the Planning Commission to consider. Director Eddington believed the Commissioners could expect to see it around the Park area and consolidated in a way to create a walkable district that is geared toward retail. Commercial could also be strongly recommended primarily in the neighborhood/commercial areas.

Mr. Polikov thought they should be careful not to suggest that a strong, pedestrian-friendly design environment should be required to have commercial frontage. Having residential along a pedestrian-friendly street could still feel right. However, there may be a special block base where they would want commercial activated.

Commissioner Strachan asked where Gateway Planning has seen that work in the past. Mr. Polikov replied that one place was Main Street in Park City. Commissioner Strachan clarified that he was asking about other projects around the Nation. Based on their experience he wanted to know where they would put it and why. Mr. Polikov was unprepared to answer on a national level. Using Main Street Park City as an example, he commented on what would happen if Main Street had stretches of residential with the living rooms on the ground floor. If the shades are down and there is no storefront environment, it creates a blank wall and people are no longer interested in walking the rest of the street. Jay commented on the importance of making sure there is the flexibility to transition from storefront to residential if necessary as the markets change. Mr. Polikov stated that they typically recommend letting the market figure it out, but there may be a block face where it makes sense to acclimate it as a general public space with a shop front feel.

Commissioner Phillips thought it would make sense for certain corners and/or intersections. Mr. Polikov agreed and used Munchkin and Woodbine as a potentially good location.

Commissioner Campbell asked if the motivation was to drive pedestrian traffic all the way to the end of the block, around the corner and the continue walking down the block. Mr. Polikov replied that it was the opposite. If a location makes sense, the market is there, it is designed properly, and there is good retail activity, they would not want a block in the middle becoming dead space. Commissioner Campbell believed that if a ground floor space is designed for residential until it becomes retail, and the shades are pulled down, it would have the same effect as an empty building. Mr. Polikov replied that the difference is retail ready versus retail required. Commissioner Campbell reiterated that a retail-ready space would still look empty if it is occupied as residential and the shades are down. He wanted to know what happens in the time between residential and converting to retail. Jay stated that the idea is to have a tenant living in the building generating revenue as opposed to having an empty space.

Commissioner Phillips believed that most of the buildings would be constructed as the market demands, and it could be many years before these transitional spaces would develop. Mr. Polikov clarified that Gateway Planning was recommending retail-ready as opposed to retail required. Therefore, the construction type accommodates commercial activity and includes ADA, the Commercial Building Code, etc. He noted that many cities have gone to retail required, but if there is no market the development never occurs. He preferred to encourage building types and let the market drive the evolution of the type.

Commissioner Stuard acknowledged that most people in the room had attended more meetings on Form Based Code than he had. However, he had spent 40 to 50 hours reading the draft document and found it to be very difficult because the Plan is so ambitious. He commended the Staff and the consultants for such an ambitious document, but he believed this was probably the biggest, most important zoning decision that has ever been made in Park City. It involves a major transformation of a district in town that is central to the community and it was important to take the time to get it right.

Commissioner Stuard stated that one of his initial concerns about the regulating plan was that there is no Frontage Protection Zone along Bonanza, which is designated as a Type A pedestrian-intensive/retail intensive type of street in the scheme. The mixed use that surrounds Bonanza on both sides up to the rail trail would require buildings to be within five to ten feet of the property line. Those buildings would likely be three stories and possibly four or five, depending on which incentive plan is utilized. At the same time, 20,000 to 30,000 cars a day move in and through Bonanza for various reasons. He sees two problems. One is the canyon effect that would be created down Bonanza with a nearly contiguous theme of three to five story buildings five to ten feet away from the property line. The second would be the conflict between the number of cars moving up and down Bonanza and the supposedly pedestrian-friendly retail activity that is supposed to take place. Commissioner Stuard asked if anyone else had focused in on that particular issue.

Commissioner Strachan stated that in the past the Planning Commission looked at the existing zone and the setbacks as they currently exist fully built out. He noted that the issue was previously raised regarding a canyon effect. The specific issue of the traffic coinciding with pedestrians has always been a problem. He did not believe those issues were new and the proposed plan may not cure it.

Commissioner Stuard pointed out that the proposed scheme anticipates considerably more pedestrian traffic going store to store, similar to Main Street. Commissioner Strachan agreed that it would create a bigger problem.

Mr. Polikov suggested that they separate the issues, discuss them separately and put them back together. He stated that if they move the buildings further back and have the Frontage Protection Zone apply to Bonanza, it would encourage faster speeds. Having the buildings closer to the street creates a different feel and makes it uncomfortable to drive cars faster. Commissioner Stuard asked if that was desirable when trying to move a high volume of cars through the area. Mr. Polikov believed that was a third issue. If they are trying to encourage more pedestrian protection in terms of how the street functions, the closer the buildings are to the street the better sense you have of a pedestrian presence. If the view issue is a concern, they should consider treating Bonanza like Kearns Boulevard and Park Avenue. If the speeds are too fast or it is still uncomfortable from a pedestrian standpoint, they may not be able to solve that problem with this initiative. Mr. Polikov remarked that science points to the fact that whenever you move past 30 or 35 miles in an urban condition, it reduces the amount of traffic that can flow through in terms of efficiency. He believed that faster speeds in that environment would not necessarily improve the ability to accommodate the traffic.

Commissioner Stuard noted that there were Frontage Protection Zones on Kearns Boulevard, Park Avenue and Deer Valley Drive, which are the other major circulating streets that bring people into the resorts and Old Town. He thought it would also be appropriate on Bonanza. Mr. Polikov did not disagree, however, Bonanza comes through BoPa as opposed to being a perimeter street. If they want to bind the mixed-use area they need slower speeds and a more pedestrian, walkable feel. The issue is what role they want Bonanza to play. If it functions like Kearns Boulevard it will be act as a perceived divider. It would not be viewed as a connector in terms of function and feel.

Director Eddington stated that when they first started the BoPa plan, the line was drawn on Bonanza Drive. Everything to the east of Bonanza Drive was not part of the Bonanza Park Plan. After many neighborhood meetings, there was a conscious concept to include the east side to protect the fabric of the neighborhood. Therefore, it made sense to have Kearns Boulevard, Park Avenue and Deer Valley be the dividing lines for Bonanza because of what exists on the other side and the limited opportunities for development and

re-development. The reason for adding the area to the east was to bridge that connection. Director Eddington remarked that the ultimate desire is to create an area plan for Prospector that ties into the BoPa plan. There was a concerted effort to take the focus away from the car and focus more on the neighborhood.

Mr. Polikov clarified that he was not suggesting that they not consider a Frontage Protection Zone for Bonanza Drive. He just wanted the Commissioners to understand that the trade-off would be the consequence of creating a perception of a barrier. Commissioner Stuard remarked that the City recently constructed improvements on Bonanza to create a barrier and allow the traffic to move more smoothly. Mr. Polikov thought it was a valid consideration. However, he suggested that they consider all the issues for and against and address each one separately. Once the impacts have been addressed, they can look at how they all relate and prioritize them.

Commissioner Stuard was concerned that once Form Based Code is adopted, every building within BoPa would be a non-compliant building. Anyone wishing to make an incremental re-development improvement would be required to comply with the new Form Based Code. He used Fresh Market as an example of a use that would not be allowed to re-develop their store because it would not fit under the new requirements. The result would be forcing a business to remain in an inefficient building that may not benefit the community and it could drive people to support a competitive business. They would lose the ability to have a newer, better looking facility. Commissioner Stuard reiterated that his concern related to every building in BoPa.

Mr. Polikov stated some of the building could still be conforming, but those buildings would be the exception and not the rule. He pointed out that the Code is written in a way that prohibits adding to the non-conformance. Mr. Polikov thought the example used for Fresh Market would be adding to the non-conformance. He remarked that future Councils are not bound by current Councils and changes can be implemented with compelling reason. Commissioner Stuard believed the process to make that type of change would be very arduous.

Commissioner Stuard asked if the Staff had notified some of the major businesses that they would be non-complying if Form Based Code was approved. Director Eddington stated that the Planning Department had sent letters to all of the property owners explaining the situation. He commented on the issue of non-compliance and noted that Fresh Market would be given more opportunities with Form Based Code because they could expand in any direction because of the zero lot lines. Form Based Code would reduce the degree of non-compliance for the Fresh Market building. Commissioner Stuard pointed out that there is a road going through the Fresh Market parcel. Director Eddington replied that Fresh Market would have to work through the process to address the road issue.

Commissioner Stuard wanted to be sure that the property owners in this area and everyone else in the City were aware of the magnitude of change that Form Based Code would cause. Director Eddington understood his concern because they face the issue of non-compliance in Old Town with the design guidelines. It is a challenge they encounter with every Code change. Mr. Polikov noted that protections are built-in to ensure that properties can be sold. The non-conforming use policy remains unchanged and it allows the current condition to continue in perpetuity. In reality, most of the properties would receive greater entitlements. In terms of making the community aware, Mr. Polikov stated that Park City was at the top of the list in communicating with the citizens and the stakeholders. Multiple community meetings were held, several mailings were sent and there has been press coverage. The reaction from most of the stakeholders has been questions as to why the City was not moving forward with the project. He believed that after three years of working on this project they were beginning to lose credibility and momentum. Mr. Polikov pointed out that you never get 100% participation from property owners but they were all given the same opportunity to have a say.

Commissioner Stuard stated that permanent residents form the base demand for commercial services in this area. If they have not participated and said they would continue to use all the services used in this area once it is redeveloped, it would result in a potential loss of services. Mr. Polikov reiterated that hundreds of people have already participated in public meetings over the past two years. He believed the new Commissioners needed to go through the process to get the details, but his sense was that the Planning Commission and the City Council had already made the decision to move forward. If they keep questioning whether or not to do it, they lose credibility with the community and the market. Commissioner Stuard was comfortable with losing credibility if it means not making a huge mistake.

Mr. Polikov stated that if that was the general feeling they should back up and not go through the details of the document as planned this evening. He suggested that the Planning Commission and the City Council hold another joint session and decide whether or not to move forward. Mr. Polikov remarked that he had participated in two excellent joint sessions in the last year and his sense was a strong consensus from the Planning Commission and the City Council to move forward with the details of this tool they decided to implement. Mr. Polikov stated that no one in the community can claim that there was not ample notice that this project was underway. He and Director Eddington have given out their cell phone numbers and made themselves available to answer questions. They have documented everyone they met with. Mr. Polikov recommended that they separate the issue of whether this was a mistake versus the significant amount of process to get community feedback.

Commissioner Joyce recognized the amount of work that had gone into the roads and the

road locations; and he recalled that a certain amount of movement was based on property lines. Commissioner Joyce was surprised at the number of roads and the number of paths cutting through. He asked if there was consensus in terms of the map and the expectations. Director Eddington stated that when they laid out the road network there were a number of iterations. The map before them was the final product, although it may still need to be tweaked. Director Eddington explained that the roads are generally located half and half on a property line, which should make it easier for the property owners as they put in public rights-of-way. With regard to distances and block creation, they utilized most of what the Congress for New Urbanism recommends, which is 275 x 350 feet for typical blocks to promote connectivity. When they first started looking at the plan for Bonanza Park, lack of connectivity was one of the biggest issues.

Commissioner Joyce clarified that he was most surprised by the number of walking paths that are substantial in size and carve one block into two without leading anywhere. Mr. Polikov noted that it is not a straight line requirement. The plan has to show that a pedestrian can get through the property. He explained the difference between the ones that are recommended and the ones that are required. Commissioner Joyce stated that if some of the pathways are envisioned as being required, he would like to know what they are and whether there was agreement.

Mr. Polikov summarized from the comments regarding the road issue that they should consider adding minor modification language stating that if there is an alternative network compliance design or if the design of the proposed site plan in terms of meeting the intent of the Code outweighs the need for a new road, that it could be obviated. For required pedestrian connections, add language to make it clear that the intent is to get from Point A to Point B through the block rather than making it a direct connection. They should look at all the pathways and determine which ones really make sense as required for the east-west relationship. Mr. Polikov agreed that the perimeter blocks should be recommended rather than required.

Commissioner Strachan stated that he initially had the same reaction as Commissioner Joyce regarding the pathways. He rides his bike through Bonanza and he currently uses Iron Horse to get from east to west. Commissioner Campbell noted that using the green paths would double the number of miles. Commissioner Strachan stated that he would use the green paths that run east-west, but the north-south paths were lacking. He thought they needed to bring in the north-south grid. Commissioner Joyce believed that if there was a nice east-west and north-south road with designated bike lanes, all the bikers would use those lanes. Commissioner Strachan disagreed. If he takes his kids to Bonanza he would not want them riding on the road. He and his family currently navigate through town by finding pathways that are separate from the road because it is safer. Biking by himself he would definitely use the bike lanes, but he thought it was important to have off-road pathways for when people bike with their family.

The Commissioners and Staff discussed possibilities for potential pedestrian and biking pathways. Commissioner Joyce requested that the Staff look at all the proposed paths and find the reason why it was designated. He personally felt that all the ones designated at the top did not meet the criteria.

Chair Worel asked if the City would put in the paths. Director Eddington stated that the City would put in the required paths. If they are part of the enhanced options, the property owner would be responsible for putting in the path as part of their enhanced open space and view corridor options. Mr. Polikov explained that they would want required and recommended options on the table because in some circumstance there may not be the decision to do the enhanced option. In that case, the City could pay for the pathway and work with the property owner on the design. Chair Worel asked what would happen if the property owner did not want the path. Mr. Polikov replied that constitutionally the City could not require it on private property. Mr. Polikov pointed out that much of the Plan would have built-in protections and work itself out, subject to justifying the recommendations. Chair Worel asked if the same constitutional right would apply if an owner did not want a road on the edge of their property line. Mr. Polikov stated that it would unless the City condemned the property.

Commissioner Phillips asked if they anticipate that most people would favor putting a road through or on their property because it gives more frontage and more value to the property. Mr. Polikov replied that it depends on the site and what the owner plans to do with it.

Mr. Polikov stated that "perfect is the enemy of the good." He remarked that the Planning Commission should take time over the next month or two to get this right with the City Council in terms of the details, but it will never be perfect.

Commissioner Campbell did not believe they had the time to meet with the City Council to go over the details. Mr. Polikov clarified that they have been working on this draft for a year and half. The objective of the current process was to get the details right with Staff and Gateway Planning. However, if the standard is to get all the lines on the regulating plan perfect in anticipation of every scenario and anticipated consequence, it would be an impossible task. Commissioner Campbell agreed.

Commissioner Campbell clarified that he favored the Plan and he likes the idea of Form Based Code. However, he felt like it was already written and the Commissioners were being asked to make decisions on it now or lose credibility. Mr. Polikov stated that he was not asking the Planning Commission to push this through without looking at the details. This is the time to work on the details and he believed it could be done in a couple of month. His concern was delaying it too much longer from a credibility standpoint.

Commissioner Campbell thought there were big questions that still needed to be answered. He would like those questions discussed and answered first before they get into the details. One question was whether to continue to have day skiers use Bonanza Drive to get home to Midway, or whether they should keep them out of BoPa altogether. Director Eddington thought they should continue to encourage the day skiers to go down Bonanza Drive and this proposal would not change that. Commissioner Campbell pointed out that the road changes from Type A to Type B and back to a Type A. Mr. Polikov explained that the Type A aligns with the mixed-use area where there is more density and more walkable environments. The driving pattern and road surfaces would remain the same.

Chair Worel noted that the Staff report asked whether the Planning Commission agreed or disagreed with the proposed Regulating Plan. She asked if they were looking for an absolute yes or no this evening. Director Eddington clarified that the Staff was looking for input as to whether or not they were headed in the right direction and whether or not the Planning Commission had a good understanding and a good feel for the Plan. Mr. Polikov stated that the real question was whether they should be doing this. If the Commissioners were still on the fence of whether or not to do the initiative that was where he believed they would lose credibility. If it takes another six months to make that decision they would lose the momentum. Mr. Polikov emphasized that if they wanted to do the project it was time to start working out the details. If the Planning Commission wanted to step back and have the philosophical discussion, it would be the fifth time in two and half years to have that discussion. He supported having the discussion, but if it takes longer than a couple of months it would indicate that the draft is flawed.

Commissioner Joyce understood the amount of work and the number of discussions that have occurred over the past two years. However, the problem was that the four new Planning Commissioners were not involved in the process; and one of the three who were involved was leaving the Planning Commission. Five people would be looking at this for the first time and they had not been involved in making the decisions. Commissioner Joyce stated that the Plan the Planning Commission was given to review was the most granular level that exists. No one has sat down with the new Commissioners to explain why things were done and why certain decisions were made. He used the road layout as an example. He suggested that if there was a work session or special meeting that would bring the Planning Commission up to speed at the high level, the details may start to fall in place. Commissioner Joyce had underlying questions that he was confident had been answered over the past two years, but he had no idea what those answers were. He did not believe anyone was opposing Form Based Code at this point, but they would have been more ready to provide the input they were being asked for this evening if they had been updated on the background of how and why they reached this point. Commissioner Joyce pointed out that the joint meeting with the City Council did not provide the necessary background because that meeting was also about the details.

Mr. Polikov understood the concern and suggested that they use the meeting this evening to address their issues. However, he encouraged them to move quickly because if they linger, they would be faced with this same dilemma when the Planning Commission changes again and new Commissioners are appointed. Mr. Polikov suggested that they begin with the fundamental assumptions in this project. He explained that the BoPa Plan has ten fundamental principles and those were used to drive the Plan before them. The first is to reconnect the history of the locale. He pointed out that currently there is no connectivity, and places without connectivity become stagnant.

Commissioner Stuard asked why connecting to the history is important and how it was being done; particularly since the Spur was gone. Director Eddington stated that the Spur is gone, but part of the road pattern reconnects to parts of what the Spur was. It converts an old rail right-of-way to a vehicular right-of-way. Part of it is reconnecting with regard to creating a neighborhood center. When it was the Spur it was a place where people performed commercial transactions. Director Eddington noted that it is partly that now and the intent is to further evolve it. Mr. Polikov remarked that the market is no longer interested in investing in this part of Park City because of the lack of connection. An area loses its value if you cannot walk or bike through it. One of the primary objectives was to make Bonanza Park friendly to people who do not use vehicles. Mr. Polikov stated that the proposed regulating plan makes an overly zealous attempt to do that. He believed Commissioner Joyce had made a good point about the pathways and roadways and making sure they could justify each one. They would also add language allowing for flexibility as real projects come forward.

Jay presented a map showing the existing streets. Commissioner Stuard thought the desired connection could be accomplished through the extension of Munchkin over to Homestake and a road behind Rite-Aid. Utilizing the street sections would achieve connectivity. Mr. Polikov agreed. However, a second point of connectivity from a real estate standpoint is being able to layer in a finer grain development pattern, and those two additions would not change the functional nature of the development environment. It would be insufficient to underwrite and attract the higher level of walkable mixed use, which was a fundamental goal of the project.

Mr. Polikov remarked that both Commissioner Stuard and Commissioner Joyce had come up with a tool to figure out how to go from one end of the spectrum, which is only two connections, to the other end of the spectrum which is the recommendation for every block to be 275 x 300 feet. He did not believe either scenario was the solution because they were both theoretical strategies. Mr. Polikov pointed out that the legal and technical implications of primary versus secondary was unclear at this point in terms of being an actual zoning document. He wanted to make sure they encouraged enough intervention to create a walkable environment so the market would respond by underwriting real development. Director Eddington stated that without the rights-of-way, there would not be

the ability to carry the public through private property and that begins to disrupt the connectivity. He believed smaller blocks would be easier for cyclists and pedestrians.

Commissioner Campbell asked if the residents in Bonanza Park should be able to find all their needs inside the four perimeter walls of this development, or whether they would have to cross Kearns Boulevard to buy what they needed. He was unclear as to what they were trying to do. Director Eddington replied that they were trying to create a mixed-use neighborhood so people could live-work-play within this area. There would still be some need to leave the neighborhood, but there would be more opportunities in the area than what exists now.

Commissioner Joyce had concerns in terms of what gets built first. If the plan is to have a mixed-use neighborhood but nothing drives that, they could end up with all condos and no services. Mr. Polikov explained that they were planning for 50 years out and he believes in the market. Development types over 10 to 50 years will be different. Form Based Code provides the ability to have transformation and evolution so fine grain diversity will ebb and flow. If they try to command and control the uses they will end up with what they have today; and Planning Commissions and City Councils will be trying to predict the right uses projecting ten years out. Mr. Polikov stated that the global assumption for doing this plan was the fact that there is a demand for mixed-use in this area that is not happening because of connectivity issues. The intent is to put the Bonanza Park area on a track that creates a culture of evolution.

Commissioner Campbell asked if Mr. Polikov was suggesting that the uncertainty the Planning Commission would create by postponing this decision was stifling new development currently. Mr. Polikov replied that there are people who are ready to develop and they have been talking with investors for the past two years. Some have indicated that if there is not some movement to redevelop Bonanza Park fairly soon, they would use their money for another project. Commissioner Stuard could understand that being the case with the under-developed or undeveloped parcels, but not on the other properties that have ongoing viable businesses. Mr. Polikov stated that they were in an unusual development cycle nationally where the market is moving towards quality. Banks are not underwriting poor projects or projects that will not reform, and they are taking a very strict look at long-term function and structure and how projects relate to one another. Mr. Polikov remarked that the delay was causing some uncertainty in whether or not they can rely on this as an investment opportunity, but the question is whether or not that should be a reason to move forward and rush through the details. The answer is no. However, it is definitely a reason to focus on the big picture and decide whether or not to move forward. Commissioner Stuard stated that he would never base his opinion on a project by what a bank thinks. Banks are not a good predictor of what is good for the community. Mr. Polikov replied that this project would insulate Bonanza Park from the shifting underwriting practices.

Commissioner Campbell asked why the City could not reduce some of the uncertainty by agreeing to the first ten pages of the Plan and then take the time to work on the details. He felt they were asking the Commissioners to do everything at once. Mr. Polikov stated that they were asking them to do everything at the same time because all the pieces need to work together. Mr. Polikov clarified that they were not asking the Planning Commission to make a decision on the details this evening. They were being asked to dig into the details over the next couple of months.

Chair Worel asked for a straw poll of whether or not the Planning Commission liked the big picture concept and whether there was agreement to move forward with the Regulation Plan. Mr. Polikov suggested that they continue to go through the principles and work through the fundamentals and then ask that question at the end. Commissioner Campbell thought they should know whether or not the majority of the Planning Commission wanted to move forward before they wasted time going through the details. Mr. Polikov understood from Commissioner Joyce that they were not prepared to make that decision without knowing the background and history of the work that has been done. Commissioner Campbell agreed. However, he thought it was important to know who was in favor of moving forward with the general concept before they started working on the ideas.

Commissioner Phillips expressed his frustration. He believed a lot of these issues were discussed in the past and he was uncomfortable wasting valuable time. Commissioner Phillips preferred to follow the agenda and answer some of the questions asked in the Staff report because it would give an idea of where everyone stands on the issue. In terms of education, he believed it was partly his responsibility to educate himself to find out what occurred prior to his time on the Planning Commission. As a new Commissioner he understood that there were significant discussions leading up to this point; and he needed to answer the questions as he was expected to do this evening. Commissioner Phillips thought it was important to stay focused to keep the process moving forward.

Commissioner Joyce remarked that if each of the Commissioners independently tried to educate themselves, it would put more burden on the Staff and the consultants because they would be continually answering individual questions. He thought a better approach would be to have a meeting where all the Commissioners were updated at the same time and everyone heard the same answer to all the questions. Commissioner Stuard understood that one of the purposes of this meeting was to bring the Commissioners up to speed. Mr. Polikov thought this discussion to be very helpful and not a waste of time.

Assistant City Attorney McLean recognized that a lot of the Commissioners were new; however, she understood that a decision was made at the last joint meeting with the City Council that the Form Based Code concept would move forward. Ms. McLean remarked that the Planning Commission is a separate body and they could forward a negative

recommendation for Form Based Code, but she believed the question of the general concept had already been decided by the elected officials as being good for the community.

Assistant City Attorney was hearing from the comments this evening that the Planning Commission would like a better understanding of the Regulating Plan. She thought it might be helpful if the Staff and the consultants would educate the Planning Commission on the reasoning behind certain elements that were chosen. Once they understand the bigger concepts it would be easier to work on the details.

Director Eddington reviewed the ten principles, noting that they had already discussed principles one and two. The third concept talks about inward migration. Director Eddington stated that as they worked through the General Plan one of the fundamental premises of development in Park City was to find a place for redevelopment, which was Bonanza Park, and to focus migration in that area. This is an area that could and should accept additional density. They talked about a tighter grid that would accommodate those densities allowing people to move through it fairly easily.

Principle 4 was view corridors and connectivity to the mountains. Director Eddington stated that part of the grid, specifically with the north-south streets, opens up that area within Bonanza Park to look through and start to see view corridors and connectivity to the mountains.

Principle 5 was internal circulation. Director Eddington believed that had been discussed thoroughly. There is currently no internal circulation and the hope is to have some in the future.

Principle 6 was redevelopment utilizing future environmentally conscious development practices. Director Eddington noted that in the Bonanza Park Area Plan they talked about trying to get to net zero buildings. An initial discussion talked about incentivizing buildings to go to net zero; however, in subsequent meetings it was not viewed as being that important to enhance or incentivize. At the last joint Planning Commission/City Council meeting, the idea of incentivizing was taken off the table. It would still be encouraged and Utah is moving toward Green Building Codes.

Principle 7 deals with economic development and supplementing the Golden Goose. The Golden Goose is Main Street and the resort industry. However, Bonanza Park is an opportunity to supplement that by offering a place where locals can live/work/shop. It could also be a non-entertainment corridor of commercial development. The intent is to incentivize those types of opportunities and create it in an area that has higher densities and walkability.

Principle 8 addressed the affordable needs of Park City. Director Eddington stated that there are very few opportunities in Park City for affordable housing in suburban neighborhoods. Affordable housing opportunities would probably be more urban and more dense. That is the reason why the Tier 1 enhanced option allows for additional density and height for putting in affordable housing. Director Eddington remarked that an ordinance already mandates affordable housing for certain developments over 9 units in MPDs. However, that does not produce enough affordable housing, which is why it was being incentivized in BoPa with the enhanced option.

Principle 9 was housing and social needs for the neighborhood's diverse population. Director Eddington stated that this was also an area with opportunities for smaller, local shops and business incubation that would not be good on Main Street.

Principle 10 was an authentic and lively district, paying attention to design. Director Eddington stated that this was the only place in town where they could start to recreate opportunities. It's the only real redevelopment as part of Lower Park Avenue. There are opportunities for new development and infill development.

Director Eddington noted that the attempt to address these ten principles resulted in the draft Code presented this evening. It was how they determined the character zones, the rights-of-way, the cycle ways and the pedestrian paths. Director Eddington invited the Commissioners to come into the Planning Department and look at the draft Bonanza Park Area Plan that led to the current plan. He was also willing to schedule a work session if they preferred.

Assistant City Attorney McLean asked if the Staff had a map of the existing buildings with the new regulating plan overplayed on top. Mr. Polikov stated that one could be created. Commissioner Stuard stated that a zoning change of this significance called for a 3-D model. He was told that a model had been done and he would make it available to the new Commissioners.

Mr. Polikov recommended that they follow the suggestions this evening and take another thorough, comprehensive look at each proposed street and pathway and decide what is fundamentally justified as a DNA building block for the assumptions and the principles; or what is recommended that should be flexible to allow the property owners to come forward with suggestions on whether or not to taking advantage of the recommendation. They could send that back with translucent layers and the existing aerial underneath so the Commissioners get a better sense of place. Director Eddington thought that would be helpful, but he emphasized that this was a bold, long range plan and they were at the end of the low-hanging fruit in terms of development. He pointed out that if they see a road going over a building it could denote the thought that the building might go away and that over the next 50 years they will see redevelopment and change.

Commissioner Joyce stated that he would like to look through the Plan and understand where the more difficult areas are located. He believed the design fundamental was the connectivity piece and breaking it up into something more urban and denser. However, in doing that they run the risk that none of the four major roads get done end to end. If they end up with a hodge-podge of new roads and still no connectivity they will have failed. Commissioner Joyce requested that they look closely at the primary roads and consider the likelihood of having them completed at one time. Director Eddington explained that the primary roads typically run down the property lines and are not currently impacted by buildings. The secondary roads have more impacts. Mr. Polikov stated that from his redevelopment experience using Form Based Code, nothing completely reinvents itself and it never will. He believed that in 30 or 40 years at least a third of the existing buildings will still be here. However, nobody builds a road that does not connect to something else and he was certain that the City would control it. In order for the Code to be effective, public investment in the roads will have to occur because the property owners will never be able to invest in these roads on their own. The City would not spend money on roads until there is enough connectivity and enough property owners who agree to make meaningful connections. Mr. Polikov believed that was a built-in protection to address the concern raised by Commissioner Joyce. However, he felt it was equally as important for the Planning Commissioner to use this process to make priority decisions on where the streets that make a difference are located and what it means. Mr. Polikov stated that they could show the Commissioners what has already been done and then they could update it with another thorough look and test any challenges to make sure it is fundamentally valid.

Commissioner Joyce was comfortable with the fact that the consultants and the Staff had given this a lot of thought. The problem is that he had looked at the Regulating Plan but he did not have enough knowledge and background to answer the question. Mr. Polikov asked if they were at least moving in the right direction to begin building the blocks necessary for the Planning Commission to review an updated version at the next meeting and to think critically about answering the question. Commissioner Joyce personally felt they were providing the information he needed.

Commissioner Joyce stated that another issue was whether the parking ratios proposed were adequate. He assumed a lot of thought and discussion went into the parking ratios that are different from the existing LMC, but none of it was explained in the Plan. He needed to know why and how they determined the numbers proposed. Director Eddington stated that they had talked about incentivizing a reduction in parking for this area to keep it an urban village neighborhood. They would look at providing alternative modes of transportation and encourage people to walk and bike as opposed to using a vehicle. He noted that even though a parking reduction is encouraged, developers still want to build parking and people want to have parking. Director Eddington assumed that even though the City would reduce the parking requirement, the developers would build what the market

demands. Mr. Polikov stated that another assumption is to simplify the parking and let the market do the job of rationalizing and assigning value. Jay remarked that another assumption is to have more on-street parking than what currently exists.

Commissioner Strachan recalled that at one point the City was contemplating subsidizing a large community parking structure. He believed it was a high-level discussion that was started but needed to be finished. If the area is going to be as dense as planned, there needs to be parking for cars. Commissioner Strachan thought this was the best area to put parking because it is the only place in town with undeveloped land and room for cars. He believed there were good reasons for the City to subsidize a parking structure similar to China Bridge. Mr. Polikov agreed with Commissioner Strachan. Some things need to occur in parallel for the Code to be successful, and the infrastructure piece is critical. Mr. Polikov stated that he and Jay would recommend removing all parking requirements and allow the market to determine the parking. He realized it was a radical position, but the market will never severely under park. Putting caps on parking discourages shared-parking and takes an opportunity off the table. Mr. Polikov remarked that the consensus internally was to find a realistic floor and invent it in the Code.

Mr. Polikov recommended that they not specify areas for public parking in the Regulating Plan. Commissioner Strachan wanted to know how they could memorialize public parking in the Regulating Plan if there was consensus for City subsidized parking infrastructure. Director Eddington thought it could be part of the Bonanza Park Area Plan. Mr. Polikov stated that it could be put at the beginning of the Regulating Plan as intent language stating that this Code assumes a full range of parking options, including public parking, shared parking, etc.

Assistant City Attorney McLean recalled a discussion at a previous joint meeting regarding infrastructure and how it would be paid for. The City Council was willing to look at a range of options, and public support for some of those options was one of the tools. Commissioner Strachan preferred that it be delineated in the Code as addressing parking because infrastructure can mean a variety of things such as a water or sewer line. In addition to having it as intent language, Commissioner Strachan thought it should also be addressed in the parking section.

Chair Worel called for public comment.

Ruth Meintsma referred to the comment about the north-south paths that were redundant. She is a walker and she runs a lot of errands in this area. She stated that walking through every little pathway is an advantage and makes doing errands more pleasant. Ms. Meintsma pointed out that she is not the only one walking around and other people and children will take a cut or a corner wherever possible because it makes the path more enjoyable than a cubic square. Ms. Meintsma remarked that finding a way through these

block is a good idea and it would make the area more enjoyable and more lively.

Catarina Blais thought Mr. Polikov and his group had done an amazing job going through this process and it was a testament to process. In the past some projects have been railroaded through without she was grateful for this process. Ms. Blais questioned two primary assumptions. The first is the density issue. She asked if five stories was appropriate for a ski town and if that was how they wanted Park City to look, live and breathe in the future. She noted that the consultants do not live in Park City and have no idea what the residents experience, particularly during the winter. In her opinion, even talking about running traffic on to Park Avenue is ludicrous. Ms. Blais stated that adding more side streets to carve up more places to park to deal with more retail and get to the five-story building is insanity. Park City is a ski town, not an urban developed area. Ms. Blais stated that water quality was another serious issue to be considered. She noted that Park City has serious problems with water quality and she was currently being treated for heavy metal poisoning. She has filtered water but that is not good enough. If they start digging up Prospector to put in underground parking, Poison Creek would turn into Re-poisoned Creek. She was concerned about the consequences of disturbing the ground and digging up the mining district. Ms. Blais stated that she had done the recap projects in Prospector as a landscaper and she believes that is where she got sick. Ms. Blais questioned the assumption that everything will be okay and what will happen in the process. Once the plan is put in place there is no turning back. Ms. Blais stated that Park City has the highest arsenic content in its water than is legally allowed in the United States and it has never been remediated. She asked if anyone had done a water study to find out if there was enough water to supply the added density. She asked if a study had been done regarding the water quality and the amount of available water.

Council Member Liza Simpson stated that the City has done numerous studies. She asked Catarina to send her an email and she would send her a list of the studies and the information she was asking for. Ms. Simpson stated that Ms. Blais had made inaccurate comments and she wanted her to have accurate information.

Ms. Blais wanted to make sure the assumptions moving forward were all accurate and properly documented, and that there is an understanding of the history of the area that goes behind streets and retail.

Alex Butwinski noted that the questions have been asked of the entire community through charrettes and meetings over the past two and a half years. He thought it was important not to fall in the trap of believing that none of this has been discussed and the questions were not asked. Mr. Butwinski stated that at some point they have to assume that the policy direction has been given to proceed with Form Based Code. The job now is to make sure that Form Based Code meets the goals of what they want to accomplish. He agreed that the four new Commissioners have to get up to speed, but if they do not continue to

move forward, there will be new people again. They cannot continually start over and revisit every decision made by the previous group. The General Plan was a good example. The document is not perfect and not everyone likes everything, but at some point you have to move on.

Planner Alexander noted that Mary Ann Cone had attended the open house earlier that day. She was unable to attend this evening and had submitted her comments in writing. Planner Alexander read her comments into the record. "Dear Planning Commissioners. Having reviewed the concepts for Bonanza Park I have one strong suggestion. Above three-stories of any height exception should be given only for open space, setbacks or other ideas that show in the physical space. Affordable housing does not show in the landscape and shouldn't be traded for extra height. In addition, I would like to see extra height next to the substation where there is now height and no screening is necessary."

Director Eddington stated that Mike Todd had also attended the open house and asked Director Eddington to pass along his comments. Mr. Todd lives in the Fireside Condo area. He was looking at the crosswalks and he liked the pedestrian ability and everything else. Mr. Todd asked that they also look at crosswalks across the rail trail.

Chair Worel closed public comment.

Commissioner Gross stated that he has been involved in the discussions from the beginning and he thought the consultants had done a good job getting to this point. During that time they have addressed a lot of the questions, and he recognized that it was not perfect. Commissioner Gross believed this was the area to put the density for a variety of reasons, as well as the fact that the infrastructure could support it. He thought the City should continue to work towards completing the process and implementing the Plan.

Commissioner Stuard stated that he still did not know enough to answer yes or no on the questions regarding the regulating plan, the parking requirement and the incentive standards. It is a major decision and he would like to see a model and have more information about the parking assumptions. He also had concerns regarding the frontage setback along Bonanza Drive. Commissioner Stuard noted that one question was whether the Planning Commission generally supported the administration plan. He pointed out that this was a technical document that was drafted inside the Planning Department with the help of a consultant. Much of what is allowed under this Plan could be approved by the Planning Director without a public hearing. He preferred to have more of the actions required under the regulating plan go through the public hearing process. Commissioner Stuard stated that Park City is an inclusive community and people deserve the chance to know about projects before they occur.

Commissioner Phillips stated that in looking at the big picture he believed it had good

intentions and a good balance. He liked the Plan overall. Commissioner Phillips shared the same concerns regarding Bonanza Drive. The setbacks made sense for the side streets but he would recommend something more in the middle for Bonanza Drive. It is a key road and they need to find a better balance and help protect the view corridors to the mountain. Commissioner Phillips stated that more connections and pathways were needed going into the Fireside residential area because it has the highest concentration of people in Park City. If the purpose is to create a walkable community, they should create paths for the population. The fact that there is an existing goat path shows the demand is already there. He encouraged them to look at more cross connections over the rail trail and at the entrance to the entire community across the road to help with pedestrian circulation through the area. Commissioner Phillips thought the parking question was difficult. He did not understand the parking and he was concerned about the consequences of under parking. However, if the project is under parked and they later realize that more parking is required, they could consider building a parking structure as the demand requires.

Commissioner Campbell stated that he was totally in favor of the Form Based Code idea. He understood that it was done with good intentions by a lot of people who had spent more time with it, and that he was not up to speed on why certain decisions were made. However, the Commissioners received this draft at the last minute and they needed more time to read it and digest it. Commissioner Campbell liked what he saw, but it was a level of detail that he was not ready to get into. He would prefer to have broad principles to vote on with some agreement. Commissioner Campbell respected the fact that the Planning Commission is an advisory panel to the City Council and that the City Council would be making the ultimate decision. However, if the Planning Commission is called upon to give advice, this was too much information to digest in a short period of time. Commissioner Campbell thought it was important to discuss the document in smaller pieces, and he was willing to do it in extra meetings to keep the process moving forward. He suggested that the first meeting should be on the ten principles. Commissioner Campbell was in favor of the process and he liked the idea but he wanted consensus on more of the broader issues before getting into the details.

Commissioner Strachan stated that he has seen the history of this draft and has been part of the process. While extra meetings would be more helpful to the new Commissioners, it would serve as a review for him. Commissioner Strachan remarked that he has always disagreed that adding density to this town was a good idea, but he sees the writing on the wall and he believes that Form Based Code will be implemented by the City Council. With that in mind, they should try to make it as good as possible. Commissioner Strachan agreed that this is a town of public process and he continually voices his objections to having the Planning Director make big decisions on projects that could be as large as 24,000 square feet. He acknowledged that Director Eddington is a good Planning Director, but future Directors may not be as good. Commissioner Strachan preferred to put that process in the hands of publicly elected and appointed officials who take public input. He

understood that language in the new addition of the Form Based Code states that the Planning Commission and the City Council will review projects over 25,000 square feet. That is a step in the right direction, but it encourages developers to keep the size at 24,999 square feet to avoid that process. Commissioner Strachan believed there needed to be a qualitative trigger for Planning Commission and City Council review. Commissioner Strachan concurred with Commissioner Phillips about connecting Fireside. Regarding the questions in the Staff report, Commissioner Strachan thought they were getting close on the Regulating Plan, but he wanted the new Commissioners to feel as comfortable about it as he was. He agreed with the proposed parking requirements, subject to his earlier comments about a parking subsidy. It should be clear in the preamble and in the parking section that the City will financially help a developer with parking. He believed the help should be significant because parking is the sticking point of every good development. Commissioner Strachan felt he had already answered the question regarding administration requirements. He did not understand the incentive standards and was not prepared to answer yes or no. He thought the table format was confusing and the standards were unclear.

Commissioner Stuard noted that the appendix showed the street sections, but he could not find a map delineating the street sections and where they would be used. Jay replied that it was still a work in progress and they needed to clean up that section.

Chair Worel stated that she had become a fan of Form Based Code over the past two and a half years as she learned more about it. However, she felt they needed to be cautious in the process to protect the rights of property owners as they move forward. Chair Worel agreed with Commissioner Phillips on the need to improve the connectivity of the Fireside area. One of the goals is to promote inclusiveness and if they do not connect that area it would be sending the wrong message. Chair Worel liked Commissioner Campbell's comment about moving from the general concepts down to the specifics. She was impressed but surprised to see how much had been done and the extent of granularity, but it was still important to review it layer by layer. She requested that the Staff provide an outline for going through that process systematically to obtain the necessary information to answer the questions, and still reach the end goal in a timely manner. From an administrative standpoint, Chair Worel liked the concept of being very clear within Form Based Code because it would be helpful to the applicant. However, she agreed that the process should be transparent. They need to set parameters on size and scope to determine when a project should require a public hearing.

Commissioner Campbell stated that the chicken and egg issue was his biggest problem. He could not see a clear way to get from what exists now to what they want. Commissioner Campbell suggested that they take some time to brainstorm that issue. He was generally opposed to using public funds for parking because the developers should use their own money; but he was not opposed to offering incentives to provide parking. He

was aware that tax incentives were difficult to do under Utah law. Director Eddington clarified that it was difficult relative to private property. However, relative to the rights-of-way, the City Council and the Planning Commission have already agreed to begin funding. Commissioner Campbell was willing to consider a possible recommendation to the City Council for the use of public funds to jump start the planning process.

Director Eddington outlined the timeline and the hope of completing the process in October or November. That would allow potential developers to begin the construction documents during the winter and be ready for construction in the spring. Commissioner Strachan thought the schedule was too ambitious. He recalled from the General Plan process that the timing slowed down once they started working on the details. Also, once it reached the City Council level the amount of public input increased and that took additional time. Commissioner Strachan stated that this was the second largest document he has ever seen come through the Planning Commission and probably one of the biggest the City has seen.

The Work Session was adjourned at 8:20 p.m.