



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
January 10, 2024**

The Planning Commission of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online and may have options to listen, watch, or participate virtually.

Public Comment Guidelines - Please state your full name for the record. If you are providing public comment in person, please sign in. Limit your comments to three minutes or less - a time will provide a warning. Direct your comments to the Planning Commission -- not to the applicant or audience. Please be civil - no clapping or whistling. Please address matters of the pending application or ordinance.

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. MINUTES APPROVAL

- 2.A. Consideration to Approve the Planning Commission Meeting Minutes from December 13, 2023

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

- 3.A. Land Management Code Amendment Update

4. PUBLIC COMMUNICATIONS

5. CONTINUATIONS

- 5.A. **Land Management Code Amendments** - The Planning Commission Will Review Amendments to Create a Maximum Lot Size in the Residential - 1, Residential - Medium Density, and Recreation Commercial Zoning Districts. PL-23-05821 (2 mins.)
(A) Public Hearing; (B) Continue to March 27, 2024

6. REGULAR AGENDA

- 6.A. **1460 Eagle Way - Zone Change** - The Applicant Requests to Change the Designated Zoning District for Lot B of the Eagle Way Second Amended Plat From Single-Family and Estate to Exclusively Within the Single-Family Zoning District. PL-23-05916 (15 mins.)
(A) Public Hearing; (B) Recommendation for City Council's Consideration on February 1, 2024
- 6.B. **1760 Prospector Avenue – Conditional Use Permit** – The Applicant Proposes a CUP for a 20-Seat Indoor Entertainment Facility for Sundance Events and Other Community Events in the General Commercial Zoning District. PL-23-05926 (20 mins.)
(A) Public Hearing; (B) Action
- 6.C. **516 Marsac Avenue - Conditional Use Permit** - The Applicant Proposes to Convert an

Existing Structure to a Triplex in the Residential - 1 Zoning District. PL-23-05904 (40 mins.)

(A) Public Hearing; (B) Action

- 6.D. **Land Management Code Amendments** – The Planning Commission Will Consider Amendments to Chapter 15-7 Subdivision Regulations to Comply with Changes to State Code Regarding Process, to Section 15-3-11 to Increase Electric Vehicle Charging Station Conduit Required for New Development From 20% to 50% and to Allow Fast Charging Stations as an Accessory Use, and to Chapter 15-6.1-8 to Establish Rooftop Setback Regulations for Mechanical Equipment and to Remove Perimeter Setback Requirements for Affordable Master Planned Developments. (PL-23-05997) (15 mins.)
(A) Public Hearing; (B) Possible Recommendation for City Council Consideration on February 1, 2024

7. WORK SESSION

- 7.A. **Bonanza Park Small Area Plan** – Consultants MKSK will Present Phase I and Phase II Engagement Results Regarding a Small Area Plan for the Bonanza Park Neighborhood and will Provide an Update on the Small Area Planning Process. (120 mins.)

8. ADJOURNMENT

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.org at least 24 hours prior to the meeting.

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

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



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
DECEMBER 13, 2023**

COMMISSIONERS IN ATTENDANCE: Chair Sarah Hall, Vice Chair Christin Van Dine, Bill Johnson, John Frontero, Henry Sigg, Rick Shand, Laura Suesser

EX OFFICIO: Rebecca Ward, Assistant Planning Director; Alexandra Ananth, Senior City Planner; Lillian Zollinger, City Planner; Caitlyn Tubbs, Senior Historic Preservation Planner; Connor Dahlquist, Planning Technician; Jaron Ehlers, Planning Technician; Mark Harrington, City Attorney

1. ROLL CALL

Chair Sarah Hall called the meeting to order at approximately 5:30 p.m. and announced that all Commissioners were present in chambers.

Chair Hall announced that the Planning Commission conducted a site tour along Main Street to look at a couple of locations for Temporary Structures.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from November 8, 2023.

MOTION: Commissioner Van Dine moved to APPROVE the Planning Commission Meeting Minutes from November 8, 2023. Commissioner Frontero seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

B. Consideration to Approve the Planning Commission Meeting Minutes from November 29, 2023.

MOTION: Commissioner Johnson moved to APPROVE the Planning Commission Meeting Minutes from November 29, 2023. Commissioner Frontero seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

A. Inactive Application Staff Communication.

Assistant Planning Director, Rebecca Ward reported that there were no Staff Communications.

There were no Commission disclosures.

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. CONTINUATIONS

- A. Land Management Code Amendments** - The Planning Commission Will Consider Amendments to Chapter 15-7 Subdivision Regulations to Comply With Changes to State Code Regarding Process, to Section 15-3-11 to Increase Electric Vehicle Charging Station Conduit Required for New Development From 20% to 50% and to Allow Fast Charging Stations as an Accessory Use, and to Chapter 15-6.1-8 to Establish Rooftop Setback Regulations for Mechanical Equipment and to Remove Perimeter Setback Requirements.

Chair Hall opened the public hearing. There was no public comment. Chair Hall invited a motion to continue the item along with the public hearing.

MOTION: Commissioner Van Dine moved to CONTINUE Land Management Code Amendments related to Electric Vehicle Stations and the public hearing thereon to January 10, 2024. Commissioner Johnson seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

6. REGULAR AGENDA

- A. Land Management Code Amendment** - The Applicant Requests an Amendment to Land Management Code Section 15-2.13-2 to Prohibit Nightly Rentals, Accessory Apartments, and Internal Accessory Dwelling Units in The Bald Eagle Club at Deer Valley Subdivision in the Residential Development Zoning District. PL-23-05770.

City Planner, Lillian Zollinger, reported that there would be no presentation on this item and stated that Staff was looking to finalize the recommendation to the City Council based on the prior discussion regarding the Bald Eagle Land Management Code ("LMC") Amendments. The applicant requested the removal of the Accessory Apartment request and was only looking to prohibit Nightly Rentals and Internal Dwelling Accessory Units ("IADUs"). Chair Hall sought clarification on whether the Planning Commission was to make both a positive recommendation for the Draft Ordinance and a negative recommendation against the IADUs. Planner Zollinger confirmed that was the case.

Chair Hall opened the public hearing. There was no public comment. The public hearing was closed.

Chair Hall made it clear that there was a very clear consensus for a positive recommendation to the City Council for the Draft Ordinance, with clear instructions from all Planning Commissioners. There was also a very clear consensus for a negative recommendation for the IADU and Accessory Uses, which were now removed from the application.

Commissioner Suesser referenced the “WHEREAS” clause in the proposed Ordinance and the reference to Goal 8 of the General Plan to increase affordable housing opportunities, and Objective 8.C. of the General Plan to increase housing ownership opportunities for the workforce within primary residential neighborhoods. Because the Commission was forwarding a negative recommendation, Commissioner Suesser felt that clause seemed inconsistent with the findings.

Senior City Attorney, Mark Harrington understood that Commissioner Suesser was making the point that the negative recommendation to preserve the affordable uses was not included in the Ordinance, so the “WHEREAS” clause mentioned was not needed. He reported that Staff would take the position that the language was still relevant because the Ordinance would prohibit Nightly Rentals as an alternative use, while still preserving those other opportunities in this zone. He stated that there was a relationship to preserving those alternatives by prohibiting Nightly Rentals. Commissioner Suesser noted that it would make sense to include this language if the Commission were to forward a positive recommendation; however, it did not make sense to include it along with a negative recommendation. Assistant Director Ward commented that the inclusion of that language was due to the “WHEREAS” to support the negative recommendation, and it was in part due to that goal that the Commission was forwarding a negative recommendation on the IADUs. Commissioner Suesser understood and felt that made sense.

MOTION: Commissioner Van Dine moved to forward a positive recommendation for the City Council’s review on February 1, 2024, for Bald Eagle Club at Deer Valley Land Management Code Amendments prohibiting Nightly Rentals, and to forward a negative recommendation for the prohibition of Internal Accessory Dwelling Units. Commissioner Laura Suesser seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

B. Land Management Code Amendments - Historic District Design Guideline Updates - The Planning Commission Will Review Draft Amendments for Chapter 15-13 Design Guidelines for Historic Districts and Historic Sites to Clarify Driveway Width Regulations for Historic Districts and Make Minor Grammatical and Clarifying Changes. PL-23-05962.

Senior Historic Preservation Planner, Caitlyn Tubbs reported that the proposed LMC Amendments to the Historic District Design Guidelines are relatively minor and are limited to grammatical or gender-specific term changes. The amendments also include changes to Driveway Standards. Staff was working on additional amendments that would be presented to the Historic Preservation Board and the Planning Commission in the future. Planner Tubbs

noted some of the minor corrections in the Draft Ordinance, which included the removal of some conflicting statements. There were a couple of instances in the Design Guidelines where they had “should/shall” codified together in the same requirement. The amendments would also replace the term “Guidelines” with the term “Regulations,” as these were adopted standards that projects must adhere to.

They also proposed the removal of an asterisk in the Historic Sites Inventory that indicates, “appealed properties.” There were currently no properties on the Historic Sites Inventory under appeal, so the asterisk is moot and would be removed. Planner Tubbs reported that the amendments replace terms such as “his/him” with “their.” The amendments would also correct some minor grammatical and spelling errors. Staff recommended clarifications to the Driveway Regulations for side-by-side garage configurations. The current requirement allowed for a maximum of 12 feet in width, while the Guidelines encourage 10 feet. The 12-foot maximum allowed by the Code was what was typically built. She mentioned that the 12-foot side-by-side configuration typically takes up a portion of the Front Setback, and is often expanded outward to provide a two-car wide driveway. Based on this, Staff recommended amendments to clarify these standards by limiting the Maximum Driveway Width to 10 feet and requiring a minimum of 18 inches of landscape buffer between the two driveways. The landscape buffer could consist of ground landscape materials, turfstone, or a permanent planter box structure. Staff recommended the Planning Commission review the proposed amendments, open a public hearing, and consider forwarding a positive recommendation to the City Council.

Chair Hall opened the public hearing. There was no public comment. The public hearing was closed.

In response to an inquiry regarding the impetus for the landscape buffer, Planner Tubbs stated that over the past summer, they had several instances where people wanted to tear out existing, non-compliant driveways and replace them with heated driveways. There was frustration upon learning that the Code specified a Maximum Driveway Width. The hope was this clarification would change the overall built streetscape and demonstrate that Park City needs narrower driveways within the Historic District. Chair Hall questioned how the landscape buffer would impact snow plowing.

Commissioner Frontero reported that he lives in Old Town, and submitted that the 18-inch strip will provide a place to move the snow. He did not find the requirements particularly restrictive.

Commissioner Suesser sought clarification on whether a two-foot buffer was now being reduced to 18 inches. Planner Tubbs explained that the requirement of a two-foot offset in the garage wall will remain; however, the current standards do not include a requirement to separate the driveways. The amendments would include a requirement of having a landscaped area between the driveways that would mirror the offset in the garage wall.

Commissioner Suesser understood that currently, the garages could be right next to one another as long as they were staggered, and these amendments would require owners to include an 18-inch buffer between the driveways. Planner Tubbs emphasized that the staggering of the garage wall would still be required, and this amendment would require a separation in the driveway itself. Commissioner Suesser observed that if a property owner has a two-car garage and wants to install a heated driveway, they would be restricted to two 10-foot driveways with the landscape buffer in the middle.

Assistant Director Ward gave examples of heated driveways that can be installed underneath the landscaped pavers. Commissioner Suesser questioned the option of installing pavers in the landscape buffer. She noted that most people would choose that option and she felt it was not the same as a true landscaped buffer. Commissioner Van Dine echoed this concern and wondered what these amendments were designed to target. She noted that if they were targeting something that could be parked on, then the pavers made sense. However, if they wanted the separation, she did not feel the pavers should be an acceptable option.

Planner Tubbs noted that the intention behind including the turfstone was to provide property owners with an additional option for landscaping. Commissioner Frontero agreed that the allowed materials depend on the goals and noted that having turf stone as an option would simply allow owners to park on the 18-inch strip. He asked if the goals were to visually separate the impervious driveway or to discourage extra parking on the driveway. He agreed that turfstone might not be a good option if the latter was the goal. Commissioner Van Dine reiterated that she was unclear on the objective of this amendment.

Commissioner Suesser noted the prior changes from paving in front and then only having 12 feet on the right-of-way versus now having two 10-foot openings on the right-of-way. She asked if this change would be an improvement, and opined that they might be better off with the 12-foot opening in the right-of-way. While she stated she would not like more pavement, they would now have 20 feet in the right-of-way rather than 12 feet. Commissioner Van Dine felt this would fit better with Old Town and the efforts to maintain the aesthetic of one house and one driveway. She preferred the 10-foot curb cut with an actual planter in between the two driveways. Commissioner Van Dine was not in favor of allowing pavers in the landscape buffer.

Commissioner Sigg mentioned that an owner could also potentially use gravel or bark at grade with the concrete. He felt the spirit was to create landscaping and not a flat surface, and was not sure that some of the allowed landscape materials that could be installed at grade would satisfy that. He concurred with the other comments on this issue.

Commissioner Suesser questioned the practicality of putting a planter down the middle of a home in terms of accessing the further garage from the front door. Chair Hall commented that as someone who does not live in Old Town, this would make Old Town look more beautiful but as a resident, she would not want this requirement. She felt the practical implications for full-time residents of Old Town would be an annoyance.

Commissioner Sigg did not feel that any of this was a deterrent to a heated driveway, because the heating tube could be run underneath any kind of landscape feature. He felt the notion that it had to be this way to accommodate a heated driveway was nonsense.

It was noted by Commissioner Suesser that they are trying to get away from turf and grass. Planner Tubbs stated that people typically install some sort of grass seed or sod with the pavers, although pavers could also be installed with ground cover or native grasses.

Commissioner Shand questioned why they were considering this and stated that it appeared this was being done to make driveways more compliant with a ten-foot width at the curb instead of 12 feet. If the 18-inch separation between the two driveways was for aesthetics, Commissioner Shand understood the reasoning behind this amendment; however, if the intent were to physically divide the two driveways, then they would need something vertical in that space. He stressed that he had not heard the real reason behind the proposed amendment.

Commissioner Shand remarked that having two driveways would mean more concrete and more heated mass. It would create the 10-foot curb cut, but with this, there would be two 10-foot curb cuts instead of one 12-foot curb cut.

Planner Tubbs appreciated the Commission's feedback. She explained that in the context of the Historic District and the way Historic Structures were built, the focus was on the entry porch and the front door. Over time, the focus morphed into the vehicle and the garage door, and that particular development pattern was not as compatible with the Historic District as what the Guidelines typically require. The intent behind this proposed amendment was to visually break up the concrete massing between garages, and make the garage doors and parking areas appear smaller and more in keeping with the Historic context, while also allowing the property owners the ability to utilize this area for snow storage or additional property beautification.

Assistant Director Ward referenced the graphics before the Commission and reported that the configuration on the left showing a flare-out was not currently allowed. The Code allows a maximum driveway width of 12 feet but also allows two-car garages. Therefore, they have seen configurations change over time and they have heard from property owners that a two-car garage could be approved but they cannot install a driveway that would allow them to navigate vehicles into a 9' x 9' garage. Generally, one-car garages are allowed on Historic Sites; therefore, the proposed amendment would apply to new infill development and would allow access to what is approved under the Code while at the same time working to mitigate the impacts of the driveway massing.

Commissioner Johnson had similar concerns to those expressed by Commissioner Shand. He listened to the Historic Preservation Board Meeting and this was an additional concern expressed by that body as well. He understood that the proposed amendment would provide a little more consistency in the LMC with the infill development. To Commissioner Van Dine's point, Commissioner Johnson noted that they would want to restrict anyone from parking in the landscape buffer strip. He felt it sounded like a good plan to move forward.

Commissioner Frontero concurred with the comments of the other Commissioners that the 18-inch landscape buffer should require some vertical element in the landscaping. He felt that would discourage parking on that strip. Commissioner Suesser added that perhaps the vertical landscaping would not be required to go all the way up to the doors to allow for a walking path to the furthestmost garage.

Commissioner Suesser sought clarification that the proposed amendment would be for infill development. She noted that many homes in Old Town were being built with a two-car garage and a big cement slab in front of the garage. She felt that despite the 12-foot maximum, they had driveway slabs going to the right-of-way that were two lanes wide and wider than 12 feet. Chair Hall commented that there also seemed to be many wide driveways that go to a one-car garage, and were used for the entry area and parking. Commissioner Sigg agreed that there needs to be a continual vertical element because they had heard applications where that exact type of paver was contemplated and considered to be just more parking area. He felt that the landscaping requirement should be better defined to require a vertical component. Commissioner Shand added that if the vertical element was a structure such as a metal flower box, it should extend from the garage and terminate 10 feet from the street. He felt this would allow for easier access to and from the driveways.

Commissioner Suesser noted that perhaps the way the Code was drafted discouraged two-car garages. Referencing the graphic that showed the disallowed configuration, she noted that the configuration had a 12-foot wide driveway at the street, whereas, now they would have 20-foot driveways at the street. She reiterated her feeling that the Code was previously written to discourage two-car garages in Old Town, and if that was the case they were going in the wrong direction. Assistant Director Ward reported that two-car garages are discouraged but allowed in the Historic District. She clarified that the Code described the Maximum Driveway Width as 12 feet.

Commissioner Suesser remarked that allowing two 10-foot driveways would encourage more two-car garages in the Historic District. She noted that one of the ways the Code discouraged two-car garages was by restricting driveway width to 12 feet.

Commissioner Van Dine commented that from a design standpoint, it is more awkward to try to park cars with a 12-foot driveway. She liked the proposed amendment and felt it fit with the character of Old Town with smaller garages.

In response to Commissioner Frontero's inquiry as to whether the proposal would encourage two-car garages, Commissioner Van Dine noted that the proposed amendment would only apply to infill development and would make the new properties look more consistent with the rest of the neighborhood.

There was discussion about adding language requiring a vertical element to the landscape buffer. Commissioner Van Dine sought clarification that the consensus was that the vertical element could be met with bushes as opposed to a solid element. She suggested including a minimum plant height or hard structure.

Commissioner Shand agreed but noted that if the landscaping includes tall grasses that die off in the winter, the strip would then be used for parking. On the other hand, he felt that a two-foot concrete wall in that strip could cause damage to vehicles and would eliminate the availability of that area for snow storage. He suggested that a good compromise would be to require bushes within the landscape strip.

Chair Hall asked Staff for proposed wording requiring a vertical element. Assistant Director Ward stated that if they had consensus from the Planning Commission on what the vertical element would look like, Staff could review it with the Engineering Department for site requirements. There was consensus requiring a vertical element and directing Staff to review it with the Engineering Department. Assistant Director Ward felt Staff could make these changes prior to the matter going to the City Council. Chair Hall noted that the Planning Commissioners could weigh in at that City Council meeting as well.

In response to an inquiry from Commissioner Johnson, Planner Tubbs stated that the smallest Old Town Lot that this configuration could fit on would be a traditional two-lot parcel totaling 50 feet in width. She then corrected herself and reported that it could fit on a 1 ½ Old Town Lot.

Commissioner Suesser reiterated her position that they were moving in the wrong direction and felt that retaining the 12-foot driveway would help to discourage two-car garages in Old Town. This proposal would add a lot more pavement and concrete in Old Town and would encourage two-car garages. She was opposed to moving in this direction. She added that the 18-inch

landscape strip would be difficult for the homeowner to maintain, and would not likely beautify these driveways.

Commissioner Johnson understood that Commissioner Suesser felt this amendment would encourage two-car garages. Commissioner Suesser explained that under the current Code, it was awkward to have a two-car garage with a 12-foot wide driveway. With the proposed change, they would allow an owner 20 feet to get into their garages, which would make it easier and more desirable to have a two-car garage. Commissioner Johnson noted that the current Code was written to discourage it to a point where there were fewer two-car garages. Commissioner Suesser understood the property owner's position that they could install a two-car garage, but only have a 12-foot driveway, but felt that helped to discourage two-car garages. Assistant Director Ward added that they often see Building Permits to replace and repair driveways and they hope that for those that were built out of compliance, they could give something to those properties where a two-car garage was already built. She noted this would be a solution that would minimize what is on a property currently, but still allow for use of the existing structure.

Commissioner Sigg wondered how a 12-foot wide driveway worked with a two-car garage. As a retrofit, he acknowledged that provided context in how this proposal could clean up a non-conforming condition that could be brought into compliance.

Chair Hall noted that there was no clear consensus and that Commissioners Van Dine, Shand, and Johnson agreed with requiring a vertical element. She also noted Commissioner Suesser's opposition to the substantive modifications.

Commissioner Suesser noted that line 711 of the Draft Ordinance refers to "guidelines."

Chair Hall sought input from Commissioners Frontero and Sigg on whether they would like a vertical component. Commissioner Sigg hoped to see a vertical component to offset the two driveways. He acknowledged that the proposal would add more curb cuts, and felt the Commission had to determine whether the 12-foot driveway would be enough to discourage two-car garages.

Commissioner Frontero initially felt the proposal was acceptable but understood Commissioner Suesser's position that the 12-foot maximum driveway width would discourage two-car garages. He noted that the Code discourages but does not restrict owners from building two-car garages. Owners can have a two-car garage but it would be difficult to park. The proposal would make it easy for owners to park in two-car garages and would not discourage two-car garages as much as the current Code. He was not in favor of the new design plan and stated that they should retain the single 12-foot curb cut. If new development wishes to add a two-car garage, he asked how it would be parked. Planner Tubbs acknowledged that was a great question.

Commissioner Van Dine posited that the current Code encourages not looking like the rest of town, because owners will build two-car garages in any event. They could maintain the 12-foot maximum width, but they would be encouraging people to not conform to what they want Old Town to look like.

Commissioner Frontero stated that Old Town has mostly one-car garages and this would only apply to 1 ½ or two Old Town Lots, which he felt was a minority of Old Town lots. He felt that

even with a larger lot, an owner could build a two-car garage in a tandem configuration rather than side-by-side, which he felt was more in keeping with Old Town.

Commissioner Johnson asked if they could limit the driveway length and noted some of the properties with longer driveways. He felt the proposal could work in the majority of Old Town for certain properties.

In response to Commissioner Shand's inquiry, Planner Tubbs reported that two driveways for two garages were currently allowed in the Code, but noted that was not common. Commissioner Shand felt that each Commissioner had a different picture of what a Lot would look like, and commented that if the garages were set further back from the curb, there might be enough room to have a single 12-foot cut and enough room to maneuver into the second garage. He did not believe that the driveway configuration would have any impact on the number of cars coming into town. If owners can build two garages, they will.

Commissioner Shand asked if there was a way to address this on a case-by-case basis, subject to the Planning Commission's recommendation to the City Council. He echoed Commissioner Johnson's point that it would depend on the Lot. He understood the positions of the Commissioners but stated it seemed that either scenario could work in a particular situation.

In response to an inquiry, Assistant Director Ward explained that the graphic depicting a disallowed driveway configuration was based on the current Code that proscribes a 12-foot maximum driveway width. Building Permits are often conditioned on that standard but often do not reflect what is actually built. She added that they see 27-foot wide driveways in Old Town. She explained that one of the challenges they have tried to address was situations where the as-built condition exceeds the approval as conditioned. For those homes with two garages, they want to bring them into compliance when they come in to do an upgrade. She noted there might be a distinction between what is already built and new construction.

Chair Hall asked if there was a distinction between the curb cut and the driveway. Assistant Director Ward stated that the current Code did not address curb cuts.

Chair Hall understood that Commissioner Suesser might be agreeable to a 12-foot curb cut with the acknowledgement that the actual driveway might be wider to allow access to both garages. Commissioner Suesser added that the curb cut had the biggest impact on the public and was often landscaped to minimize the impact.

Commissioner Sigg echoed Commissioner Johnson's comments that all of the lots are different and he wanted to make sure they were not looking at this in a static condition where they assumed every Setback was the same. He questioned whether they could tie this to how far the Front Setback extended from the right-of-way, and noted that if someone had a particularly deep Lot, the house could be set further back. In that situation, the notion of having a flared-out driveway to access two garages would become less intrusive. He felt that they were looking at this as though every front setback is the same, but that is not the case. If the extent that the driveway could flare out was directly correlated to how far the home was set back, then perhaps there was merit to one curb cut.

Commissioner Suesser suggested applying this new concept to existing driveways that apply for upgrades. They could keep the 12-foot maximum width requirement, but for those properties in

violation, they would be required to install the landscape strip when they apply for upgrades. She noted there were many driveways in violation by exceeding the 12-foot maximum width.

Commissioner Frontero commented that if they introduced the landscape strip, they would be introducing two curb cuts. Commissioner Suesser felt they would split up the curb cut with an 18-inch buffer.

Commissioner Johnson suggested a lot size restriction for two driveways and mentioned 50-foot wide lots. Commissioner Suesser still preferred the 12-foot curb cut. Commissioner Johnson reasoned that if they imposed a minimum lot size requirement for two driveways, then smaller lots would have a single curb cut, and anything larger than 50 feet wide could obtain approval for a side-by-side garage and two ten-foot driveways. Commissioner Suesser felt that this suggestion would assume that a 12-foot curb cut did not discourage garages; whereas she felt that it did.

Chair Hall noted that the Draft Ordinance includes one paragraph that included the bulk of the substance and suggested looking to see if modifications could be made. Her review of the language highlighted the distinction between “curb cut” and “driveway.”

Looking at the language, Commissioner Johnson suggested adding language after “side-by-side garages” as follows: “Two driveways are permitted for two side-by-side garages on lots 50 feet wide and larger.” Commissioner Van Dine noted that the Commission just limited Lot Combinations. Commissioner Suesser reiterated her support for the new design with respect to driveways that were not currently in compliance and that apply for revisions or Planning Department approvals.

There was discussion about the burden of tearing out an existing driveway or installing an 18-inch green strip to bring the driveway into compliance. Assistant Director Ward confirmed that would be the case for property owners who proposed changes to a non-compliant driveway.

Commissioner Frontero sought confirmation that Commissioner Suesser might be comfortable requiring that current homes that seek renovation of their driveways must be brought into compliance. Commissioner Suesser agreed with the added statement that this should only apply if the property was not in compliance with the 12-foot curb cut.

Commissioner Frontero confirmed his understanding that Commissioner Suesser would like to keep the 12-foot maximum width for new infill.

In response to an inquiry, Assistant Director Ward explained that the 10-foot recommendation and 12-foot maximum became effective in 2019. She recalled that in the 2007 Code, the 12-foot maximum was a recommendation and not a requirement. Commissioner Suesser observed this was why they had so many 22-foot driveways in Old Town.

Chair Hall commented about the unintended consequences of the owners not seeking to renovate non-compliant driveways. She referenced the first sentence of subsection (6) and wondered if they could distinguish “curb cut” from “driveway.” She suggested that if there was one curb cut, they could still have a wider driveway to access both garages, whereas if the Commission allowed two driveways, then an applicant could have two curb cuts. Chair Hall noted that her suggestion would make the graphic on the left compliant because the focus would be on the width of the curb cut, not the driveway.

Commissioner Van Dine reiterated her position and felt that Chair Hall's suggestion did not fit with the character of Old Town. Minimizing the driveways and the amount of payment was more desirable and she supported the Draft Ordinance as written.

Chair Hall noted that Commissioner Suesser would prefer the left diagram to the right diagram. Commissioner Suesser clarified that was not necessarily her position, but felt that keeping the 12-foot driveway width and curb cut would discourage two-car garages. She stressed that a 12-foot curb cut versus a 20-foot curb cut was preferable.

Chair Hall questioned how wide a driveway to a two-car garage could be with only one 12-foot curb cut. She felt at some point the driveway would have to exceed 10 feet wide to provide access to the two-car garage. City Attorney Harrington reminded the Commission that the State has pre-empted local municipalities from design guidelines statewide, with some exceptions. Park City was able to convince the State that it deserved an exception to this by virtue of the fact that it has a Historic District and was balancing private property rights in new construction versus preservation of the quality of Old Town. All of the comments captured the balancing perspectives but noted that it was important to align function with pragmatics. If the Commission did not want two-car garages, then there should be a zoning discussion where it could be addressed as a zoning matter.

City Attorney Harrington did not recommend using design guidelines to achieve a result on the structural build-out because that would increase the danger of the City losing its Design Guidelines or Driveway Regulations altogether. He commented that they receive a lot of complaints that this Code does not make sense, and if they allow two-car garages but do not allow a way to use them, that is not a good argument. He felt the Commission was on the right track in terms of identifying what they want to prioritize and they could direct Staff to come back with a couple of options as discussed. If they do delay a decision on this item, he recommended the Planning Commission conduct a survey of the existing conditions so they know what they are influencing and achieving by this amendment.

City Attorney Harrington did not necessarily agree that single-car garages predominated in Old Town. He stated it may be true of Historic Structures, but questioned whether that could describe all the districts. He added that imposing zoning that would make everyone non-conforming would influence the defensibility of the regulation. He recommended that the Commission direct Staff to make some further modifications and hit the issue of two-car garages head-on, rather than through driveway regulations.

Commissioner Johnson suggested deleting "within the required setback," as that would still allow the existing non-conforming driveways. Assistant Director Ward reported that "within the required front setback" is not in the current Code.

Commissioner Suesser supported moving toward the 12-foot curb cut with a flare out to access a two-car garage. She felt this was a better solution than having two 10-foot wide strips coming to the right-of-way. Commissioner Johnson described one way they could get there was by using a flare-out to get to their two permitted garages. He noted that some properties would not be able to install two side-by-side driveways.

In response to Commissioner Van Dine's inquiry, Planner Tubbs explained that the reasoning behind disallowing a flare-out was to discourage additional vehicles from being parked outside

of structures. Commissioner Shand observed there would still be cars parked on two 10-foot driveways.

Commissioner Frontero did not think the reasoning behind two 10-foot driveways would reduce cars being parked in front as opposed to the flare-out. Commissioner Suesser agreed.

With regard to the flare-out not being allowed, Commissioner Frontero stated he was surprised and felt that should be an allowed design in certain circumstances. He did not find the argument that the flare-out would result in more parked cars to be a strong one. He wanted to see the flare-out become an allowable design.

Commissioner Shand understood the prior comments as suggesting that a single 12-foot curb cut could service two garages, and if two driveways were servicing two garages, they were limited to 10 feet each. Commissioner Frontero agreed that these two options should be considered. There was discussion as to how this determination would be made. Commissioner Frontero expressed that the flare-out could have an additional calculation ratio to avoid large amounts of concrete.

Chair Hall suggested language along the lines of a 12-foot curb cut with a driveway reasonably necessary in width to access both garages as determined by the Planning Department. Commissioner Johnson felt the front setback would cover this issue, and as long as the flare-out started past the Front Setback. Commissioner Johnson felt the compromise would be to define option 1 as "new single driveways shall not exceed 12 feet in width within the required Front Setback..." Option 2 would then be the two 10-foot driveways with an 18-inch landscape strip with vertical elements. City Attorney Harrington stated that given the depth of the discussion, he would prefer to bring the language back before the Planning Commission for final action. Commissioner Van Dine agreed and wanted to see what the language would look like. City Attorney Harrington also suggested inviting the City Engineer who could walk through some of the variables with different lots so the Commission could see if it was possible. For example, a Right-of-way line might not allow for a turning radius that would meet the Engineering Code for the second garage door.

Commissioner Suesser liked the idea of adding this element to current non-compliant driveways that apply for renovations. She did not like the idea of allowing the option of two 10-foot driveways for new construction or infill development. She wanted to maintain the 12-foot curb cut for new infill construction and require the installation of a landscape strip for any non-compliant driveways that come in for renovations.

Commissioner Shand asked about the impact on street parking by having two curb cuts and wondered if that was of interest to the Commission. Commissioner Suesser did not believe that encouraging an extra driveway to discourage street parking was a good idea because it would just encourage more concrete and would detract from the historic feel of Old Town.

Commissioner Van Dine observed that an unintended consequence of two 10-foot driveways would be the reduction of parking.

Commissioner Suesser felt that currently there were a lot of restrictions for on-street parking in Old Town, and some on-street parking for service people was necessary. Putting in extra curb cuts to reduce on-street parking would not be a good path.

Chair Hall was unsure if there was consensus at this point on the substance of the amendment; however, she felt there was consensus to continue this item.

Commissioner Johnson understood the point about hearing from the City Engineer but felt that the Front Setback would be good. He also noted the Code would be updated again soon with illustrations, so they would have a chance to review this again at some point in the near future. He expressed a preference to move forward tonight.

Chair Hall agreed but felt that with a true policy decision on the make-up of Old Town, she would defer to the City Council and the public. She noted that some of the changes were administrative, but this issue was more of a policy discussion on what they want to encourage in Old Town.

Commissioner Frontero also did not want to continue this item, to which Commissioner Suesser disagreed. He asked Commissioner Johnson to set forth his position and felt they could potentially vote on that.

Commissioner Johnson focused on Subsection (6) and would include two options. They would add to the first sentence "New driveways shall not exceed [10 or 12] feet within the required Front Setback." He acknowledged they could further discuss whether they keep the Maximum Driveway Width at 12 feet, or reduce it to 10 feet. He would then keep the language regarding allowing two driveways for approved two-car side-by-side garages. He stated the first section would give owners the option to build a tandem if they could make it work outside of the Front Setback, and stressed there would be some engineering restrictions on having a tandem driveway. If an owner gets an approved side-by-side garage, they could choose option B, which would be two 10-foot wide driveways with the landscape strip. He felt this would be more applicable to the properties with shorter Front Setbacks. He emphasized that illustrations would be added in the near future and this section would be back before the Commission for additional edits at that point. He also mentioned adding the vertical element to the landscape strip.

Commissioner Shand observed that if someone were to opt for a tandem driveway with a 10-foot cut, the vertical element should be mandatory. Commissioner Frontero agreed. He felt that the curb cut in either option should be 10 feet. Therefore, the first option would allow an owner to construct a flare-out to the second garage, and option 2 to allow the construction of two 10-foot driveways with a vertical element in the middle. Commissioner Sigg stated that the only way to access would be to create a retaining wall at the road because he felt you would not bring in two driveways off of a road that is sloped. He felt that linearity at grade would protect the character of Old Town.

Chair Hall raised the issue of clarifying "driveway" versus "curb cut." Assistant Director Ward understood that the Commission was interested in a 10-foot maximum curb cut for both options. The first option would allow a 10-foot wide driveway within the Front Setback, with a flare-out. She noted the maximum driveway for a Single-Family Home was 27 feet, so they could establish a maximum flare-out for option 1. The second option would allow a 10-foot maximum curb cut with two driveways and a vertical element as recommended by the City Engineer.

Chair Hall felt Assistant Director Ward's summation was accurate. Commissioner Frontero would support the proposal as summarized.

Assistant Director Ward commented that they could limit the maximum width of the flare-out to the minimum dimensions for the two-car garage, which would result in a 20-foot driveway. She confirmed that option 1 would not require the landscape strip. Chair Hall noted that the 20-foot maximum was okay as long as the garages were not touching. Assistant Director Ward added that due to the two-foot offset requirement for two-car garages, they would need a 22-foot maximum width for the flare-out. Commissioner Suesser suggested going back to the 12 feet for the flare-out option because reducing it to 10 feet could discourage that design. There was agreement.

MOTION: Commissioner Frontero moved to forward a POSITIVE recommendation on Land Management Code Amendments regarding Driveways in the Historic District, consistent with the summary provided by the Interim Planning Director and the redlines. Commissioner Shand seconded the motion.

VOTE: Commissioner Frontero-Yes; Commissioner Shand-Yes; Commissioner Johnson-Yes; Commissioner Sigg-Yes; Commissioner Van Dine-No; and Commissioner Suesser-No. The motion passed 4-to-2.

The Commission took a short recess.

C. 8200 Royal Street, Stag Lodge Phase I Units 11 & 12 – Condominium Plat Amendment – The Applicant Proposes to Combine Units 11 & 12 Into One Unit in the Residential Development Zoning District. PL-23-05930.

City Planning Technician, Connor Dahlquist reported that Stag Lodge Phase 1 Condominium Plat was recorded in 1985 and created a 24-unit condominium within the Deer Valley's Silver Lake neighborhood. The development was limited to 52 units, with no unit size restrictions. Combinations similar to that sought for Units 11 and 12 had been approved for other units within the development. Planner Dahlquist reported that the Homeowners' Association ("HOA") approved the Unit combination on October 4, 2023. The proposal complied with the Residential Development Zoning District, parking requirements, and the Deer Valley Master Planned Development. The proposed changes were internal and neither the Building Footprint nor Open Space would be affected. The proposed Condominium Plat Amendment complied with the LMC with respect to combining units. Staff recommended Condition of Approval 3 that "All Conditions of Approval of the Stag Lodge Condominium plats as amended, and the Deer Valley MPD as amended shall continue to apply."

Planner Dahlquist reported that Staff found good cause for the proposed Condominium Plat Amendment, as it would not alter the Footprint or Open Space of the Lot, there would be no negative impacts to the public and would not create any non-conformities. Staff had not received any public input and recommended the Commission review the Condominium Plat Amendment, hold a public hearing, and consider approving the Plat Amendment subject to the Findings of Fact, Conclusions of Law, and Conditions of Approval contained in the Draft Final Action Letter.

Chair Hall opened the public hearing. There was no public comment. The public hearing was closed.

Commissioner Sigg asked if combining units in the MPD where there is an allocated number of units would open the door for additional construction. Senior City Planner, Alexandra Ananth acknowledged that was a good question and something she had not been asked previously. To construct an additional unit there would need to be approval from the HOA, and the plat would need to be amended to ensure that the development was maintaining parking and Open Space requirements. Technically, because there are no size limits and the Deer Valley MPD allows for 52 units, the possibility for another unit would exist. She noted she was not 100% sure about this and would defer to legal counsel.

Commissioner Van Dine stated that it would come back before the Planning Commission in any event. In addition, she stated they could add a Condition of Approval to this Plat Amendment that no additional unit would be allocated anywhere within the MPD and no new units constructed. City Attorney Harrington explained that they have added similar conditions on other approvals, and it would be appropriate in this instance.

Commissioner Sigg would like to include it as a Condition of Approval. Chair Hall supported that, as did Commissioner Frontero. Commissioner Frontero stated that this application still requires the Commission to find good cause. He has struggled with that concept in the past and wondered if there was good cause for this Plat Amendment. He understood the owner would have a larger unit, but he did not see any cause beyond that. He also referenced page 5 of the Staff Report which lists three things that would mandate against a unit combination and would like something more specific on those three items. He noted that the Staff Report informed that the "Building Department reviewed the proposed Plat Amendment and there were no concerns at present and would review plans prior to the issuance of any Building Permits." He asked if that statement was meant to address the three issues he mentioned.

Planner Ananth reported that the Building Department reviewed the proposed Plat as part of the Design Review Committee, and they were looking at the Condominium Plat rather than structural building permit plans for how the applicant would merge the units. She noted that the three items referenced on page 5 of the Staff Report would be addressed more during the Building Permit phase when actual plans would be submitted and reviewed.

Commissioner Frontero sought clarification that they were counting on the Building Department to review the plans and address these issues specifically before a Building Permit was issued. Planner Ananth confirmed. Commissioner Suesser concurred with Commissioner Frontero's comments regarding good cause given the definition they had to work with under the Code but was not opposed to this application.

Chair Hall requested a review of language for Condition of Approval 4 and there was discussion regarding the language to be included. There was agreement that Condition of Approval 4 should be included as a plat note.

Commissioner Sigg assumed the Building Department would review the application in the context of the entirety of the Lodge. He mentioned that there were a lot of utilities that likely fall within the common area in the walls, and he assumed the Building Department would look at all of that and wondered if that should be mentioned in the Conditions.

Commissioner Van Dine stated that the Building Department would look at these issues and felt that they could count on the Building Department to do the job they are required to do. She added that if the Commission starts nitpicking everyone else's job that could become difficult.

Commissioner Sigg assured that he was not challenging anyone's expertise, but on the issue of good cause, he wanted to ensure that no other property owners would be affected by this combination. It was noted that these applicants had HOA approval and two other unit combinations had been approved. With that, Commissioner Sigg expressed satisfaction.

MOTION: Commissioner Shand moved to APPROVE 8200 Royal Street, Stag Lodge Phase I Units 11 and 12 – Condominium Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended, and set forth in the Draft Final Action as follows:

Findings of Fact

1. The property is located at 8200 Royal Street.
2. The site consists of Units 11 & 12 of the Stag Lodge Phase I Condominium development.
3. The property is in the Residential Development (RD) District.
4. The property is within the 12th Amended Deer Valley Master Planned Development.
5. On November 29, 2023, the property was posted and notice was mailed to property owners within 300 feet.
6. On November 29, 2023, Legal notice was published in the Park Record.
7. The City received a complete Plat Amendment application for the Stag Lodge Phase 1 Amended Plat, Amending Units 11 & 12 on November 16, 2023.
8. The proposed changes include combining Units 11 (2,272 sq. ft.) & 12 (2,283 sq. ft.) to make one 4,555 sq. ft. Unit by converting the Common Area wall between the two units to Limited Common area.
9. The hallway entrance at Unit 12 will be enclosed, increasing the square footage by 16.5 square feet.
10. The Stag Lodge Condominium development is limited to 52 Units with no Unit size restrictions.
11. The proposed amendment does not increase the number of Units.
12. No exterior changes are proposed.
13. The footprint of the structure will not change.
14. The proposed amendment does not alter the Open Space.

15. The proposed amendment is compliant with parking requirements, two spaces total.
16. The Applicant provided evidence of HOA approval for the Condominium Plat Amendment.

Conclusions of Law

1. There is good cause for the Condominium Plat Amendment to combine Units 11 & 12.
2. The Plat Amendment is consistent with the Park City Management Code and applicable State Law regarding Condominium Plat Amendments.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the Conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the Conditions of Approval, prior to recordation of the plat.
2. The Applicant will record the plat at the County within one year from the date of Planning Commission approval. If recordation has not occurred within one (1) year's time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration and an extension is granted by the Director of Planning.
3. All Conditions of Approval of the Stag Lodge Condominium plats as amended, and the Deer Valley MPD as amended, shall continue to apply.
4. A plat note shall state that the action of combining units does not entitle Stag Lodge to any additional square feet or new Units. This applies to all phases of the Stag Lodge development.

Commissioner Sigg seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

7. WORK SESSION

- A. Temporary Structures Design Regulations** - The Planning Commission Will Review Proposed Standards for Temporary Structures Including Tents, Globe Shelters, Enclosures, and Other Structures Installed in the Historic Commercial Business and Historic Recreation Commercial Zoning Districts on a Temporary Basis.

Planner Tubbs reported that the Planning Commission held a walking tour of a few structures on Main Street to look at Temporary Structures in the Historic District. On October 4, 2023, the Historic Preservation Board held a Joint Work Session with the Planning Commission and both bodies recommended that the Planning team research guidelines for Temporary Structures and move toward enacting an ordinance to govern those structures. The Planning team researched several comparable resort towns with Historic Districts and discovered that none of them had design guidelines for Temporary Structures. Therefore, to their knowledge, Park City would be the first to enact such requirements.

Planner Tubbs directed the Commission to the proposed new section of the Code that would codify Standards for Temporary Structures in Historic Districts. The proposed standards were based on requirements for Primary Structures, and Staff worked on maintaining compatibility between primary structures and Temporary Structures, particularly when they have the seasonality component. With regard to Material Requirements, they want to ensure that the materials utilized on Temporary Structures are durable and of good enough quality to be able to withstand their use and the elements. She reported they were also recommending that the materials be non-reflective for the comfort of the general public.

Planner Tubbs reported that they recommended neutral colors be required, and specifically earth tone colors were recommended. She noted this was also a requirement for Primary Structures in the Historic Districts. No more than three different materials would be permitted on each façade, which is also a requirement for Primary Structures. Staff also recommended that the Temporary Structure utilize the same or similar materials as found on the existing Primary Structure. Staff recommended that any glazing would need to be clear and no finishes such as metallic treatments, frosting, or tinting would be allowed. It would also be required that there be an approximate similarity between the amount of glass on the Temporary Structure as there is on the Primary Structure, and the glazing would be required to be durable.

Lighting for the Temporary Structures would be required to comply with the Architectural Design Guidelines and be Dark Skies compliant. She also noted that this section of the Code would also prohibit any additional signage on Temporary Structures and allow only minimal decoration. Staff also recommended that any roof structure on a Temporary Structure be pitch, gabled, pyramidal, or shed roof forms, which are the predominant roof forms in the Historic District. Applicants would be encouraged to match the roof form of the Primary Structure. Staff also included a provision that any Temporary Structure could not be directly connected to historic materials. If an applicant wanted to attach a Temporary Structure to a historic building, she explained they would have to ensure that there was no actual physical attachment to those historic materials.

Finally, Planner Tubbs reported that Temporary Structures would only be permitted within the public right-of-way under a Special Event permit, a Master Festival license, or an Encroachment Agreement. The proposed standards were presented to the Historic Preservation Board last

week, and the Board recommended that fixed and stand-alone Temporary Structures be permitted to have some additional glazing and flexibility for the amount of window-to-wall. The Board also encouraged the allowance of glazing treatments such as tinting or frosting of windows on Temporary Structures in order to prevent occupants from experiencing excessive brightness or heat while using the structure. She also noted the Board recommended the City consider allowing additional exterior materials or more flexibility in the wall materials to encourage energy-efficient heating and cooling systems.

Planner Tubbs presented the draft language and invited the Commission to provide comments regarding the proposal or the walking tour. She reported these amendments would return to the Commission on a future date for a formal recommendation.

Chair Hall stated there would be no public hearing as this was a Work Session item. A public hearing would be held if and when this item comes back on the Regular Agenda.

Commissioner Van Dine asked how the changes would impact Riverhorse. Planner Tubbs stated that once the current enclosure is removed from that location, they would then go through the review process, and depending on the position of window tinting, the glass treatment might change. Additionally, the amendments might also result in an overall reduction of glass to be more consistent with the Primary Structure.

Commissioner Van Dine was interested in knowing what substantive changes Riverhorse would be required to make to comply and noted that the other Temporary Structures on Main Street already comply with the exception of The Yurt.

Chair Hall felt that The Yurt complies with the draft amendment. Planner Tubbs posited that The Yurt would not meet the new criteria because the walls are of canvas material and the glazing they used is film plastic. Chair Hall commented that of the three Temporary Structures the Commission viewed before tonight's meeting, The Yurt would not comply, Grappa and the Alpenglobes would comply, and Riverhorse would not comply because it was attached to the Historic Structure. Planner Tubbs added that the Riverhorse might also need to make some modifications to the Balcony Enclosure.

Planner Tubbs explained that the Alpen globes they viewed at Grappa and Butcher's would comply with these requirements because they were of wooden frame material. She noted that wood is a very common exterior material in the Historic District, and the glazing utilized on the dining globes is Plexiglas, which would be an allowed material under the new Code. She noted that given the lighting requirement, the lighting within those structures would still need to be Dark Skies compliant and comply with the Architectural Design Guidelines. Because there is so much glazing in the dining globes, they would want to prevent that light pollution. She explained that they would have to modify the light fixtures to be fully shielded and downward directed and otherwise Dark Skies compliant.

With regard to the balcony enclosure at Riverhorse, Planner Tubbs stated that the tinted glass might or might not be compliant, depending on whether the City determines tinted glass to be appropriate or not. She felt the overall amount of glass at Riverhorse might need to be evaluated, and the owner might look into blocking off some areas of glass so they would appear as a solid wall. Finally, The Yurt at Butcher's would not be compliant given the canvas walls and film plastic glazing on the windows.

Commissioner Suesser asked if the ceiling of the Riverhorse enclosure complied with the proposed amendment, and noted that the roof was frosted or textured. Planner Tubbs reported that would be non-compliant. Commissioner Suesser noted the feedback of allowing more flexibility for energy efficiency and asked if that was why the windows on the Riverhorse enclosure were tinted. Planner Tubbs explained that the feedback received from the operator of the Riverhorse enclosure was that tinting reduced the overall amount of heat and glare from the sunlight, and the Historic Preservation Board found that it would be appropriate to allow some flexibility in that regard to ensure that occupants were as comfortable as possible.

Planner Tubbs noted that the Historic Preservation Board's feedback had not yet been incorporated into the proposed language of the amendment, and explained that they wanted feedback from both bodies before they returned with revisions.

Chair Hall asked Planner Tubbs to explain the definition of Temporary Structure. Planner Tubbs acknowledged that some Temporary Structures seemed not very temporary, and explained that all Temporary Structures would be required to obtain approval in accordance with the other adopted sections. Those sections outline a certain time frame that those structures would be permitted to be up. For example, the Temporary Balcony Enclosures were permitted between November 1st and April 30th and must be removed each year. Assistant Director Ward reported that the Alpen globes had a 180-day maximum, but most of them have an allowed installation time that is reduced to 3 or 4 months. If an operator violates the maximum time allowed, Planner Tubbs stated it would typically go through the civil enforcement process.

Commissioner Frontero sought confirmation that the Temporary Structure at Riverhorse had not come down for three seasons. Planner Tubbs was unsure when it was last removed, but acknowledged it had been up for over one year. Assistant Director Ward added there were some exceptions during COVID-19, and the Temporary Winter Enclosure Pilot Program was scheduled for City Council consideration in their next meeting. She added that when this first came to the Council's attention, they allowed that structure to remain through April 2024; however, in general, there is a requirement for the date of installation and date of removal.

Chair Hall asked if there was a maximum size for a Temporary Structure. When Planner Tubbs replied in the negative, Chair Hall indicated she would be interested in exploring the maximum size and height of a Temporary Structure. Commissioner Suesser felt that would be site-specific and referenced the tent they permitted behind the Peaks and the tent at the St. Regis. Chair Hall noted that this amendment applied only in the Historic Districts.

Commissioner Frontero liked the Alpenglobe structures, and depending on the size of a deck, he would not feel the need to restrict the number. Commissioner Suesser agreed and mentioned the tent in Bob Wells Plaza during Sundance and other tents. She questioned the importance of trying to come up with a maximum size.

Commissioner Sigg raised the prospect of differentiating between special events and day-to-day operations. Assistant Director Ward reported that everything they were looking at under Title 15 of the LMC would be for a Temporary Structure that is not associated with a special event. The structures for a special event go through a different review and are governed by a different Code.

Commissioner Van Dine noted that this amendment would apply to very few properties. Planner Tubbs stated that Winter Balcony Enclosures applied to three properties on Main

Street. Overall, properties in the Historic Districts could request Temporary Structures, however, the majority would not be allowed to request a Balcony Enclosure.

Planner Tubbs noted that High West and Grappa were both Historic Structures and would not be permitted to enclose. Three properties could have Balcony Enclosures.

Chair Hall asked about the backside of Swede Alley. Planner Tubbs stated that Staff had not heard from operators on Swede Alley or Main Street regarding interest in enclosing portions of the buildings on Swede Alley. Commissioner Frontero asked if those operators would be prevented from installing an Alpen globe on their deck. Planner Tubbs reported that to install an Alpenglobe, an operator would be required to go through the Temporary Structure permitting process, but it was something these operators could pursue.

Commissioner Johnson supported the glazing section as written. He disagreed with the discussion before the Historic Preservation Board and did not feel they should be flexible on the glazing. He noted that if the structure at Riverhorse is taken down during the summer, heat is not an issue. During the winter, the heat might make it more efficient. He added that clear glazing was also more in line with the Historic District. He reiterated that he felt the windows should be clear and transparent. He noted an issue with the Plexiglas at the Alpenglobes as it scratches easily and might get fogged up.

Commissioner Johnson stressed that in the Historic District, and Main Street in particular, these structures were temporary and used to gain occupancy in the wintertime. If a space gets too hot, it would more likely be in the summertime when the structure is down. He noted there were no restrictions on umbrellas.

The Commission agreed with Commissioner Johnson's comments on glazing. Commissioner Shand noted there were other means of shielding the sun.

Chair Hall noted there was consensus that the Commission disagreed with the Historic Preservation Board in regard to window glazing.

Commissioner Sigg commented about consistency and what they observed at Butcher's where they had two different types of Temporary Structure. Having The Yurt next to the Alpenglobe looked random and he wondered the extent they could mandate that there must be uniformity to multiple Temporary Structures. He felt it was important to have a consistent look, and acknowledged it did not have to be over the whole street; however, for each applicant, there should be a consistency to the visual aesthetic. He also noted that at Grappa one could only circle the globe halfway, and wondered whether that was a Fire Code issue. He suggested also looking at the site planning of the structures in the space to ensure health, safety, and circulation.

Commissioner Sigg referenced the scale of the Balcony Enclosure at Riverhorse and observed that he could not see the façade of the building anymore. The aesthetic of that building has been dramatically changed and the Temporary Structure essentially masked the building. Finally, Commissioner Sigg mentioned connective finishes and suggested consistency to preserve the aesthetics in town. He commented that the connection at the Riverhorse seemed to be tacked together and did not look good. Commissioner Suesser agreed.

Commissioner Suesser did not understand why the Yurt clearly fell outside of the proposed amendment. Planner Tubbs stated that if the Commission wanted to recommend that canvas be a prohibited material, Staff could add that language. Chair Hall felt that the globes were minimally invasive, and the juxtaposition of them with the Yurt made the Yurt look bad. She felt it made more sense to have five globes for consistency. Commissioner Van Dine felt that part of the aesthetic was trying to get see-through structures so they still see the elements, and a yurt was completely contrary to that aesthetic. She felt they needed to either go in the direction of the globes, with clear glazing and being able to see through the structures or allow canvas or opaque structures.

Commissioner Johnson focused on the energy efficiency component that could be added. In terms of the Yurt, design aside, they had four large heating units, as opposed to one in the globes. From an energy efficiency standpoint, he felt they were contradicting their goals as a City by having that type of structure. He agreed that they do not want to obstruct the historic character, and suggested language to promote an energy-efficient design. Commissioner Suesser agreed.

Planner Tubbs reported that the yurt at Silver Star was outside the Historic District, and although there were several Historic Structures within the Silver Star development, if it is not associated or attached to one of those structures these provisions would likely not apply. Chair Hall felt that off of Main Street, yurts were wonderful, but agreed that on Main Street they felt very closed off. Commissioner Van Dine agreed.

Commissioner Suesser agreed that they should add language regarding energy efficiency and sustainability of Temporary Structures. She felt that might eliminate the ability of someone to install a yurt in the Historic District.

Commissioner Sigg asked about prohibiting certain types of Temporary Structures. Commissioner Frontero felt a list would be problematic and preferred being able to tell an operator what they could do rather than what they could not do. Commissioner Van Dine agreed. Chair Hall echoed Commissioner Sigg's earlier comments regarding the consistency of Temporary Structures at a given site. There was support for that concept.

Planner Tubbs appreciated the feedback and stated they would make changes and bring it back at a future date.

Assistant Director Ward reported that now that they have received the initial input, the next step would be obtaining stakeholder input and engagement. She clarified some approvals for Temporary Structures would be grandfathered in, so these amendments would apply moving forward. She noted that summer decks were not considered Temporary Structures because they are installed in the Right-of-way, but they have their own requirements and regulations. They are regulated through an Encroachment Agreement.

Planner Tubbs noted that the balcony at Riverhorse was in the Right-of-way, and explained that as part of their approval process, they obtained an Encroachment Agreement with the City Council.

Chair Hall announced that the public can always email planning@parkcity.org, and Commissioners could provide additional input to Staff.

Chair Hall announced that some of the Commissioners would meet at The Annex following this meeting.

8. ADJOURNMENT

MOTION: Commissioner Suesser moved to adjourn.

The meeting adjourned at approximately 8:05 p.m.

PENDING APPROVAL

Condominium Plat Amendment

Stag Lodge Units 11 & 12

Planning Commission
December 13, 2023



1884

STAG LODGE

Stag Lodge Phase 1 Condominium Plat was recorded in 1985 and created a 24-unit condominium within the Stag Lodge development in Deer Valley's Silver Lake.

The Stag Lodge Condominium is limited to a maximum of 52 units with no unit size restrictions.

Combine Units 11 & 12 to one 4,555 sq. ft. Unit by converting the space between the two units from Common Area to Limited Common Area.

Similar combinations of units have been recorded for Units 3 & 4, and Units 25 & 26.

ANALYSIS

Stag Lodge HOA approved the Unit combination on 10/4/2023.

The proposal complies with the Residential Development Zoning District Requirements outlined in LMC Chapter 15-2.13, the Off-Street Parking Requirements outlined in LMC Section 15-3-6, and the Deer Valley Master Planned Development.

Proposed changes to are internal and do not alter the building Footprint or Open Space of the Lot.

ANALYSIS

The proposed Condominium Plat Amendment complies with the Land Management Code requirements to combine Units.

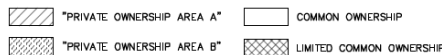
Staff recommends Condition of Approval #3, “All Conditions of Approval of the Stag Lodge Condominium Plats as amended, and the Deer Valley MPD as amended, shall continue to apply.”

RECOMMENDATION

Staff finds Good Cause as the proposed Condominium Plat Amendment does not alter the building Footprint or Open Space of the Lot, will have no negative impacts to the public, does not create any non-conformities, and is consistent with previously approved Plat Amendments for the Stag Lodge Condominiums.

Staff has not received any public input.

(1) Review the Condominium Plat Amendment; (2) hold a public hearing; and (3) consider approving the Plat Amendment subject to the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter.



UNIT	AREA (SQ FT)
11	2,272
12	2,283
TOTAL	4,555

A UTAH CONDOMINIUM PROJECT LOCATED IN SECTION 22
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

TTEST

PUBLIC SAFETY

RECORDED

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From: [deb](#)
To: [planning](#); [Rebecca Ward](#); [Council Mail](#)
Subject: [External] Inactive Applications - Please include in the Public Record
Date: Thursday, December 14, 2023 8:23:07 AM

Warning: Replies to this message will go to der0813@aol.com. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

All,

The agenda for last night's Planning Commission meeting included a communication from staff regarding inactive applications. I assumed this was a result of Commissioner Suesser requesting clarification and information regarding inactive applications during the last Planning Commission meeting on November 29th, 2023.

Unfortunately, this item was omitted from the meeting. As no one on the Commission pointed out the item had been inadvertently skipped, it leads one to believe it was omitted on purpose and the Commission was advised that there would not be any communication on the matter and to not inquire about it during the meeting. Consequently, this leads one to believe advice from legal or perhaps the Mayor and Council was given to avoid any clarification or discussion on the matter. If it was staff needed more time, why not state that as is the usual protocol? So again, why not address?

Perhaps there was fear that the discussion might lend credence to the assertion the Deer Valley Snow Park application is indeed inactive and there are valid grounds for termination.

Perhaps it would strengthen the argument that the ROW vacation before the Council tonight, December 14th is also inactive.

There had to be a reason and it's not a very far leap to assume it was determined the timing was bad for an in-depth review or discussion of what makes an application inactive as it could negatively impact the Deer Valley applications and/or strengthen the public's assertions regarding the status of either or both applications.

Whatever the reason, this again raises the issue of transparency or lack thereof and it is both concerning and disappointing.

Please include this statement in the Public Record for the next Planning Commission meeting as well as the December 14th, 2023 City Council meeting.

Deb Rentfrow

[Sent from AOL on Android](#)

PENDING APPROVAL

Planning Commission Staff Communication



Subject: Land Management Code Amendments
Author: Rebecca Ward, Planning Director
Date: January 10, 2024
Type of Item: Informational

On January 25, 2023, the Planning Commission prioritized Land Management Code amendments for the year ([Staff Report](#); [Minutes](#), p. 25). This Staff Communication provides a summary of (I) amendments recommended by the Planning Commission and enacted by the City Council; (II) amendments enacted to comply with changes to state code; (III) amendments directed by the City Council; and (IV) amendments in progress.

Typically, the Planning Commission conducts a work session early in the year to identify and prioritize Land Management Code amendments for the year. However, this year, in January and February the Planning Commission is scheduled to review pending amendments. Additionally, there are two major work sessions in January and February – one for the Bonanza Park Small Area Plan scheduled for January 10, 2024, and another for the affordable housing, parking, and transportation demand management amendments led by Lisa Wise Consulting, scheduled for February 28, 2024.

As a result, a Planning Commission work session to reassess, identify, and prioritize code amendments and liaisons is scheduled for March 13, 2024.

(I) Amendments Recommended by the Planning Commission and Enacted by the City Council:

Secure Bicycle Parking Requirements – The City’s vision outlined in [Park City Forward](#)—a supplement to the General Plan—is to embrace innovation to provide safe, year-round transportation options that promote a connected, inclusive, and multimodal mountain community and culture. Park City Forward establishes a mode share target for over 30% biking, walking, and transit by 2050. Additionally, Goal 3 of Park City’s General Plan is to “encourage alternative modes of transportation on a regional and local scale to maintain our small town character.”¹ Community Planning Strategy 3.2 is to amend the Land Management Code to “[r]equire secure bicycle parking options.”²

On April 27, 2023, the City Council adopted [Ordinance No. 2023-18](#) to establish outdoor bicycle parking and enclosed bicycle storage requirements for new developments to support multi-modal transportation.

Sensitive Land Overlay Updates – The General Plan recommends protection for sensitive lands. Goal 4 is to conserve a connected, healthy network of open space for continued access to and respect for the natural setting and Objective 6C is to support

¹ General Plan, [Small Town](#), p. 22

² General Plan, [Small Town](#), p. 24

ecosystem health, biodiversity, and natural buffers between development and sensitive lands.

On April 27, 2023, the City Council adopted [Ordinance No. 2023-19](#) to update vantage points, establish standards for trail construction and Sensitive Land Overlay evaluation when the Trails Master Plan is developed, clarify prohibitions of development within fifty feet of Very Steep Slopes, and require a soil investigation report and geotechnical report as part of the application process for properties with steep slopes at the time of land use review rather than defer to building permit review. The [Sensitive Land Overlay and Ridge Line Area map](#) and [Sensitive Land Overlay Application](#) were updated to provide clarity for applicants and to ensure the Planning Commission has the materials and information needed to evaluate compliance with Sensitive Land Overlay regulations.

Prohibition of Nightly Rentals in Chatham Crossing & West Ridge Subdivisions—
On April 27, 2023, the City Council adopted [Ordinance No. 2023-16](#) to prohibit Nightly Rentals within these Residential Development Zoning District Subdivisions.

Traffic Impact Study Guidelines – Land Management Code [Section 15-6-4\(E\)](#) establishes Planning Commission discretion to require that Applicants submit a traffic impact study with the method of modeling and scope of the study area recommended by Transportation Planning and the City Engineer. On June 28, 2023, the Planning Commission reviewed and approved [Traffic Impact Study Guidelines](#) created by the Engineering Department, Transportation Planning Department, and consultant Parametrix to establish consistency in traffic volumes analyzed for projects and to establish baseline requirements for applicant Traffic Impact Studies.

Lot Combinations in Historic Districts – Objective 15B of the General Plan is to maintain the character, context, and scale of local Historic Districts with compatible infill development and additions. Community Planning Strategy 15.12 *Historic Character Goals* encourages the City to examine lot sizes in Old Town to determine if a maximum lot size would provide more compatible mass and scale for new structures as well as additions to existing structures.

On October 26, 2023, the City Council adopted [Ordinance No. 2023-50](#) to establish a maximum lot size for residential uses in the Historic Districts to preserve the integrity, mass, scale, compatibility, and historic fabric of Old Town.

Final Action – To improve land use review efficiency, on October 26, 2023, the City Council adopted [Ordinance No. 2023-49](#) to shift final action for subdivisions and plat amendments from the City Council to the Planning Commission. Also, due to changes in state code that require building permits for single-family, duplex, and townhomes to be processed within fourteen days, staff-level review for Steep Slope Conditional Use Permits for lots 3,750 square feet or less was shifted to the Planning Commission to ensure compliance with steep slope regulations and evaluation of construction proposed for steep slopes prior to building permit submittal.

(II) Amendments Enacted to Comply with Changes to State Code:

Fractional Use of Dwelling Units – Preserving areas within Park City for primary residents is identified in the General Plan. *Sense of Community* is one of the core values and Goal 7 of the General Plan is to create a diversity of primary housing opportunities to address the changing needs of residents. Objective 7B is to focus efforts for diversity of primary housing stock within primary residential neighborhoods to maintain majority occupancy by fulltime residents within these neighborhoods.

Fractional use of condominium units in the form of Timeshares and Private Residence Clubs is not new to Park City. However, to address a new type of fractional and transient use of Single-Family Dwellings offered by companies like Pacaso, Sharetni, and Ember with properties in primary resident areas, on October 27, 2022, the City Council enacted [Ordinance No. 2022-21](#) to direct fractional use to those Zoning Districts that allow transient uses like Timeshares and Private Residence Clubs. However, on March 3, 2023, the Utah State Legislature enacted Senate Bill 271 prohibiting municipalities from regulating fractional use of dwelling units. On April 27, 2023, the City Council adopted [Ordinance No. 2023-16](#) to repeal the land use regulations enacted to protect primary resident areas.

Internal Accessory Dwelling Unit and Food Truck Definition Updates – On June 15, 2023, the City Council adopted [Ordinance No. 2023-30](#) to update defined terms to comply with changes to state code.

(III) Adopted Amendments Directed by City Council:

Water Wise Landscaping – On March 9, 2023, the City Council adopted [Ordinance No. 2023-10](#) to update water wise landscaping regulations to reflect best practices and to clarify standards. On November 16, 2023, the City Council adopted [Ordinance No. 2023-53](#) to modify the water wise regulations to reflect changes to state code to qualify for the state's landscape conversion program funding that supports turf replacement with water wise landscaping.

Creation of an Appeal Panel – On July 13, 2023, the City Council adopted [Ordinance No. 2023-36](#), establishing a three-member appeal panel to hear appeals of Planning Commission final action. On January 4, 2024, the City Council interviewed candidates for the panel ([Staff Report](#); [Audio](#)).

Temporary Winter Balcony Enclosure Pilot Program – On September 7, 2022, the Historic Preservation Board unanimously expressed support to continue the temporary winter balcony enclosure pilot program that allows for enclosures on non-historic Structures along Main Street in the Historic Commercial Business Zoning District. On October 12, 2022, the Planning Commission was split in their recommendation regarding the pilot program. The City Council considered Board and Commission input on December 15, 2022, and remanded the discussion back to the Board and

Commission.

On October 4, 2023, the Historic Preservation Board and Planning Commission held a joint work session with the majority voting to continue the pilot program for another five years through April 30, 2029. On December 14, 2023, the City Council allowed the program to continue as recommended. Because the pilot program is already codified, no amendments to the Land Management Code are required.

Amendments in Progress Prioritized by the Planning Commission:

Electric Vehicle Charging Stations and Fast Chargers – On October 11, 2023, the Planning Commission conducted a work session on potential amendments and requested that conduit for Electric Vehicle Charging Stations be increased from 20% to 50%, and that the Use Tables in Zoning Districts be updated to establish Fast Chargers as an allowed use in the Regional Commercial Overlay, General Commercial, and Light Industrial Zoning Districts, and an allowed accessory use in all Zoning Districts ([Staff Report](#); [Minutes](#), p. 10). The Planning Commission is scheduled to review and recommend amendments on January 10, 2024.

Affordable Master Planned Developments – On February 25, 2021, the City Council adopted [Ordinance No. 2021-10](#) enacting a new Affordable Master Planned Development Code to incentivize development of affordable units through increased density, a 45-foot building height, reduced open space and setbacks, and a potential parking reduction. In 2022, the Planning Commission approved the first ever Affordable Master Planned Development, The Engine House, with 99 affordable units and 24 market-rate units, currently under construction. In 2023, the Planning Commission approved the HOPA Affordable Master Planned Development with 317 affordable units. Through this initial review process, the Planning Commission identified opportunities to refine the code.

On February 8, 2023, the Planning Commission identified topics for discussion, including evaluation of the effectiveness of the code under current market conditions, potential modifications to building height, roof forms, side and rear setbacks, and setbacks for rooftop mechanical equipment. The Planning Commission also requested evaluation for units affordable to those at 30-40% Area Median Income in exchange for market-rate nightly rentals or increased allowances for commercial uses ([Staff Report](#); [Minutes](#), p. 29).

On August 9 ([Staff Report](#); [Minutes](#), p. 20) and October 25, 2023 ([Staff Report](#); [Minutes](#), p. 13), the Planning Commission conducted work sessions on amendments to the Affordable Master Planned Development Code, which are scheduled for Planning Commission review and potential recommendation on January 10, 2024.

Prohibiting Nightly Rentals in the Bald Eagle Condominium – On December 13, 2023, the Planning Commission unanimously recommended amendments to prohibit Nightly Rentals in the Bald Eagle Club Condominium as requested by the homeowner

association. These amendments are scheduled for City Council consideration on February 1, 2024 ([Staff Report](#); [Audio](#)).

Clarifying the Design Guidelines for Historic Districts and Historic Sites – General Plan Community Planning Strategy 15.4 recommends annual review of the Land Management Code and Design Guidelines for Historic Districts and Historic Sites to maintain regulatory consistency.

On December 6, 2023, the Historic Preservation Board reviewed and recommended amendments to clarify driveway standards for residential uses in Historic Districts, to replace the term “Guideline” with “Regulation” for Land Management Code Chapter 15-13 *Design Guidelines for Historic Districts and Historic Sites* because the standards are codified requirements and not recommendations, and to make minor corrections ([Staff Report](#); [Audio](#)).

On December 13, 2023, the Planning Commission reviewed the recommended amendments and forwarded a recommendation for City Council’s consideration on February 15, 2024 ([Staff Report](#); [Audio](#)).

Illustrating the Design Guidelines for Historic Districts and Historic Sites – The City first published Historic Design Guidelines in 1983 and most recently updated them in 2019. The 1983 Guidelines were 52 pages with illustrations. The 2019 Guidelines include over 27,000 words in 81 pages with no illustrations. To provide clarity for applicants, the City hired Io LandArch to create illustrations, including diagrams, photographs, and drawings defining architectural features and visualization of Land Management Code requirements for Historic Districts.

On December 6, 2023, the Historic Preservation Board conducted a work session on proposed illustrations for the Historic District regulations and is scheduled to conduct a second work session on February 7, 2024. These illustrations are designed to be incorporated into the Land Management Code and will eventually be scheduled for Planning Commission review with a possible recommendation to the City Council.

Establishing Design Regulations for Temporary Structures in Historic Districts – When the Historic Preservation Board and Planning Commission conducted a joint work session on October 4, 2023, to discuss the pilot program for Temporary Winter Balcony Enclosures, the Board and Commission requested the establishment of design regulations for temporary structures in Historic Districts.

The Historic Preservation Board conducted an initial work session on December 4, 2023 ([Staff Report](#); [Draft Regulations](#); [Audio](#)). On December 13, 2023, the Historic Preservation Board and Planning Commission participated in a tour of Main Street to evaluate current temporary structures. Later that day, the Planning Commission discussed recommended design regulations in a work session ([Staff Report](#); [Draft Regulations](#); [Audio](#)). The Planning team is meeting with stakeholders to gather input on the proposed Temporary Structure regulations. The draft Temporary Structure

regulations are scheduled for Historic Preservation Board review and recommendation on March 6, 2024, and Planning Commission review and recommendation in spring of 2024.

Establishing a Maximum Lot Size in the Old Town Transition Zoning Districts – As the Planning Commission considered a maximum lot size for residential uses in Historic Districts, the Planning Commission requested that the maximum lot size regulations be established in those Old Town Transition Zoning Districts, including the Residential – 1, Residential – Medium Density, and Recreation Commercial. On August 23, 2023, the Planning team issued [a pending ordinance](#), and on November 8, 2023, the Planning Commission conducted a work session and unanimously supported establishing a maximum lot size for residential uses in the Transition Zoning Districts ([Staff Report](#); [Minutes](#), p. 36).

Clarifying Parking Regulations for Residential Uses – Can code-required parking be satisfied within a setback? A 2019 task force originally identified the need to clarify parking regulations for residential uses for consistent application in Zoning Districts. Staff evaluated the Land Management Code and outlined potential amendments to clarify parking regulations for residential uses to establish conformity across the Zoning Districts, and to potentially carve out exceptions for Historic Sites, Accessory Apartments, and Internal Accessory Dwelling Units. The Planning Commission conducted an initial work session on September 13, 2023 ([Staff Report](#); [Minutes](#), p. 34). These amendments are scheduled for another Planning Commission work session in February of 2024.

Incentivizing Affordable Housing, Updating Parking Regulations, and Reducing Single-Occupancy Vehicle Trips – Lisa Wise Consulting, Inc. and subconsultants Cascadia Partners and Fehr and Peers submitted an [initial report](#) outlining recommended amendments to the [Land Management Code](#) to further incentivize affordable housing development, to update and revise parking regulations, and to establish Transportation Demand Management criteria for applicants proposing parking reductions. The consultants conducted a work session with the Planning Commission on November 8, 2023 ([Minutes](#), p. 3). Additionally, a survey was issued for community input. The consultants are incorporating stakeholder, community, Planning Commission, and survey input, and are scheduled to conduct a community open house on February 27, 2024, and a Planning Commission work session on February 28, 2024, to present their final recommendations.

Implementing the Bonanza Park Small Area Plan Recommendations – The Planning Commission is scheduled to conduct a work session with the consultants completing the Bonanza Park Small Area Plan on January 10, 2024 (please visit bonanzapark.com for information on the planning process and the Phase I and Phase II community engagement results). Potential adoption of a Small Area Plan is scheduled for consideration this spring.

The City was awarded a \$76,500 Technical Assistance to Governments grant from

Mountainland Association of Governments (with a local \$8,500 match) to implement code amendments recommended through the Bonanza Park Small Area Plan. Mountainland Association of Governments issued a Request for Proposals and is assisting with finding a qualified consultant. The consultant will be scheduled to start work on the project pending adoption of the Bonanza Park Small Area Plan.

Dark Sky Amendments – On January 21, 2021, the City Council adopted [Ordinance No. 2021-05](#), enacting regulations for outdoor lighting that is dark sky compliant. Dark sky lighting is fully shielded, meaning the bulb is not visible, and the light is down directed, with bulbs 3,000 degrees Kelvin or less. The dark sky code requires that non-compliant outdoor light bulbs be replaced with those that are 3,000 degrees Kelvin or less by the end of 2024. As a result, the Planning team will be conducting community outreach with partners, including Summit County, to provide information on the purposes of the dark sky code. Staff will recommend updates to the dark sky code at the end of the year to reflect the 2024 deadline.

Steep Slope Regulations and Illustrations – On June 21, 2023, the Planning Commission conducted an initial work session on updates to steep slope regulations and provided direction. The Planning team is coordinating with the Engineering and Building teams to establish baseline geotechnical report standards, illustrations for the regulations, and clarifications and new defined terms for steep slope regulations.

Sustainability – When the City issued [the Request for Proposals for Land Management Code consulting services](#), the City requests consultant help to establish comprehensive and innovative standards to help achieve the City's sustainability goals for development, including incentives for net zero development. However, due to budget and consultant constraints, this element was removed from the work Lisa Wise Consulting and subconsultants are completing. As a result, staff recommend issuing a new Request for Proposals this year specific to sustainability.

Minor Modifications – Staff recommends clarifying when a Sensitive Lands Analysis is required for proposals within the Sensitive Land Overlay, established and updating defined terms to clarify when a Conditional Use Permit is triggered for certain outdoor accessory uses, and to update tent and outdoor event regulations to establish clear criteria for outdoor events that do not trigger a Special Event Permit.

Amendments in Progress Required by the Utah Legislature:

Subdivision Review – Pursuant to [SB 174](#) *Local Land Use and Development Revisions*, effective February 1, 2024, approval of Final Subdivision Plats can no longer be by the Planning Commission or City Council. On January 10, 2024, the Planning Commission is scheduled to review proposed amendments to comply with this state preemption, which still provides for Planning Commission approval of preliminary plats.

Mobile Business Updates – The Utah Legislature enacted [HB 408](#) *Business Licensing Amendments* to preempt local regulation of enclosed mobile businesses, which the

state defines as “a business that maintains ongoing mobility and of which the receipt of goods or services offered and point of sales occurs within an enclosed vehicle, an enclosed trailer, or an enclosed mobile structure.” There are limited regulations municipalities may enact through zoning and the City Attorney’s Office and Planning team are coordinating recommended amendments.

Amendments in Progress Directed by City Council:

Accessory Uses in Master Planned Developments – On September 28, 2023, the City Council unanimously denied the amendments recommended by the Planning Commission to refine and clarify accessory use allowances for Master Planned Developments. The City Council directed the formation of a task force to evaluate potential amendments ([City Council Packet](#)). On November 8, 2023, the Planning Commission issued [a pending ordinance](#) that establishes regulations limiting accessory uses in Master Planned Developments while the task force completes their review and recommendation. The pending ordinance is in effect through May 8, 2024. The task force met on December 7, 2023, and will meet again in January, February, and March.

Incentivizing Accessory Apartments – When the Planning Commission forwarded recommended amendments regarding lot combinations for residential uses in the Historic Districts, the Planning Commission also forwarded a recommendation for City Council’s consideration – to incentivize the construction of Accessory Apartments to increase housing stock for long-term rentals. The City Council directed the Planning and Housing teams to prioritize this in 2024. Lisa Wise Consulting evaluated the Land Management Code regarding Accessory Apartments and Internal Accessory Dwelling Units and is recommending amendments to reduce obstacles within the Land Management Code to the construction of these long-term rentals. Planning Commission review of the recommendations is scheduled for February 28, 2024. Additionally, the Housing team is researching model pilot programs.

Child Care Land Use Regulations – On June 13, 2023, the City Council directed staff to evaluate whether land use regulations are an obstacle to child care facilities. The Planning team is reviewing model codes and best practices to formulate recommendations for a March 27, 2024 Planning Commission work session.

Planning Commission Staff Report



Subject: Residential Lot Size Maximum
Application: PL-23-05821
Author: Spencer Cawley, Planner II
Date: January 10, 2024
Type of Item: Legislative – Land Management Code Amendments

Recommendation

(I) Hold a public hearing, and (II) consider continuing the public hearing for the proposed Land Management Code amendments to March 27, 2024.

Description

Applicant: Planning Department

Zoning Districts: Residential – 1
Residential – Medium Density
Recreation Commercial

Land Management Code Sections Amended: Residential – 1
§ 15-2.12-3 Lot and Site Requirements

Recreation – Medium Density
§ 15-2.15-3 Lot and Site Requirements

Recreation Commercial
§ 15-2.16-5 Special Requirements for Single Family and Duplex Dwellings

Reason for Review: The Planning Commission reviews and forwards a recommendation to the City Council for Land Management Code amendments; the City Council takes Final Action.¹

Summary

Staff requests the Planning Commission consider continuing the public hearing for the proposed Land Management Code amendments that establish a maximum lot size for residential development in Old Town's Transitional Zoning Districts (Residential – 1, Recreation – Medium Density, and Recreation Commercial) to March 27, 2024. The Planning Team needs additional time to develop further analysis for the Planning Commission's consideration.

The [pending ordinance](#) issued by Planning Staff on August 29, 2023, remains in effect.

¹ LMC [§ 15-1-7](#)

Planning Commission Staff Report



Subject: 1460 Eagle Way
Application: PL-23-05916
Author: Spencer Cawley, Planner II
Date: January 10, 2024
Type of Item: Legislative – Zoning Map Amendment

Recommendation

(I) Review the proposed Zone Change for Lot B of the Eagle Way Plat Amendment Second Amended located at 1460 Eagle Way, (II) conduct a public hearing, and (III) consider forwarding a recommendation for City Council's consideration on February 1, 2024, subject to the Findings of Fact and Conclusions of Law outlined in the draft Ordinance (Exhibit A).

Description

Applicant: Karen Marriott
Alliance Engineering, Applicant Representative
Location: 1460 Eagle Way
Zoning District: Single-Family
Estate
Adjacent Land Uses: Residential Single-Family and Estate Lots; Open Space
Reason for Review: The Planning Commission reviews Zoning Map Amendments and forwards a recommendation to the City Council for Final Action¹

E Estate
LMC Land Management Code
SF Single-Family
SLO Sensitive Land Overlay

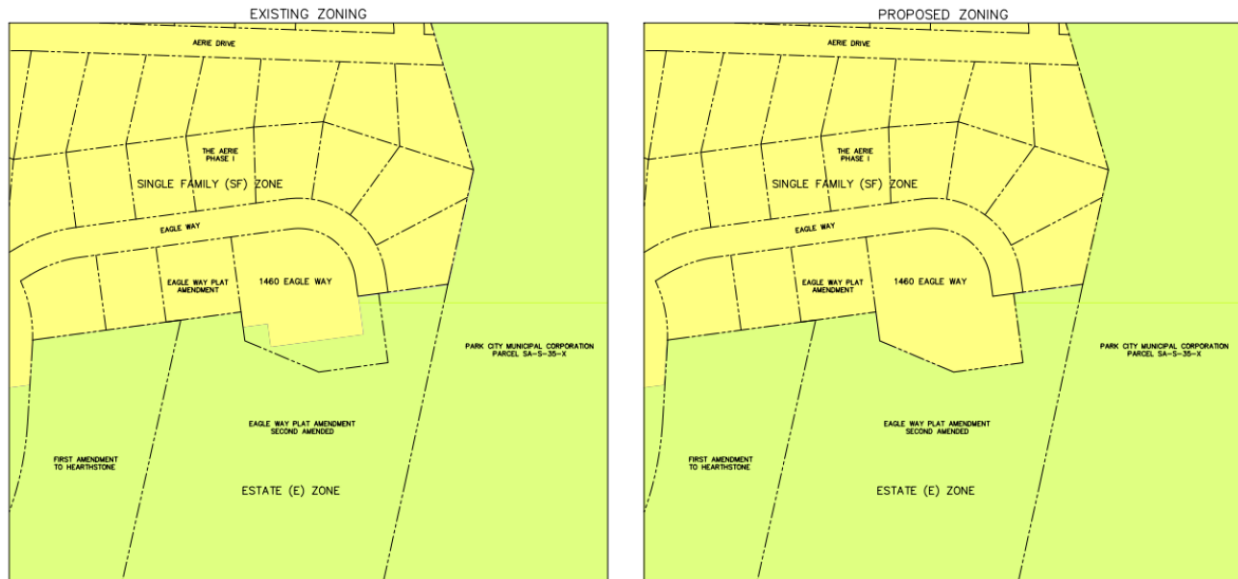
Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).

Summary

The Applicant proposes to rezone a 1.04 acre split-zoned Lot from Single-Family (SF) and Estate (E) Zoning District to be entirely in the SF Zoning District. The Applicant is also the property owner of the 9.35-acre Estate Lot (1468 Eagle Way) immediately to the south of 1460 Eagle Way. This Zoning Map amendment does not extend to the Estate Lot, which will remain in the Estate Zoning District.

The image below shows the existing and proposed zoning (E Zoning District in green and SF Zoning District in yellow):

¹ LMC [§ 15-1-7](#)



Background

On June 15, 2023, the City Council adopted [Ordinance No. 2023-29](#), approving the Eagle Way Second Amended Plat Amendment ([Staff Report](#); [Meeting Minutes](#)). This plat amendment increased the size of Lot B (1460 Eagle Way) from 0.76 acres (33,235 square feet) to 1.04 acres (45,114 square feet) to accommodate an addition to an existing Single-Family Dwelling and to create a buffer between Lot B and Estate Lot 1 (1468 Eagle Way). Consequently, the expansion of Lot B created a split-zoned Lot, with 12,400 square feet in the E Zoning District and 32,714 square feet in the SF Zoning District. Pursuant to Land Management Code (LMC) [§ 15-1-6\(B\)](#), the Area of Lot B within the SF Zoning District must comply with all SF Lot and Site requirements. The Area within the E Zoning District must comply with all E Lot and Site requirements.

The Planning Commission determined there was Good Cause for the Plat Amendment because the increase to Lot B and Estate Lot 1 was consistent with the surrounding neighborhood, consistent with the General Plan, the owner was not requesting exceptions to the Land Management Code, and the amendment did not create any non-conformities ([Finding of Fact 25, Ordinance No. 2023-29](#)).

On October 23, 2023, the Applicant submitted a Zone Change application to the Planning Department to rezone the split-zoned lot at 1460 Eagle Way to be entirely in the Single-Family (SF) Zoning District. Staff determined the application was complete on October 26, 2023.

Analysis

The Planning Commission hears all requests for Zoning changes.² The Planning Commission holds a public hearing on amendments to the Zoning Map and forwards a recommendation to the City Council. The City Council holds a public hearing and takes

² LMC [§ 15-12-15\(B\)\(3\)](#)

Final Action on Zoning Map amendments.³

(I) The proposal to rezone Lot B of the Eagle Way Plat Amendment Second Amended from split-zoned Single-Family and Estate to Single-Family ensures continued compliance with development requirements as well as the Sensitive Land Overlay.

The following table compares the E⁴ and SF⁵ Zoning District site requirements:

Requirement	Estate	Single-Family
Density	The minimum Lot size for all Uses is three acres, except a duplex requires six acres. The maximum Density is one unit per three acres.	The maximum Density for Subdivisions is three units per acre. Subdivisions must Cluster Development to maximize common Transferred Development Right Open Space.
Setbacks	Front, Rear, and Side: 30 feet.	Front: 20 feet Rear: 15 feet Side: 12 feet

1460 Eagle Way has an existing Single-Family Dwelling with active building permits for a remodel and garage addition (#23-240 and #23-1151). However, due to the size of the Lot (1.04 acres), the Applicant or future Property owner could demolish the Single-Family Dwelling and apply to subdivide the Lot into three Lots.

The Applicant's addition is required to meet the E Zoning District setback requirement of 30 feet because it was the governing zone at the time Staff reviewed the building permit. If this Zone Change is approved, the Applicant will have reduced Setbacks, and future additions or redevelopment of the site will be reviewed under the SF Zoning District requirements.

The table below compares the E⁶ and SF⁷ Zoning District site requirements:

Requirement	Estate	Single-Family
Building Height	No Structure may be erected to a height greater	No Structure shall be erected to a height greater

³ LMC [§ 15-1-7](#)

⁴ LMC [§ 15-2.10-3](#)

⁵ LMC [§ 15-2.11-3](#)

⁶ LMC [§ 15-2.10-4](#)

⁷ LMC [§ 15-2.11-4](#)

	than 28 feet from Existing Grade.	than 28 feet from Existing Grade.
Exceptions to Building Height	Gable, hip, barrel, and similar pitched roofs may extend up to five feet above the Zone Height. Antennas, chimneys, flues, vents, and similar structures may extend up to five feet above the highest point of the Building to comply with International Building Code requirements.	Gable, hip, barrel, or similar pitched roofs may extend up to five feet above the Zone Height if the roof pitch is 4:12 or greater. Antennas, chimneys, flues, vents, and similar structures may extend up to five feet above the highest point of the Building to comply with International Building Code requirements.

The proposed Zone Change only alters the roof pitch; the maximum Building Height remains the same.

The following table compares the E⁸ and SF⁹ Zoning District Allowed Uses:

ALLOWED USES	
Estate	Single-Family
• Single-Family Dwelling • Duplex Dwelling • Secondary Living Quarters • Accessory Apartment ¹⁰ • Nightly Rental ¹¹ • Home Occupation • Child Care, In-Home Babysitting • Child Care, Family • Child Care, Family Group • Accessory Buildings and Uses • Conservation Activity	• Single-Family Dwelling • Duplex Dwelling ⁹ • Secondary Living Quarters • Accessory Apartment ⁹ • Nightly Rental ¹³ • Home Occupation • Child Care, In-Home Babysitting • Child Care, Family • Child Care, Family Group • Accessory Buildings and Use • Conservation Activity

⁸ LMC [§ 15-2.10.2\(A\)](#)

⁹ LMC [§ 15-2.11.2\(A\)](#)

¹⁰ Requires an Administrative Permit.

¹¹ Nightly rental of a Lockout Unit requires a Conditional Use Permit. Nightly Rentals do not include the Use of dwellings for Commercial Uses.

¹³ Allowed only within Prospector Village Subdivision. Commercial Uses are not allowed within Nightly Rental units.

• Agriculture • Parking Area or Structure with four or fewer spaces • Internal Accessory Dwelling Unit • Lockout Unit ¹² • Raising, grazing of horses	• Agriculture • Parking Area or Structure with four or fewer spaces • Internal Accessory Dwelling Unit
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The following table compares the E¹⁴ and SF¹⁵ Zoning District Conditional Uses:

CONDITIONAL USES	
Estate	Single-Family
• Guest House • Group Care Facility • Child Care Center • Public and Quasi-Public Institutions, Churches, and Schools • Essential Municipal Public Utility Use, Facility, Services, and Structure • Telecommunication Antenna • Satellite Dish Antenna, greater than 39 inches in diameter • Raising, grazing of livestock • Bed and Breakfast Inn • Parking Area or Structure with five or more spaces • Temporary Improvement ¹⁶ • Outdoor Event • Recreation Facility, Public and Private • Fences greater than six feet in height from Final Grade ¹⁶ • Support Retail and Minor Service Commercial ¹⁶ • Plant and Nursery stock products and sales • Cemetery	• Guest House • Group Care Facility • Child Care Center • Public and Quasi-Public Institutions, Churches, and Schools • Essential Municipal Public Utility Use, Facility, Service, and Structure • Telecommunication Antenna • Satellite Dish Antenna, greater than 39 inches in diameter • Raising, grazing of horses • Bed and Breakfast Inn • Parking Area or Structure with five or more spaces ¹⁶ • Temporary Improvement ¹⁶ • Outdoor Event ¹⁶ • Recreation Facility, Public or Private • Fences greater than six feet in height from Final Grade ¹⁶

¹² Nightly rental of a Lockout Unit requires a Conditional Use Permit.

¹⁴ LMC [§ 15-2.10-2\(B\)](#)

¹⁵ LMC [§ 15-2.11-2\(B\)](#)

¹⁶ Requires an Administrative Conditional Use permit.

• Hotel, Minor ¹⁷ • Hotel, Major ¹⁷ • Passenger Tramway Station and Base Facility • Ski Tow Rope, Ski Run, Ski Lift, and Ski Bridge • Recreation Facility, Commercial • Commercial Stables, Riding Academy • Mines and Mine Exploration • Vehicle Control Gates	
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The proposed Zone Change to Single-Family will reduce the site's Allowed and Conditional Uses. It will also restrict the site from becoming a Nightly Rental, which is allowed within Prospector Village Subdivision, the only Subdivision in the SF Zoning District.

(II) The proposed Zoning Map amendment is consistent with the goals of the Park City General Plan.

Volume I of the General Plan contains goals, objectives, and strategies for each of the four Core Values: Small Town, Natural Setting, Sense of Community, and Historic Character. The General Plan goals best supported by this proposed zone change are outlined with staff analysis below.

Goal 14: Living within Limits – The future of the City includes limits (ecological, qualitative, and economic) to foster innovative sustainable development, protect the community vision, and prevent negative impacts to the region.

Any development at 1460 Eagle Way will be governed by the Zoning Ordinances of one zone which will remove ambiguity as to when the site must comply with Estate and when it must comply with Single-Family. The site will also be held to the standards established in the Sensitive Land Overlay, allowing Development in a manner that encourages the preservation of Park City's natural environment while providing for an acceptable Urban Scale.

(III) Future Development Must Comply with the Sensitive Land Overlay criteria outlined in Land Management Code Chapter 15-2.21, regardless of Estate or Single-Family Zoning.

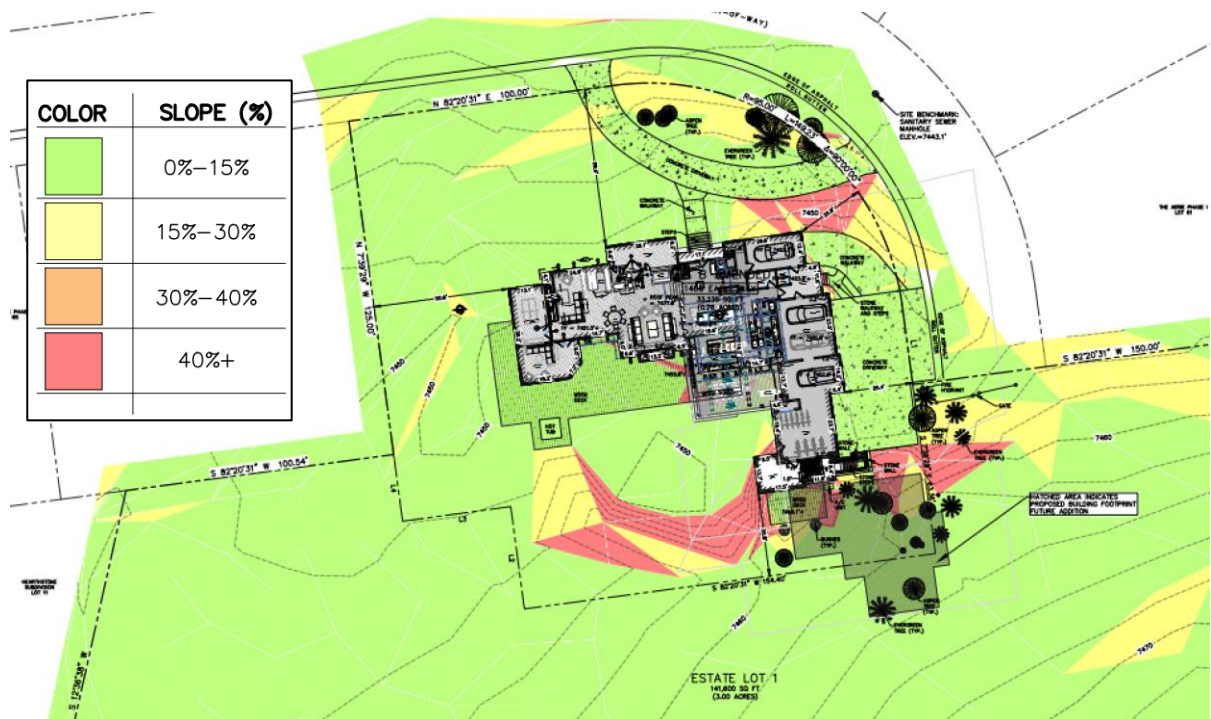
1460 Eagle Way is located within the Sensitive Land Overlay (SLO). LMC [§ 15-2.21-2\(A\)](#) requires:

¹⁷ Subject to regulations of LMC Chapter 15-6, Master Planned Developments.

Applicants for Development within the SLO must identify the Property's sensitive environmental and aesthetic Areas such as Steep Slopes, Ridge Line Areas, wetlands, Stream Corridors, Wildland interface, and Wildlife Habitat Areas and provide at time of Application, a Sensitive Lands Analysis.

The Applicant's Representative compiled a Sensitive Land Report as part of the Plat Amendment Application. A summary of the report is included in this section of the analysis. The full report is attached as Exhibit C.

1. *Slope/Topographic Map:* Appendix A and B of the SLO report show the slope and topography for Lot B on a certified boundary survey with contour lines of five feet or less. The map highlights Steep Slopes in categories of (I) greater than 15%, (II) 30-40%, and (III) greater than 40%. Overall, the site is mildly sloped from east to west. The areas of Very Steep Slopes (over 40%) were, according to the report, created for landscaping with the construction of retaining walls.



Per LMC [§ 15-2.21-4](#), no Development is allowed on or within 50 feet of Very Steep Slopes. However, an Area of Very Steep Slopes must cover a topographic Area at least 25 feet vertically, upslope or downslope, and 50 feet horizontally in any direction to be subject to this prohibition.

The 2023 Plat Amendment was conditioned to address restricting Development on these areas of Very Steep Slopes so that no future development is allowed in any areas identified as Very Steep Slopes.

2. *Ridge Line Areas:* The property exists between the elevations of 7442 feet and

7462 feet. Proximate topography indicates the property does not exist on or within 150 feet of any ridge lines.

3. *Vegetative Coverage*: The subject property contains existing planned landscaping and non-native deciduous trees. Gamble oak, scrub oak, sage, and native grasses are dominant south of Lot B (1460 Eagle Way). The Zoning Map amendment will not affect vegetative coverage.
4. *Designated Entry Corridors and Vantage Points*: The property is not visible from designated entry corridors and vantage points.
5. *Wetlands*: The property is not within 50 feet of any designated wetlands as determined by UGS data and approved by the National Wetland Inventory.
6. *Stream Corridors, Canals, and Irrigation Ditches*: The property is not affected by any streams, canals, or irrigation ditches.
7. *Wildlife Habitat Areas*: The following wildlife habitats are substantial and either cross the property or are nearby:
 - a. Black Bear
 - b. Dusky Grouse
 - c. Moose
 - d. Mule Deer
 - e. Rocky Mountain Elk
 - f. Snowshoe Hare

(V) On November 21, 2023, the Development Review Committee reviewed the proposal and finds it meets development standards.¹⁸

Department Review

The Planning Department, City Attorney's Office, and Executive Team reviewed this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on December 27, 2023. Staff mailed courtesy notice to property owners within 300 feet on December 27, 2023. The *Park Record* published notice on December 27, 2023.¹⁹

¹⁸ The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

¹⁹ LMC [§ 15-1-21](#)

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

- The Planning Commission may forward a positive recommendation to the City Council to consider amending the Zoning Map for 1460 Eagle Way;
- The Planning Commission may forward a negative recommendation to the City Council to consider amending the Zoning Map for 1460 Eagle Way and direct staff to make Findings for this recommendation; or
- The Planning Commission may request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Ordinance and Proposed Zoning Map Amendment
Exhibit B: Applicant's Statement
Exhibit C: Sensitive Land Overlay Report

Ordinance No. 2024-XX

AN ORDINANCE APPROVING A ZONING MAP AMENDMENT FOR ONE LOT ZONED SINGLE-FAMILY AND ESTATE TO SINGLE-FAMILY, INCLUDING ALL OF LOT EW-B-2AM LOCATED AT 1460 EAGLE WAY, PARK CITY, UTAH

WHEREAS, the Lot is privately owned and will maintain the current Use as a Single-Family Property; and

WHEREAS, the owner of the property located at 1460 Eagle Way petitioned the City Council for approval of the Zoning Map Amendment; and

WHEREAS, on December 27, 2023, the property was posted, and courtesy notice was mailed to property owners within 300 feet pursuant to the requirement of the Land Management Code; and

WHEREAS, legal notice was published in the Park Record on December 27, 2023, according to the requirements of the Land Management Code; and

WHEREAS, the Planning Commission held a duly notice public hearing on January 10, 2024, to receive input on the Zoning Map Amendment; and

WHEREAS, on January 10, 2024, the Planning Commission forwarded a _____ recommendation to the City Council; and

WHEREAS, on February 1, 2024, the City Council held a public hearing to receive input on the Zoning Map Amendment; and

WHEREAS, the proposed Zoning Map Amendment is consistent with the following purposes of the Utah Municipal Land Use, Development, and Management Act (LUDMA) Section 10-9a-102 Purposes – General Land Use Authority:

1. The purposes of this chapter are to:
 - a. Provide for the health, safety, and welfare;
 - b. Promote the prosperity;
 - c. Improve the morals, peace, good order, comfort, convenience, and aesthetics of each municipality and each municipality's present and future inhabitants and businesses;
 - d. Protect the tax base;
 - e. Secure economy in government expenditures;
 - f. Foster the State's agricultural and other industries;
 - g. Protect both urban and non-urban development;
 - h. Protect and ensure access to sunlight for solar energy devices;
 - i. Provide fundamental fairness in land use regulation;
 - j. Facilitate orderly growth and allow growth in a variety of housing types; and,
 - k. Protect property values.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Park City, Utah, as follows:

SECTION 1. APPROVAL. The Zoning Map Amendment from Single-Family and Estate to Single-Family, as shown in attachment 1, is approved subject to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 1460 Eagle Way.
2. The property is listed with Summit County as Parcel number EW-B-2AM.
3. The property is in the Single-Family and Estate Zoning Districts.
4. The Applicant proposes amending the Zoning Map to rezone 1.04 acres from Single-Family and Estate to be entirely in the Single-Family Zoning District.
5. The Applicant is also the property owner of the 9.35-acre Estate lot immediately to the south, known as 1468 Eagle Way.
6. This Zoning Map amendment does not extend to the Estate Lot, which will remain in the Estate Zoning District.
7. On June 15, 2023, the City Council adopted Ordinance No. 2023-29, approving the Eagle Way Second Amended Plat Amendment which increased the size of 1460 Eagle Way from 0.76 acres (33,235 square feet) to 1.04 acres (45,114 square feet).
8. The expansion of 1460 Eagle Way created a split-zoned Lot, with 12,400 square feet in the Estate Zoning District and 32,714 square feet in the Single-Family Zoning District.
9. Pursuant to LMC § 15-1-6(B), the Area of Lot B within the SF Zoning District must comply with all SF Lot and Site requirements. The Area within the E Zoning District must comply with all E Lot and Site requirements.
10. On October 23, 2023, the Applicant submitted a Zone Change application to the Planning Department to rezone the split-zoned lot at 1460 Eagle Way to be entirely in the Single-Family (SF) Zoning District. Staff determined the application was complete on October 26, 2023.
11. The Land Management Code regulates Lot and Site Requirements pursuant to LMC § 15-2.10-3 for Estate Zoning District and § 15-2.11-3 for Single Family Zoning District.
12. A Single-Family Dwelling is an allowed Use in the Single-Family and in the Estate Zoning District for Lots with at least three acres.
13. The maximum Density in the Single-Family Zoning District is three units per acre.
14. The required Front, Rear, and Side Setback in the Estate District is 30 feet.
15. The required Front Setback in the Single-Family District is 20 feet.
16. The required Side Setback in the Single-Family District is 12 feet.
17. The required Rear Setback in the Single-Family District is 15 feet.

18. There is an existing Single-Family Dwelling with active building permits for a remodel and garage addition (#23-240 and #23-1151).
19. Due to the size of the Lot (1.04 acres), the Applicant or future Property owner could demolish the Single-Family Dwelling and apply to subdivide the Lot into three Lots.
20. The Applicant's addition is required to meet the E Zoning District setback requirement of 30 feet because it was the governing zone at the time Staff reviewed the building permit.
21. If this Zone Change is approved, the Applicant will have reduced Setbacks, and future additions to the site's Structure will be reviewed under the SF Zoning District requirements.
22. The maximum Building Height in the Estate Zoning District is 28 feet from Existing Grade.
23. The maximum Building Height in the Single-Family Zoning District is 28 feet from Existing Grade.
24. Gable, hip, barrel, and similar pitched roofs may extend up to five feet above the Zone Height in the E Zoning District and in the SF Zoning District if the roof pitch is 4:12 or greater.
25. Antennas, chimneys, flues, vents, and similar structures may extend up to five feet above the highest point of the Building to comply with International Building Code requirements in both E and SF Zoning Districts.
26. The proposed Zone Change only alters the roof pitch; the maximum Building Height remains the same.
27. The proposed Zone Change to Single-Family will reduce the site's Allowed and Conditional Uses. It will also restrict the site from becoming a Nightly Rental, which is allowed within Prospector Village Subdivision, the only Subdivision in the SF Zoning District.
28. The proposal is consistent with Goal 14 of the Park City General Plan.
29. Any development at 1460 Eagle Way will be governed by the Zoning Ordinances of one zone, which will remove ambiguity as to when the site must comply with Estate and when it must comply with Single-Family requirements.
30. The Lot is in the Sensitive Land Overlay and must comply with the Sensitive Land Overlay criteria outlined in LMC Chapter 15-2.21, regardless of Estate or Single-Family Zoning.
31. The site will be held to the standards established by the Sensitive Land Overlay, allowing Development in a manner that encourages the preservation of Park City's natural environment while providing for an acceptable Urban Scale.
32. The Development Review Committee met on November 21, 2023, and finds the proposal meets development standards.

Conclusions of Law:

1. The Zoning Map Amendment request is consistent with the Park City General Plan and the Land Management Code, including § 15-1-7(2).
2. The Zoning Map Amendment is consistent with applicable state law.
3. The Zoning Map Amendment furthers the purposes of Utah Code § 10-9a-102(1).

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 1st day of February 2024.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, MAYOR

ATTEST:

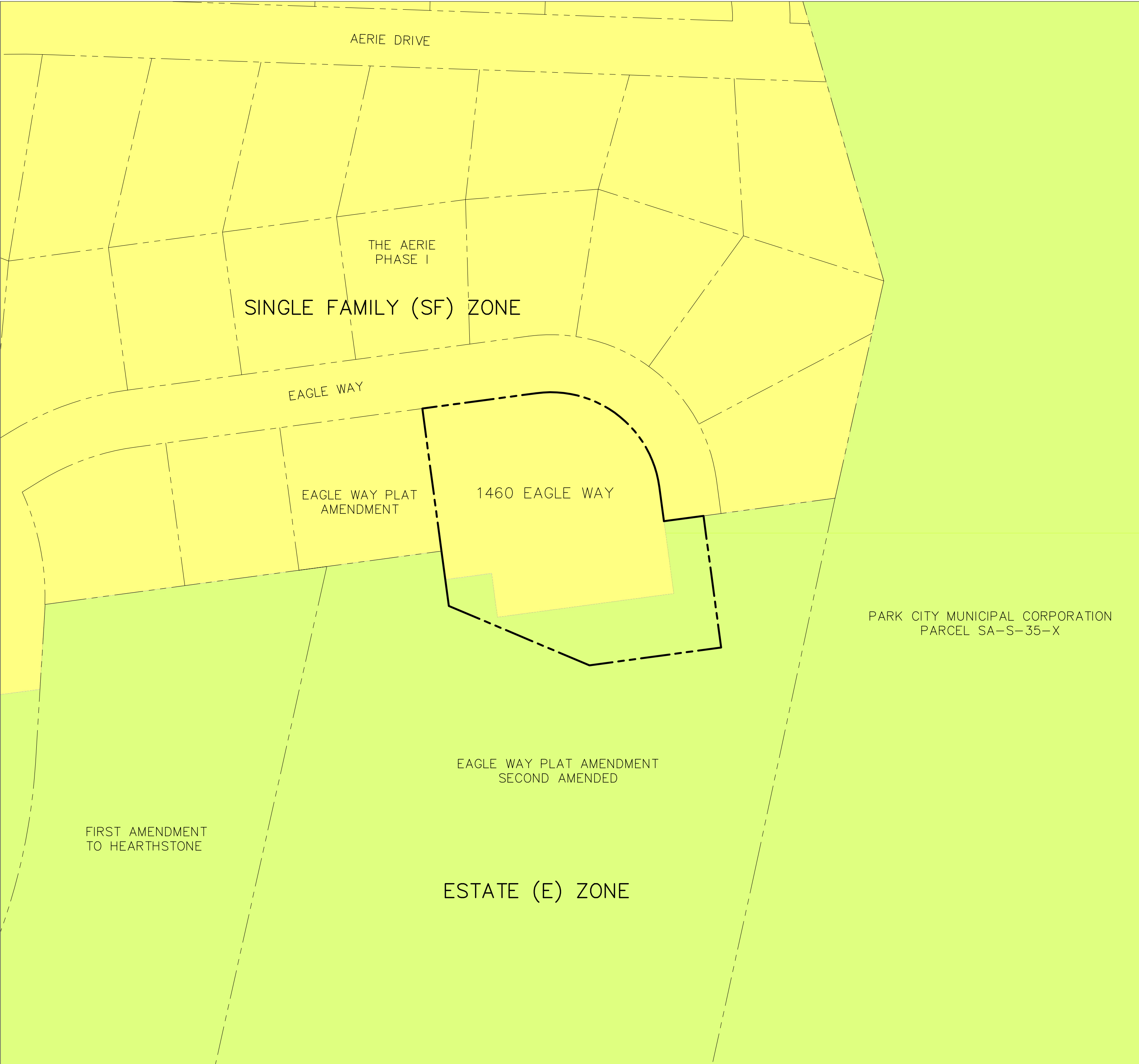
City Recorder

APPROVED AS TO FORM:

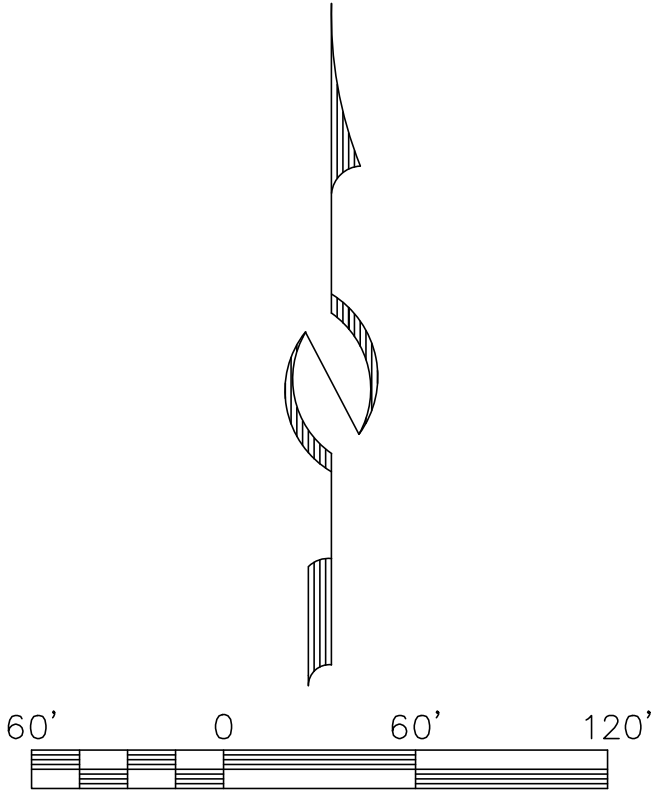
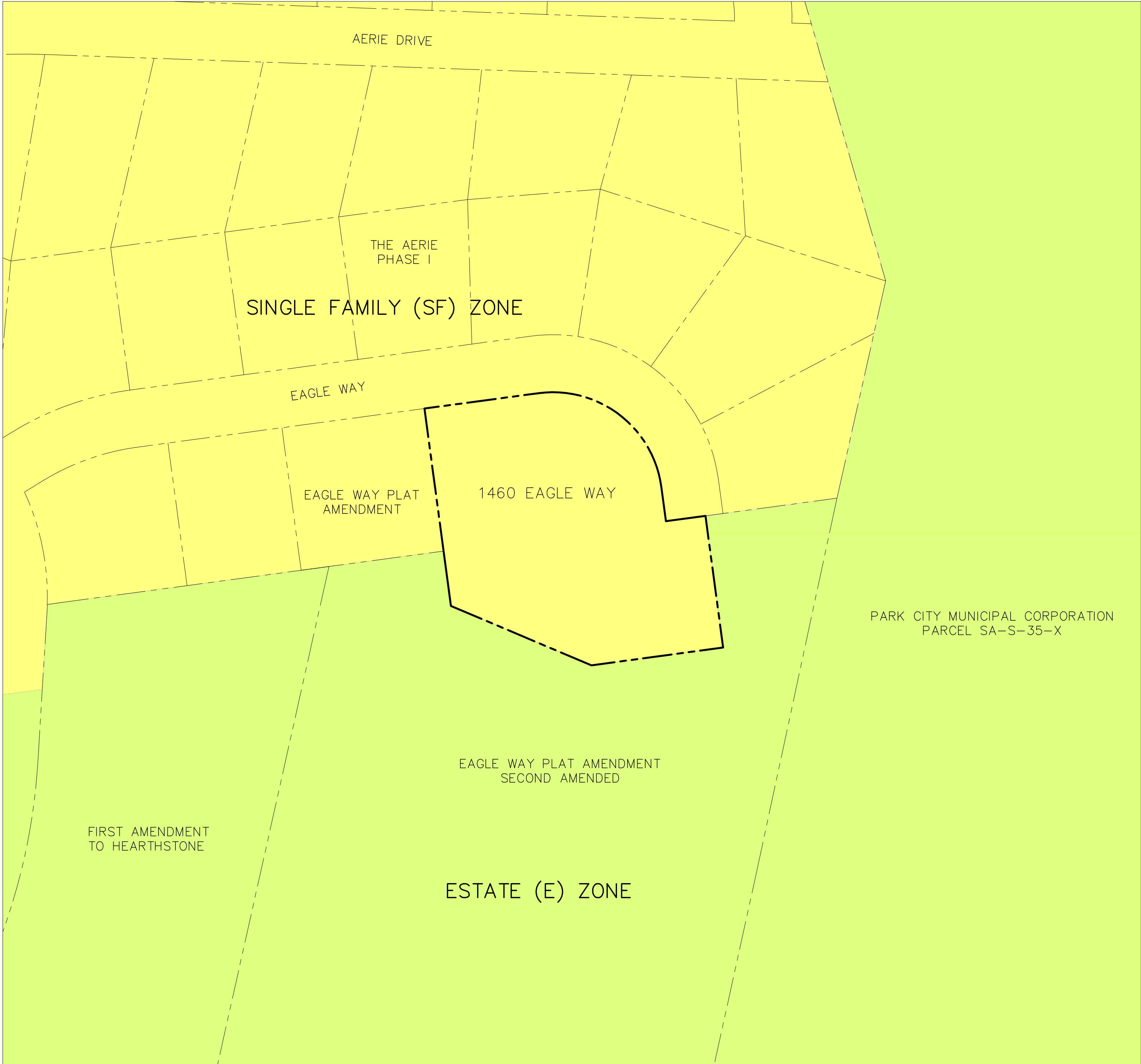
City Attorney's Office

Attachment 1 – Proposed Zoning Map

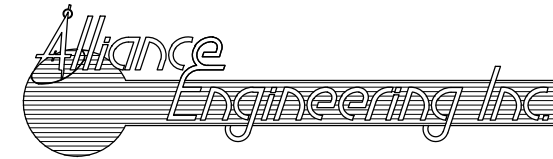
EXISTING ZONING



PROPOSED ZONING



- ESTATE (E) ZONE
- SINGLE FAMILY (SF) ZONE

 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	(435) 649-9467 STAFF: MARSHALL KING THOMAS VAUGHN	ZONE CHANGE EXHIBIT LOT B, EAGLE WAY PLAT AM FIRST AMENDED 1460 EAGLE WAY FOR: KAREN MARRIOTT JOB NO.: 6-11-22 FILE: X:\Aerie\dwg\sr\plat2022\061122-zone change exhibit.dwg	SHEET 1 OF 1
	DATE: 10/23/23		

ZONE CHANGE INTENT
(1460 Eagle Way)

October 23, 2023

PROJECT INTENT

The original Eagle Way Plat Amendment, recorded April 12, 1999, as Entry No. 535518, in the Office of the Recorder, Summit County, Utah, created two single family lots from Lots 62, 63 and 64, The Aerie Phase I, recorded December 31, 1981, as Entry No. 187143.

The First Amendment Lot B of Eagle Way Plat Amendment, recorded October 18, 2007, as Entry No. 828447, expanded Lot B (1460 Eagle Way) to include property to the south, creating a lot consisting of 0.75 acres. The first amended plat of Lot B also created a 3-acre Estate Lot 1 (1468 Eagle Way) to the south of Lot B.

The First Amendment Lot B of Eagle Way Plat Amendment was retired and replaced by Eagle Way Plat Amendment Second Amended, recorded August 28, 2023, as Entry No. 1208779. Lot B increased in size by expanding to the south into Estate Lot 1 and Estate Lot 1 increased in overall size by adding a parcel of land to the south. The most recent plat left Lot B partially in the Single Family (SF) Zone and partially in the Estate (E) Zone.

This application proposes to have Lot B, Eagle Way Plat Amendment Second Amended, entirely in the Single Family (SF) Zone.



SENSITIVE LAND OVERLAY STUDY:
LOT B, EAGLE WAY PLAT AMENDMENT
1460 EAGLE WAY, PARK CITY, UT 84060

BY MICHAEL DEMKOWICZ, P.E. P.L.S
OWNER & PRESIDENT OF ALLIANCE ENGINEERING, INC.

2700 Suite 50 & 60, Park City, Utah
P.O. Box 2664 | Office: 435-649-9647

Chapter 2.21.3 Sensitive Lands OverlayZone – Ordinance Provisions

PURPOSE: The purpose of the Sensitive Land overlay (SLO) is to:

- A) Require dedicated open space in aesthetically and environmentally sensitive Areas;
- B) Encourage preservation of large expanses of open space and wildlife habitat;
- C) Cluster development while allowing a reasonable use of property;
- D) Prohibit development on ridge line areas, steep slopes, and wetlands; and
- E) Protect and preserve environmentally sensitive land.

(Amended by Ord. No. 07-81)

OVERLAY REVIEW PROCESS: The overlay review process has four primary steps:

- A) **SENSITIVE LAND ANALYSIS**
 - Applicants for development within the SLO must identify the property’s sensitive environmental and aesthetic areas such as steep slopes, ridge line areas, wetlands, stream corridors, wild land interface, and wildlife habitat areas and provide at time of application a sensitive land analysis.
- B) **APPLICATION OF OVERLAY ZONE REGULATIONS**
 - Regulatory standards apply to the type of sensitive land delineated.
- C) **SITE DEVELOPMENT SUITABILITY DETERMINATION**
 - Staff shall review the sensitive land analysis, apply the applicable sensitive land overlay regulations, Section 15-2.21-4 through 15-2.21-9, and shall prepare a report to the applicant and the Planning Commission identifying those areas suitable for development as developable land.
- D) **HARDSHIP RELIEF**
 - If the Applicant demonstrates that the regulations PARK CITY MUNICIPAL CODE - TITLE 15 LMC, Chapter 2.21 Sensitive Land Overlay Zone (SLO) Regulations 15-2.21-2 would deny all reasonable use of the property, the Planning Commission may modify application of these regulations to provide the applicant reasonable use of the property.

(Amended by Ord. No. 07-81)

SENSITIVE LAND ANALYSIS:**1) Slope/Topographic Map**

- A slope and topographic map based on a certified boundary survey depicting contours at an interval of five feet (5') or less. The map must highlight area of high geologic hazard, areas subject to land sliding, and all significant steep slopes in the following categories: greater than 15%, greater than 30%, and very steep slopes greater than 40%.

2) Ridge Line Area (N/A)

- A map depicting all crests of hills and ridge line areas.

3) Vegetative Cover

- A detailed map of vegetative cover, depicting the following: deciduous trees, coniferous trees, gamble oak or high shrub and sage, grassland, and agricultural crops.
- The Planning Department may require a more detailed tree/ vegetation survey if the site has unusual or significant vegetation, stand of trees, or woodlands.

4) Designated Entry Corridors and Vantage Points

- Designated entry corridors and vantage points present within or adjacent to the site, including Utah highway-248 east of Wyatt Earp Way and Utah highway-224 north Holiday Ranch.

5) Wetlands

- A map delineating all wetlands established by using the 1987 *Federal Manual for identifying and Delineating Jurisdictional Wetlands*, as amended. **See Section 15-2.21-6.**

6) Stream Corridors, Canals, and Irrigation Ditches.

- A map delineating all stream corridors, canals, and irrigation ditches, defined by the Ordinary High-Water Mark.

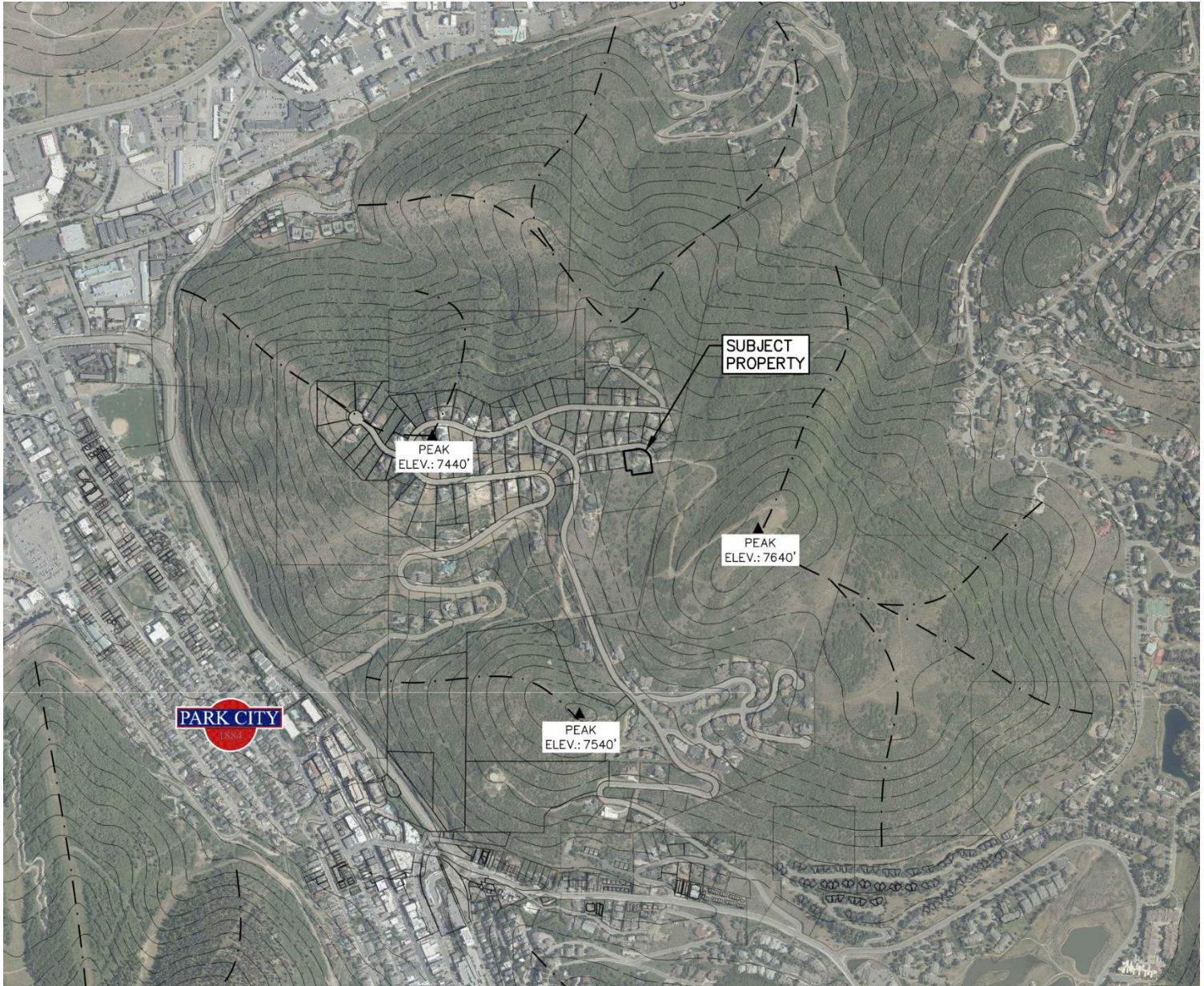
7) Wildlife Habitat Areas

- A map depicting all wildlife habitat areas, as defined by the wildlife habitat report shall be provided by the applicant. The wildlife habitat report shall be prepared by a professional, qualified in the areas of ecology, wildlife biology, or other relevant disciplines.

Topographic Map and Slope Analysis:

See attached Appendix A & B.

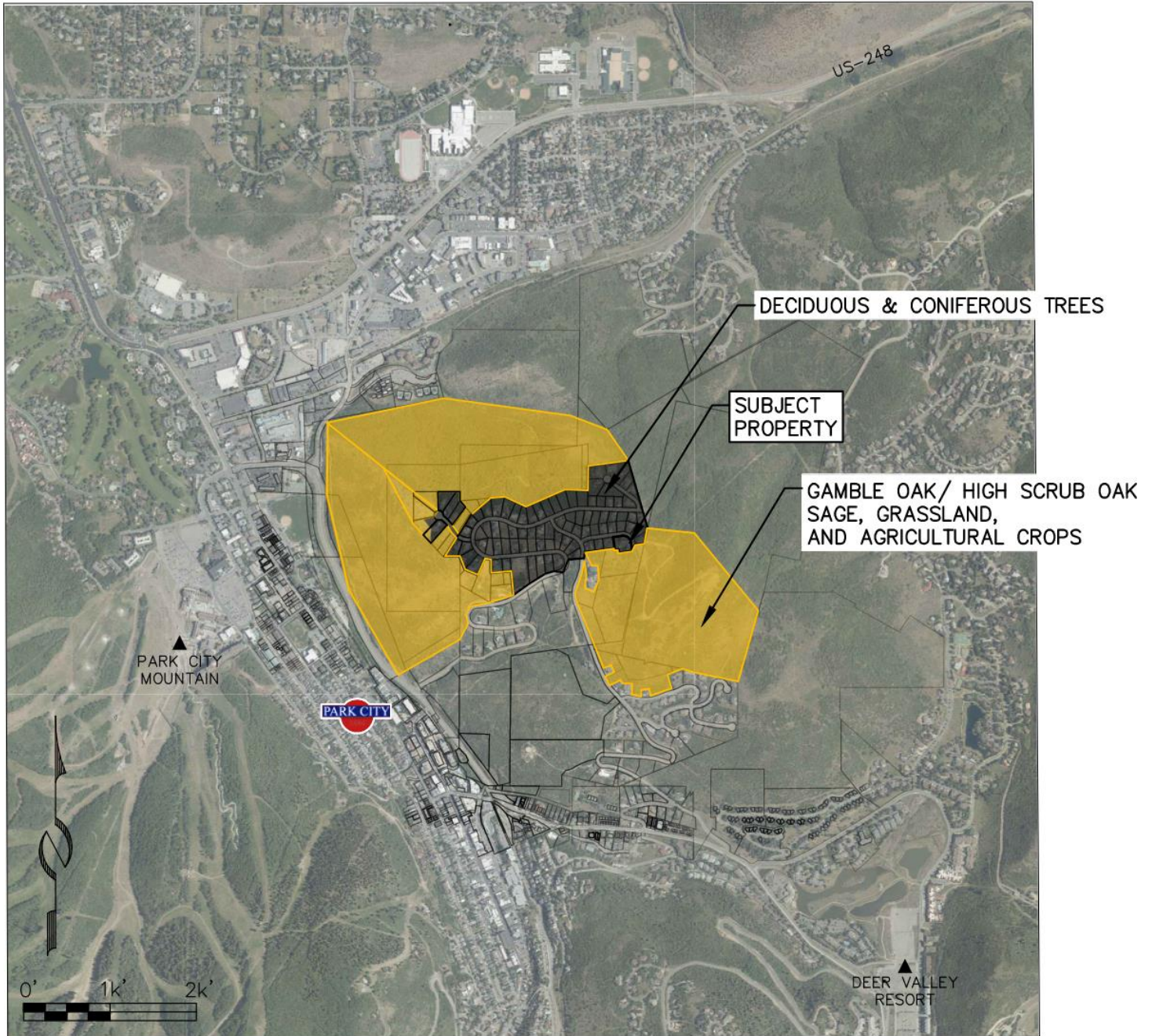
Ridge Line Study:



A field survey and topographic study was performed February 7, 2023 and found the subject property exists between elevations 7442.0' and 7462.0'. Proximate topography indicates subject property does not exist on any ridge lines.

Topographic contours displayed above were collected from public databases (2018 USGIS) and serve as a visual aide for the purposes of this document.

Vegetative Cover:

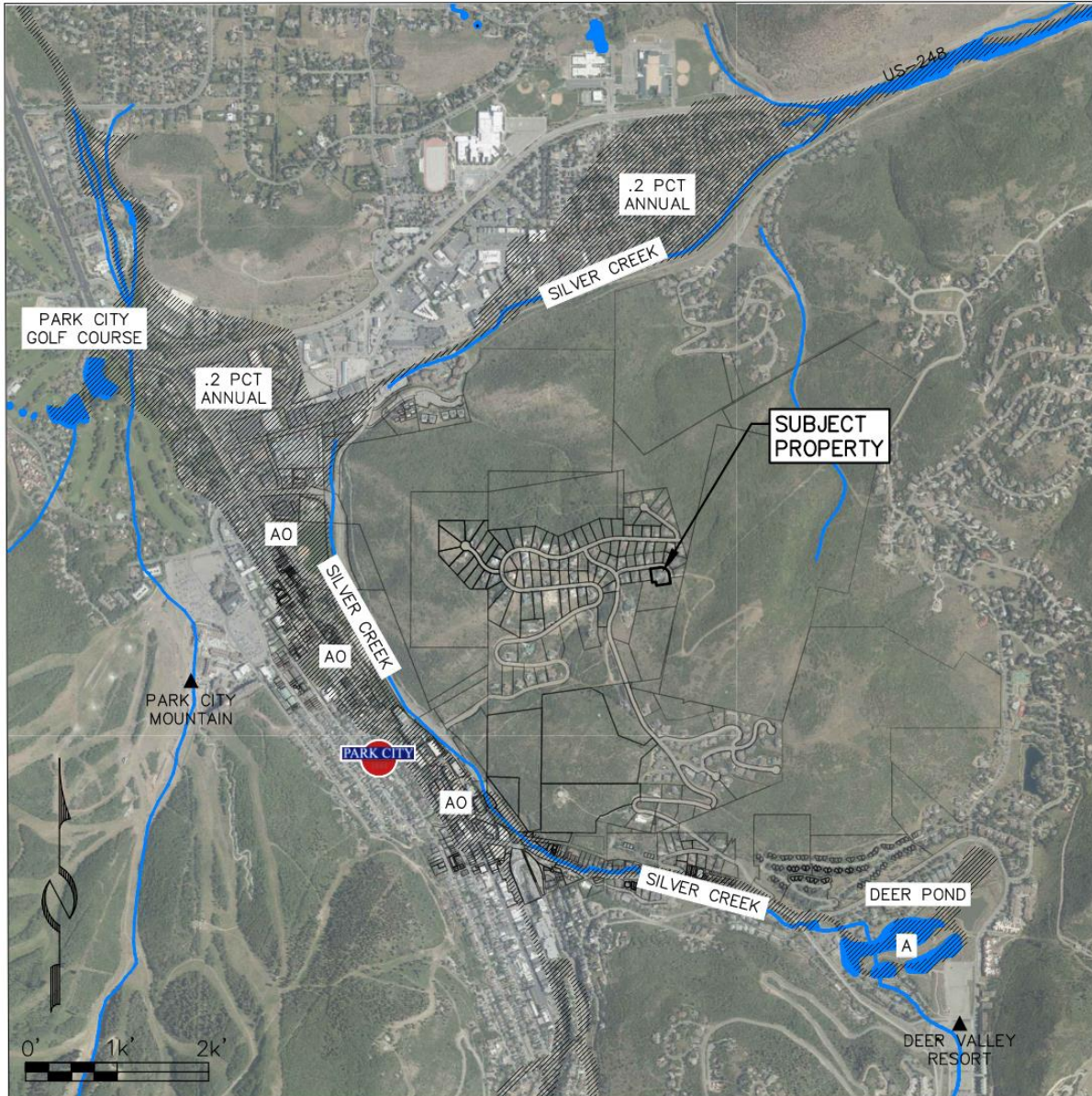


See appendix A for field survey of existing vegetation affected by the proposed building addition. Designed landscaping and non-native deciduous trees appear to be affected by future building footprint. Subject property contains primarily gamble oak and scrub oak along with sage and grassland south of the proposed structure.

Designated Entry Corridors and Vantage Points:

This portion of the Sensitive Land Overlay study is not applicable as directed from city staff.

Wet Lands:



Subject property is not affected by any designated wet lands as determined by UGS data updated July 19, 2022 and approved from the National Wetland Inventory.

NOTE: This is not an official water delineation map and is specifically used as a visual aide to assess if the subject property is affected by any designated wetlands.

Stream Corridors, Canals, and Irrigation Ditches:

See wetland and stream corridor map above. Subject property is not affected by any designated streams, canals or irrigation ditches as determined by UGS data updated July 19, 2022 and approved from the National Wetland Inventory.

NOTE: This is not an official water delineation map and is specifically used as a visual aide to assess if the subject property is affected by any designated wetlands.

Wildlife Habitat Areas:

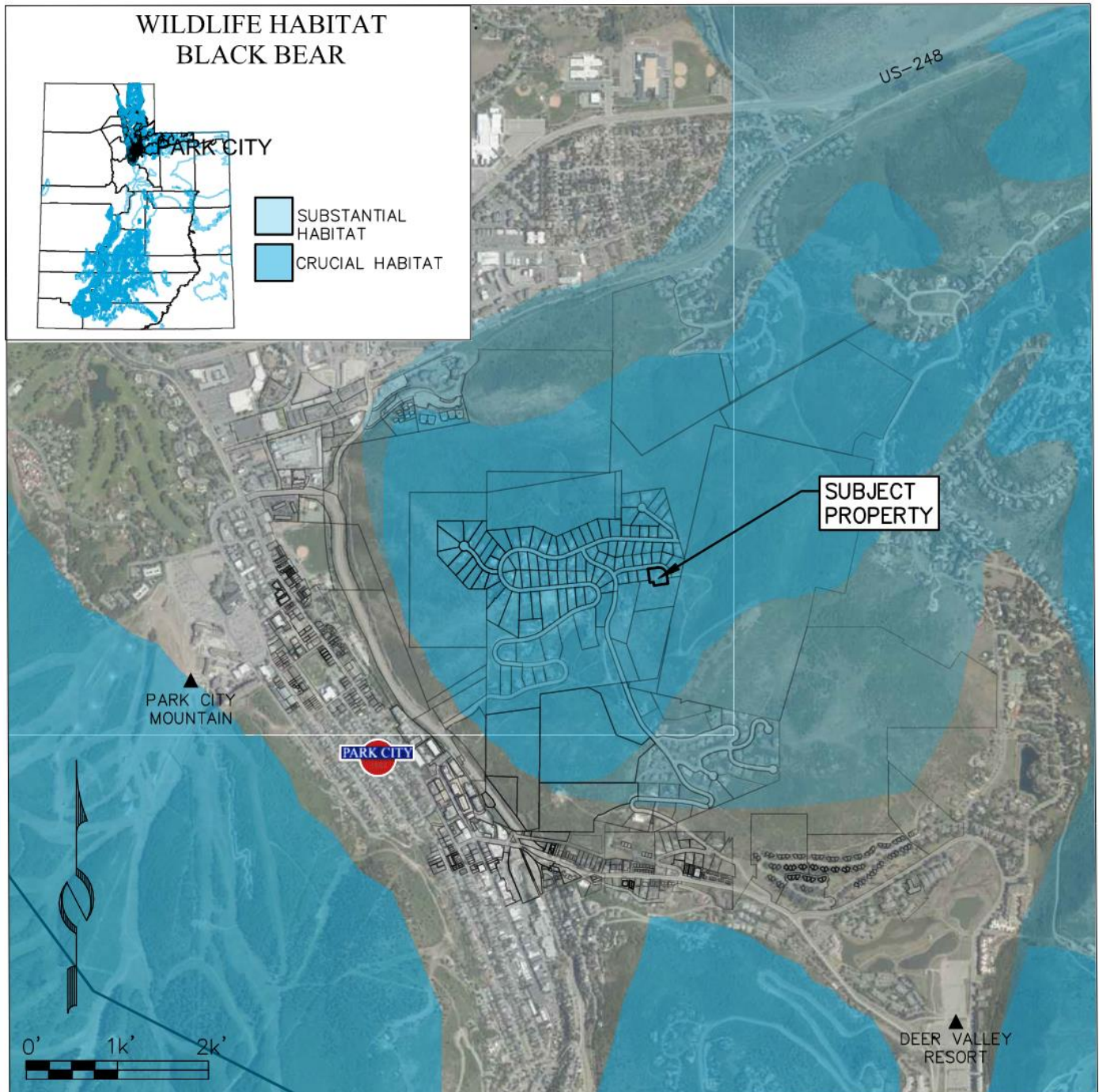


FIGURE 7.1: Shows a crucial, year-long habitat for the regional Black Bear.

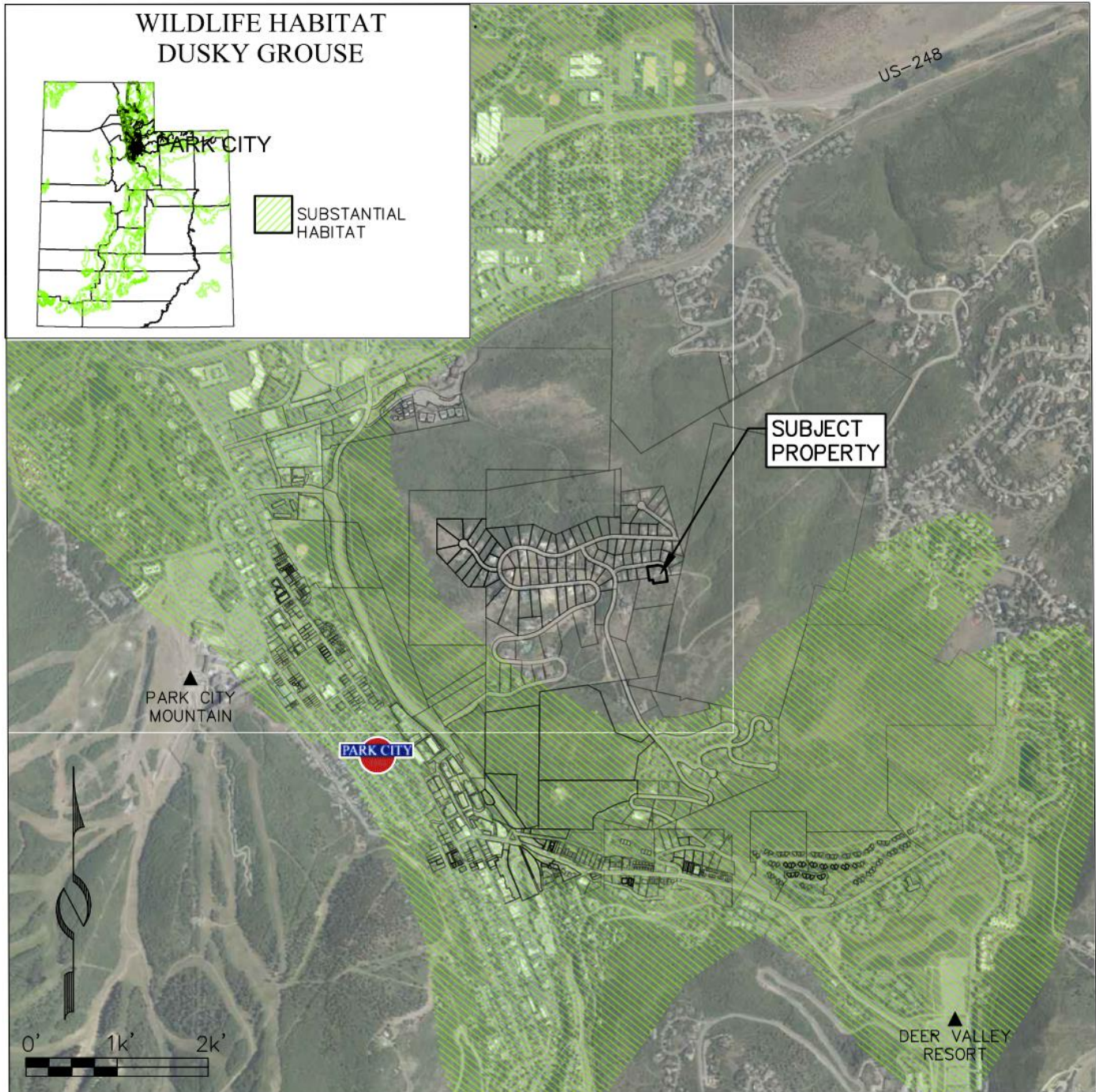


FIGURE 7.2: Shows a substantial, year-long habitat for the Dusky Grouse. Does not affect subject property.

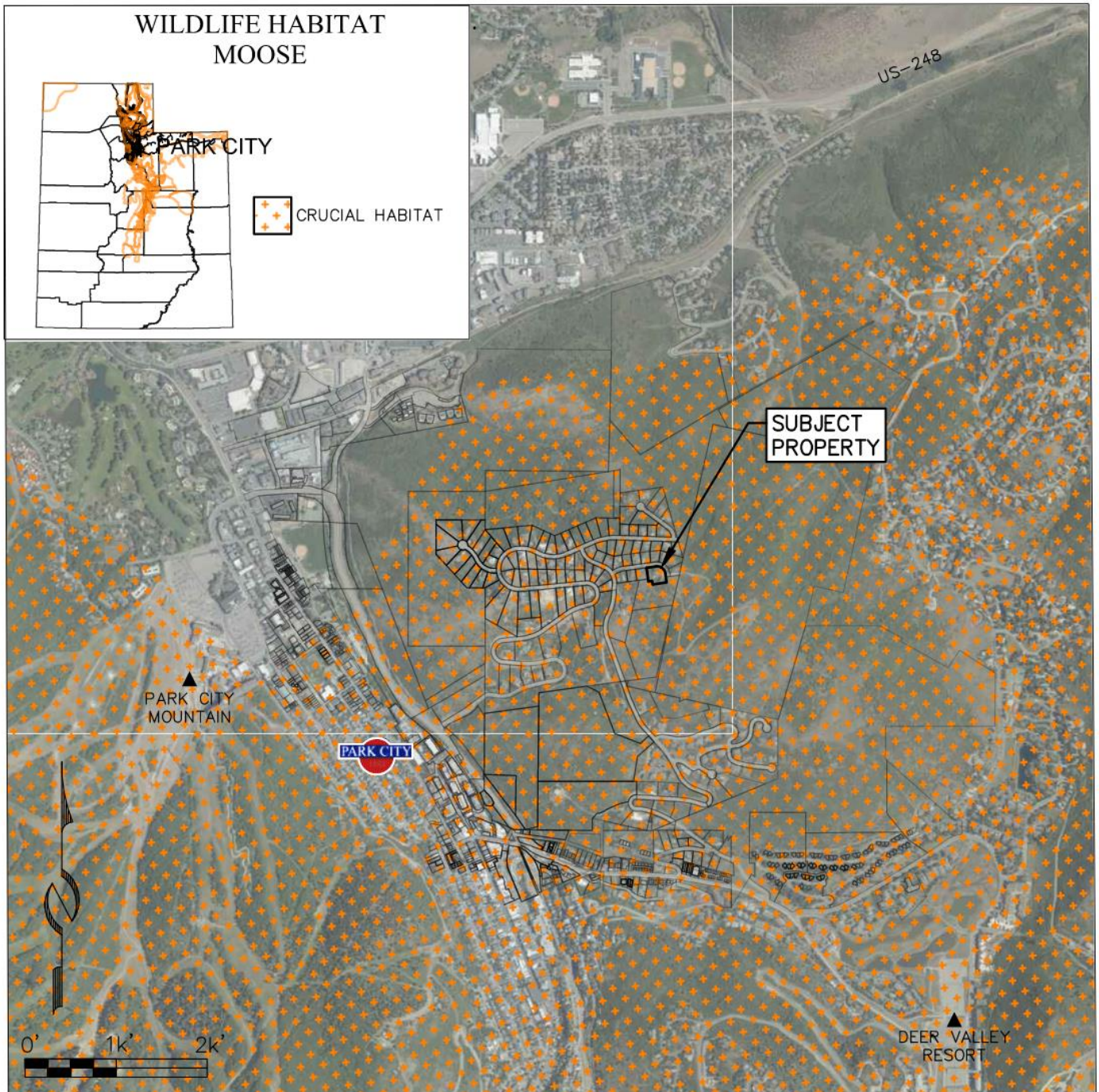


FIGURE 7.3: Shows a crucial, year-long calving habitat for the regional Moose.

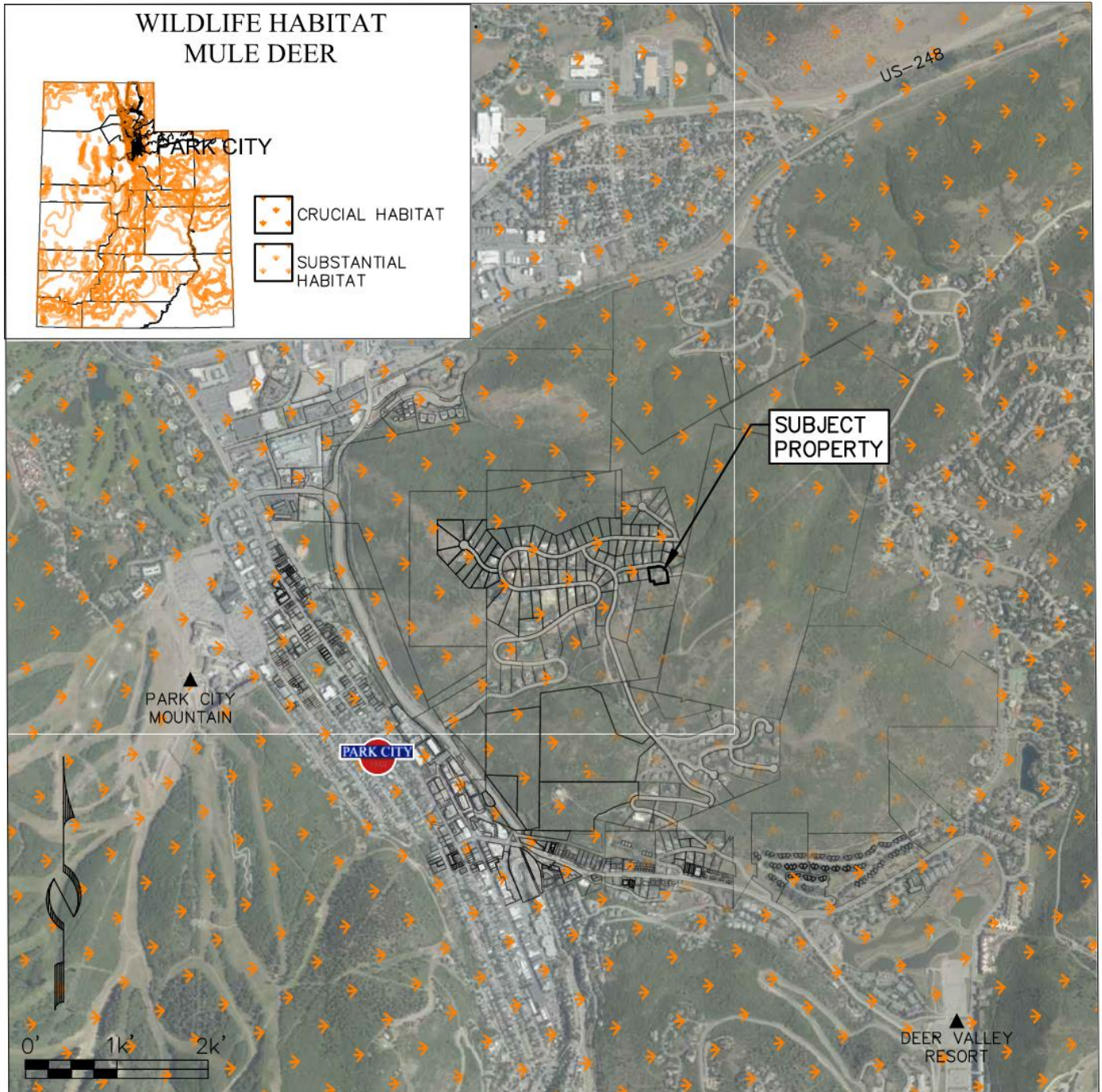


FIGURE 7.4: Shows a crucial, seasonal (Summer) habitat for the regional Mule Deer.

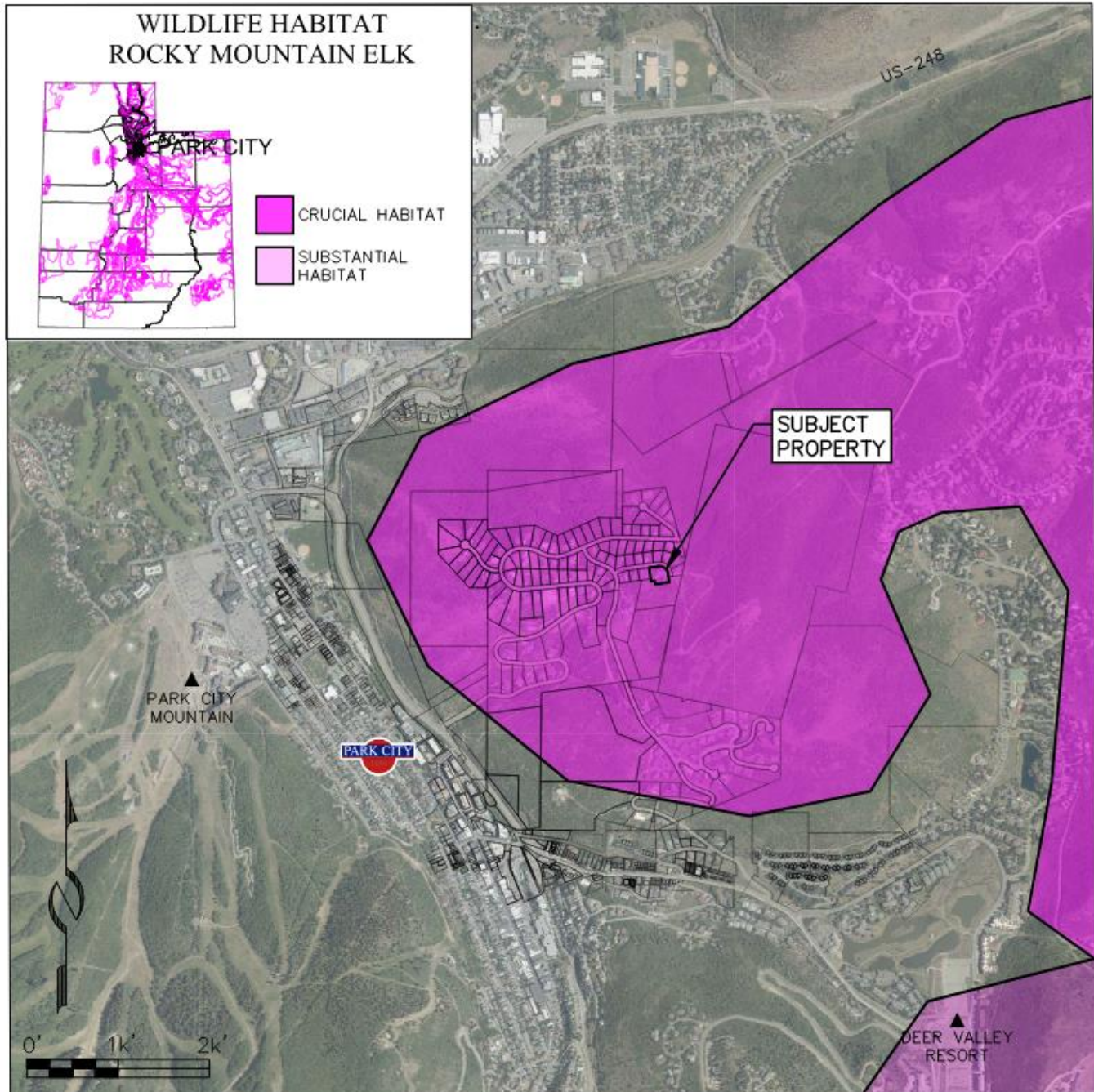


FIGURE 7.5: Shows a crucial, seasonal (Winter) habitat for the Rocky Mountain Elk.

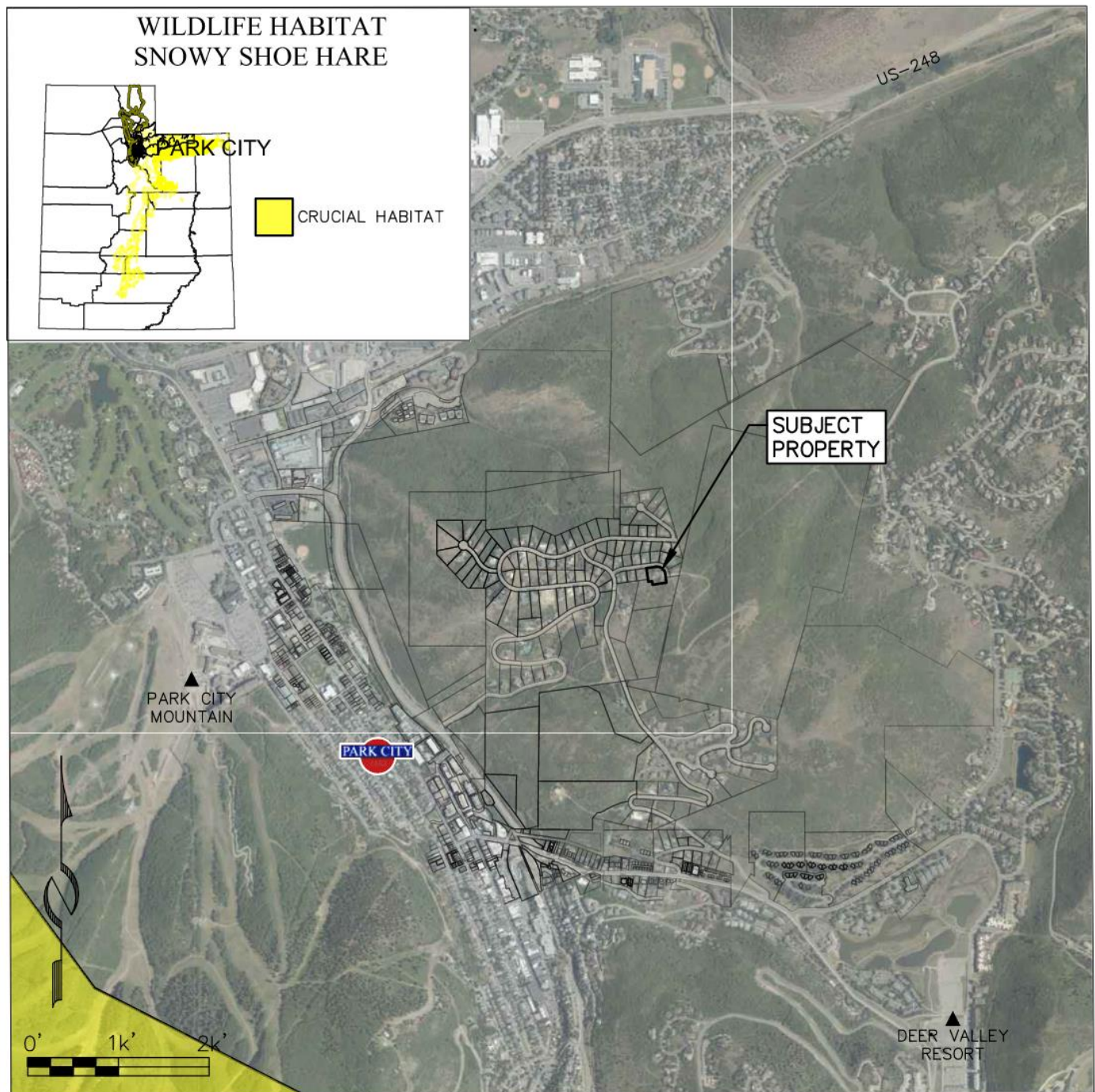
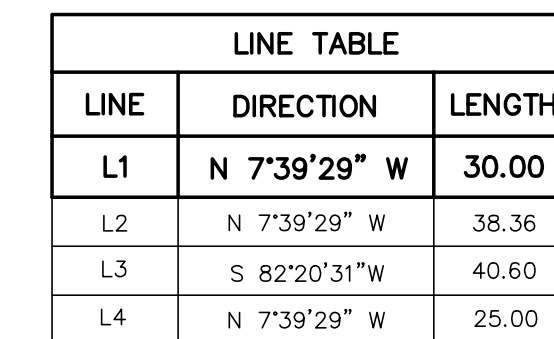
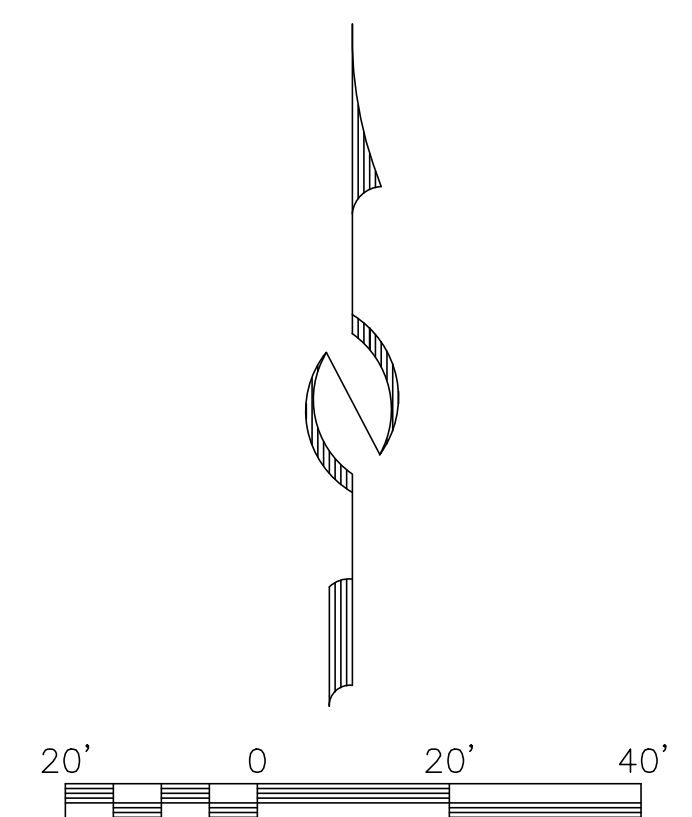


FIGURE 7.6: Shows a crucial, year-long habitat for the Snowy Shoe Hare. Does not affect subject property.

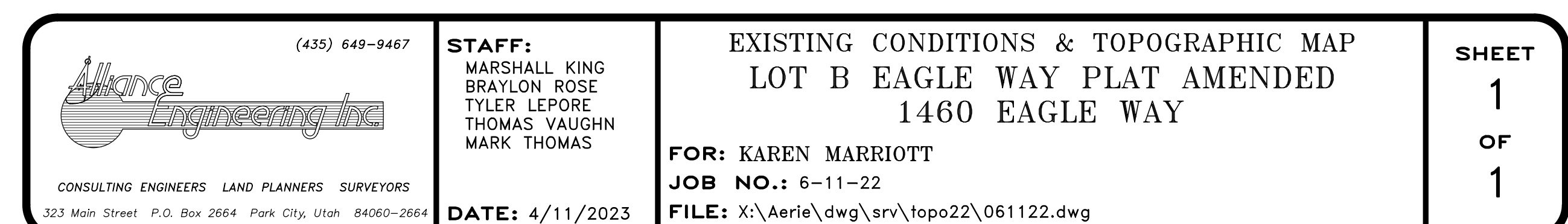
1. Site Benchmark: Sanitary Sewer Manhole = 7443.1'.
2. Field work for this survey was completed on February 7, 2023.
3. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
4. Snow coverage at the time of the survey was approximately 5-6". Therefore, some conditions may exist which are not shown.
5. See First Amendment Lot B of Eagle Way Plat Amendment, Entry No. 828447 in the Summit County Recorder's Office.



COLOR	SLOPE (%)
	0%–15%
	15%–30%
	30%–40%
	40%+

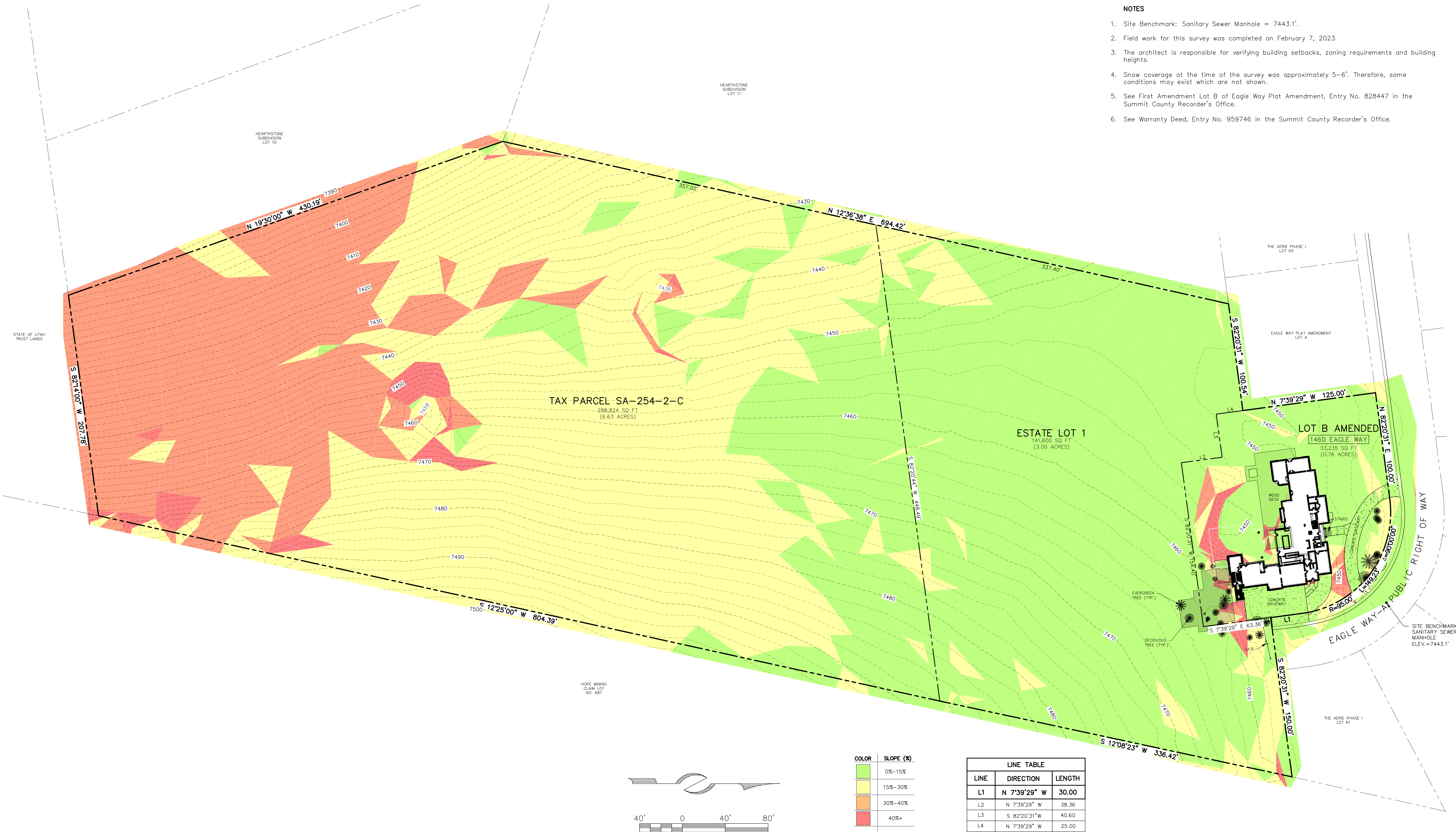


APPENDIX A

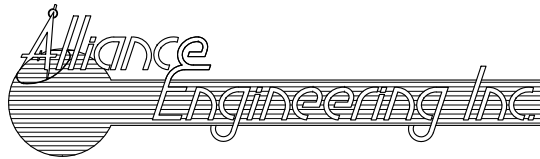


NOTES

1. Site Benchmark: Sanitary Sewer Manhole = 7443.1'.
2. Field work for this survey was completed on February 7, 2023.
3. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
4. Snow coverage at the time of the survey was approximately 5-6'. Therefore, some conditions may exist which are not shown.
5. See First Amendment Lot B of Eagle Way Plat Amendment, Entry No. 828447 in the Summit County Recorder's Office.
6. See Warranty Deed, Entry No. 959746 in the Summit County Recorder's Office.



APPENDIX B

 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	(435) 649-9467	STAFF: MARSHALL KING BRAYLON ROSE TYLER LEPORE THOMAS VAUGHN MARK THOMAS	EXISTING CONDITIONS & TOPOGRAPHIC MAP FIRST AM LOT B OF EAGLE WAY PLAT AM & TAX PARCEL SA-254-2-C FOR: KAREN MARRIOTT JOB NO.: 6-11-22 FILE: X:\Aerie\dwg\srvt\topo22\061122.dwg	SHEET 2 OF 2
		DATE: 4/20/23		

Planning Commission Staff Report



Subject: 1760 Prospector Avenue
Application: PL-23-05926
Author: Virgil Lund, Planner I
Date: January 10, 2024
Type of Item: Conditional Use Permit

Recommendation

(I) Review the Conditional Use Permit for a proposed Indoor Entertainment Facility at 1760 Prospector Avenue, (II) conduct a public hearing, and (III) consider approving the Conditional Use Permit based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant: Park City Prospector LLC

Location: 1760 Prospector Avenue

Zoning District: General Commercial

Adjacent Land Uses: Commercial, Residential

Reason for Review: The Planning Commission reviews and takes Final Action on Conditional Use Permits.¹

CUP Conditional Use Permit
FAR Floor Area Ratio
GC General Commercial
LMC Land Management Code

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).

Summary

The Structure at 1760 Prospector Avenue was constructed in 2021 and includes 205 square feet of retail space, 557 square feet of office space, 1,542 square feet of lounge areas, and 834 square feet of Indoor Entertainment Facility space. The lounge areas include sitting and gathering areas for the occupants of the building. Retail and Office uses are Allowed Uses in the GC Zoning District.²

The Applicant proposes a Conditional Use Permit for the 20-seat, 834 square foot

¹ LMC [§ 15-2.18-2](#)

² LMC [§ 15-2.18-2](#)

Indoor Entertainment Facility. In addition to the full-time retail, office, and lounge uses, the Indoor Entertainment Facility is proposed to hold occasional private events during the Sundance Film Festival and other charity and local community events throughout the year.

Background

1760 Prospector Avenue is part of the Lot 32 Prospector Square Amended Plat, Summit County Recorder Entry No. 320224 (Exhibit B).

On August 26, 2020, the City issued a Building Permit for the structure at 1760 Prospector Avenue to be demolished and re-built. One of the conditions from the Building Permit states that the proposed use for the structure will be assessed with the submittal of the Business License and may require additional Planning permitting. See Exhibit C. Approval of this Conditional Use Permit is required prior to the issuance of the Business License.

Analysis

(I) The proposal for an Indoor Entertainment Facility complies with the General Commercial (GC) Zoning District requirements in LMC Chapter 15-2.18.

The purpose of the GC District is to:

1. allow a wide range of commercial and retail trades and Uses, as well as offices, Business and personal services, and limited Residential Uses in an Area that is convenient to transit, employment centers, resort centers, and permanent residential Areas,
2. allow Commercial Uses that orient away from major traffic thoroughfares to avoid strip commercial Development and traffic congestion,
3. protect views along the City's entry corridors,
4. encourage commercial Development that contributes to the positive character of the City, buffers adjacent residential neighborhoods, and maintains pedestrian Access with links to neighborhoods, and other commercial Developments,
5. allow new commercial Development that is Compatible with and contributes to the distinctive character of Park City, through Building materials, architectural details, color range, massing, lighting, landscaping and the relationship to Streets and pedestrian ways,
6. encourage architectural design that is distinct, diverse, reflects the mountain resort character of Park City, and is not repetitive of what may be found in other communities, and
7. encourage commercial Development that incorporates design elements related to public outdoor space including pedestrian circulation and trails, transit facilities, plazas, pocket parks, sitting Areas, play Areas, and Public Art.³

³ LMC [§ 15-2.18-1](#)

The proposed Indoor Entertainment Facility complies with the purposes of the GC Zoning District because it provides a unique commercial use for the Prospector Square neighborhood and helps contribute to the positive character of the City and neighborhood.

The table below outlines the GC Lot and Site requirements established in LMC [§ 15-2.18-3](#):

Requirement	Analysis of Proposal
Setbacks – In the Prospector Square Subdivision, Front, Side and Rear Setbacks may be reduced to zero feet (0') for all Affected Lots (Lots 2A through 49D, except Lots 40, 41, 42, 43, 44, 45, and 46, and parking Lots A through K as shown on the Amended Prospector Square Subdivision Plat.) ⁴	Complies: On August 26, 2020, the City issued a Building Permit for 1760 Prospector Avenue, finding compliance with Lot and Site setbacks (Exhibit C). The Structure at 1760 Prospector Avenue is located on Lot 32A and has a zero-foot Setback requirement.
Prospector overlay establishes a maximum Floor Area Ratio (FAR) for development: must not exceed two	Complies: The FAR for the constructed building is 1.3. The total interior area of the building is 3,842 square feet.

(II) The proposal for an Indoor Entertainment Facility at 1760 Prospector Avenue complies with the Off-Street Parking requirements outlined in LMC § 15-3-6(B).

The General Plan indicates that Prospector Square uses the concept of shared parking, "a reality that is already successful in this area" (General Plan [Vol 2, p 181](#)). The Prospector Square Subdivision, as approved by the City, is based on a shared parking concept in which several uses per lot share common parking. Parking is managed through the Prospector Square Property Owners Association within Common Areas that have been designated as Parking Lots. 1760 Prospector Avenue primarily uses Parking Lot H. Lot H has approximately 62 Parking Spaces. No Owner or business is guaranteed specific parking spaces, the availability of parking adjacent to their Lot, or the right to reserve parking spaces. Each Owner or business may utilize parking in any or all the Parking Lots, in common with all the Owners. Lot H is currently shared by businesses which include a restaurant, private school, dentist office, spas, salons,

⁴ LMC [§ 15-2.18-3\(I\)](#)

offices, and a ski shop.

The following table shows the Off-Street parking requirements found in LMC [§ 15-3-6\(B\)](#) for each of the existing uses of Lot H:

Use of Lot H	Off-Street Parking Requirement
Restaurant	One space for every 100 square feet of net leasable Area. The Restaurant requires approximately seven Parking Spaces.
Dentist Office	Five spaces per 1,000 sf of leasable floor Area. The Dentist Office requires approximately five Parking Spaces.
Spa and Salon	Three spaces for each 1,000 sf of net leasable floor Area. The Spas and Salons require approximately 12 Parking Spaces.
Ski Shop	Three spaces for each 1,000 square feet of net leasable floor Area. The Ski Shop requires approximately six Parking Spaces.
Private School	One space per 1,000 square feet of floor Area. The Private School requires approximately four Parking Spaces.
Offices	Three spaces per 1,000 square feet of leasable floor Area. The Offices require approximately 21 Parking Spaces.

The proposed hours of operation are from 10:00 AM to 11:00 PM. The Indoor Entertainment Facility will be used for events during the evening hours (after 5:00 PM). With the events occurring during the evening, this will ensure there is sufficient parking in the affected parking Lots. The Building Department issued a Building Permit that specifies a maximum occupancy of 162 people for the structure located at 1760 Prospector Avenue. The Building Department and Fire Marshall conducted a Final Inspection and confirmed the occupancy limit on September 29, 2022. The Structure received a Certificate of Occupancy on September 29, 2022.

1760 Prospector Avenue also uses Parking Lot G, which is on the other side of Prospector Avenue. Lot G has approximately 100 Parking Spaces. The existing uses for Lot G include residential apartments, a restaurant, and a pre-school. In addition to Lot G, the apartments have underground parking for the residents.

On October 8, 2019, the Prospector Square Property Owners Association approved the plans for the structure and the Use of an Indoor Entertainment Facility at 1760 Prospector Avenue. See Exhibit D for approval letters.

Indoor Entertainment Facilities require one space per four seats or five spaces per 1,000 square feet of Floor Area depending on the type of facility.⁵ The existing use of the building includes 205 square feet of retail space, 557 square feet of office space, 1,542 square feet of lounge areas (The lounge areas include sitting and gathering areas for the occupants of the building), and 834 square feet of Indoor Entertainment Facility space. The total number of Parking Spaces that the LMC requires for the building and all related Uses is 16.⁶

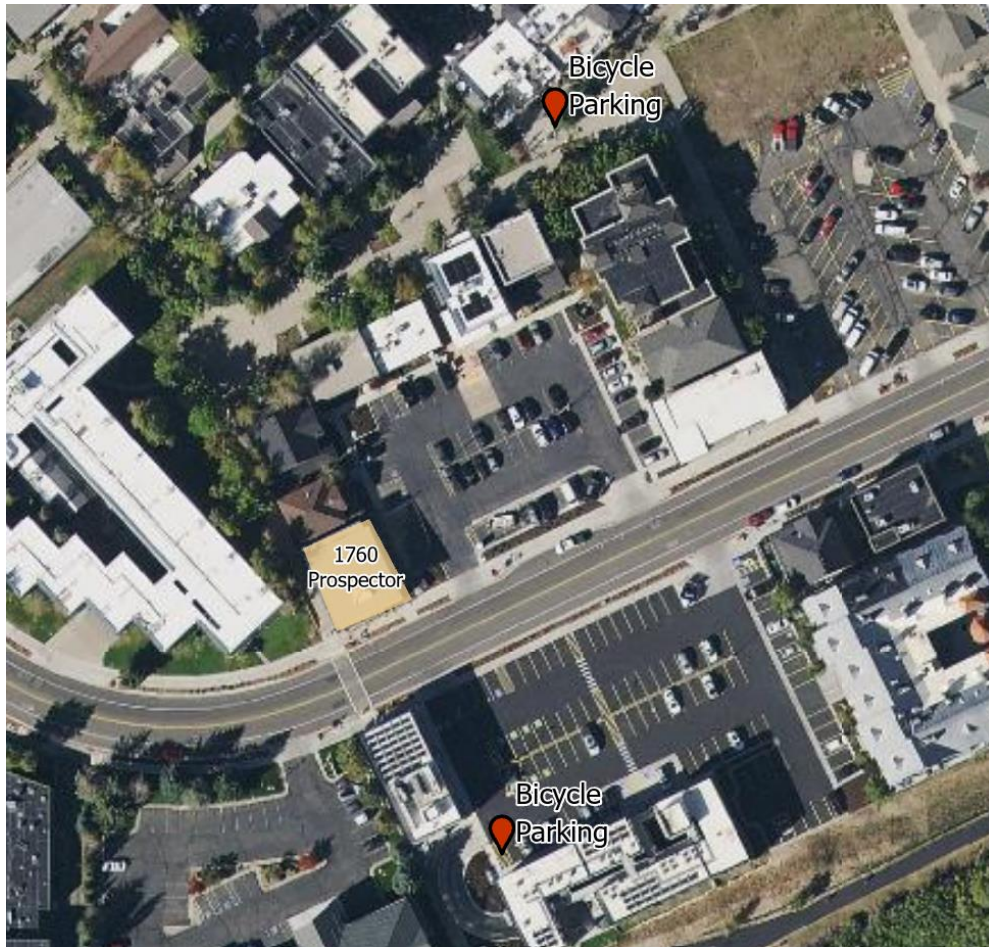
Use of 1760 Prospector	Off-Street Parking Requirement
Retail	Three spaces for each 1,000 square feet of net leasable floor Area. One Parking Space required.
Office	Three spaces per 1,000 square feet of leasable floor Area. Two Parking Spaces required.
Lounge Areas (Support Commercial Use)	Five spaces per 1,000 square feet of net leasable floor Area Eight Parking Spaces required.
Indoor Entertainment Facility	One space per Four seats or 5 spaces per 1,000 square feet of floor Area (whichever is greater) Five Parking Spaces required.

The previous Structure at 1760 Prospector Avenue was used for Medical related offices. The square footage of the previous building was 3,610 square feet. Per the LMC and Off-Street parking requirements outlined in LMC [§ 15-3-6\(B\)](#), the medical related offices required 18 parking spaces. As a result, the proposed Use requires fewer parking spaces than the previous use.

LMC [§ 15-3-9](#) requires that “Outdoor bicycle parking shall be provided for ten percent (10%) of the required Off-Street parking for the temporary storage of bicycles.” The Structure at 1760 Prospector has zero-foot Setbacks, which creates a challenge to install bicycle parking on the same Lot as the Structure. There is a storage area inside of the building that allows employees of 1760 Prospector to store bicycles. Two bicycle parking spots are required for the Structure at 1760 Prospector Avenue. Parking Lot G, across the street from 1760 Prospector Avenue, has available bicycle parking. Prospector Square also provides other bicycle parking on the shared pedestrian walkway. See map below.

⁵ LMC [§ 15-3-6](#)

⁶ LMC [§ 15-3-6\(B\)](#)



Map showing Bicycle Parking Locations

(III) The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).

There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

The Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards. LMC [§ 15-1-10](#).

CUP Review Criteria	Analysis of Proposal
Size and Location of the Site	Complies: There is one other Indoor Entertainment Facility in Prospector Square, the Prospector Theatre. The proposed Indoor Entertainment Facility at 1760 Prospector and associated Uses are 3,842 square feet, which is 232 square feet bigger than the previous structure at 1760 Prospector.
Traffic considerations including capacity of the existing Streets in the Area	Complies: One of the purposes of the GC Zoning District is to “allow Commercial Uses that orient away from major traffic thoroughfares to avoid strip commercial Development and traffic congestion.” 1760 Prospector Avenue is oriented away from Highway 248 (Kearns Blvd) and is located within 200 feet of an existing (5 Yellow) bus stop.
Utility capacity, including Storm Water run-off	Complies: The Development Review Committee reviewed this proposal on November 21, 2023, and did not identify any utility issues with the proposal.
Emergency Vehicle Access	Complies: On November 21, 2023, the Park City Fire District reviewed the proposed Indoor Entertainment Facility and confirmed the proposal conforms with their requirements.
Parking	Complies: See Off-Street Parking analysis section above.
Internal Vehicular and Pedestrian Circulation System	Complies: The proposed Use of an Indoor Entertainment Facility will not affect the vehicular or pedestrian circulation systems. There are existing sidewalks surrounding the building, and there were no impacts to the pedestrian circulation system when the building was re-built. Guests will arrive either by parking in the existing parking lot, rideshare, bike, foot, or public transit.
Fencing, Screening, and Landscaping	Not applicable, there are no fences or landscaped areas proposed as part of this CUP application.
Building Mass, Bulk, and Orientation	Complies: The previous Structure at 1760 Prospector was built circa 1988. When the Structure was re-built, it was built with similar size and dimensions to fit within the existing neighboring properties, while giving it a modern look. See images below.



2023 Structure



Previous Structure from 1988

Useable Open Space	The original Prospector Square Subdivision was platted in 1974. The Subdivision Plat does not dedicate any Open Space area. The Common Area is dedicated on the Plat for pedestrian walkways and landscaping to connect the businesses and improve walkability in the neighborhood. The Structure does not impede the pedestrian walkways.
Signs and Lighting	No lighting is proposed or approved as part of this application. Condition of Approval 4: The Applicant must receive an approved Sign Permit that complies with the Sign Code prior to the installation of any signs. Condition of Approval 5: Any Outdoor Lighting must comply with the Dark Sky Code, be fully shielded, down directed, with 3,000 degrees Kelvin or less and compliance must be determined prior to Business License issuance.
Physical Design and Compatibility with Surrounding Structures	Complies: The previous Structure at 1760 Prospector was built circa 1988. When the Structure was re-built, it was built with similar size and dimensions to fit within the existing neighboring properties, while giving it a modern look. The proposed Use of an Indoor Entertainment Facility also complies with the purpose of the GC Zoning District because it provides a unique commercial use for the

	Prospector Square neighborhood and helps contribute to the positive character of the City and neighborhood.
Noise, Vibration, Odors, Steam, or Other Mechanical Factors	Complies: Condition of Approval 3 states that the proposed use of the Indoor Entertainment Facility shall comply with the City Noise Ordinance in Municipal Code of Park City Chapter 6-3.
Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas	Complies: There are no changes proposed to the loading and unloading zones or trash and recycling pickup areas. There is an existing garbage enclosure located on the southeast corner of the shared parking lot that is managed by the Prospector Square Property Owners Association.
Expected Ownership and Management	1760 Prospector Avenue is owned by Park City Prospector LLC.
Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, and Park City Soils Ordinance, Steep Slopes, and Appropriateness of the Proposed Structure to the Existing Topography of the Site	Complies: This property is not within or adjoining environmentally sensitive lands, physical mine hazards, historic mine waste, or steep slopes. However, this property is within the Park City Soils Ordinance. The Building and Landscaping Permit for 1760 Prospector Avenue was reviewed and approved by the Sustainability Department on June 23, 2020, and did not require any Conditions of Approval.
Reviewed for Consistency with the Goals and Objectives of the Park City General Plan	Complies: The proposed Indoor Entertainment Facility aligns with Goal 13 of the General Plan which states “Park City will continue to grow as an arts and culture hub encouraging creative expression.” The proposed Indoor Entertainment Facility will contribute to the local arts community and encourages creative expression through filmmaking.

(IV) The Development Review Committee reviewed the proposal on November 21, 2023, and did not require additional Conditions of Approval for the proposed Use.⁷

⁷ The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering

Department Review

The Planning Department and City Attorney's Office reviewed this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on December 27, 2023. Staff mailed courtesy notice to property owners within 300 feet on December 27, 2023. The *Park Record* published courtesy notice on December 27, 2023.⁸

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

- The Planning Commission may approve the Conditional Use Permit for an Indoor Entertainment Facility at 1760 Prospect Avenue;
- The Planning Commission may deny the Conditional Use Permit for an Indoor Entertainment Facility at 1760 Prospect Avenue and direct staff to make Findings for the denial; or
- The Planning Commission may request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Final Action Letter

Exhibit B: Summit County Recorder Entry No. 320224

Exhibit C: Approved Building Permit

Exhibit D: Prospector Square Property Owners Association Approvals

Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

⁸ LMC [§ 15-1-21](#)



Planning Department

January 10, 2024

Park City Prospector LLC
1760 Prospector Avenue
801-390-6792

CC: Ben Ray

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	1760 Prospector Avenue
Zoning District:	General Commercial
Application:	Conditional Use Permit
Project Number:	PL-23-05926
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	January 10, 2024
Project Summary:	The Applicant proposes a 20-seat, Indoor Entertainment Facility. The intention of the Indoor Entertainment Facility is to hold private events during the Sundance Film Festival in addition to other local community events throughout the year.

Action Taken

On January 10, 2024, the Planning Commission conducted a public hearing and approved the Indoor Entertainment Facility according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The proposed Indoor Entertainment Facility is located at 1760 Prospector Avenue.
2. 1760 Prospector Avenue is part of the Lot 32 Prospector Square Amended Plat, Summit County Recorder Entry No. 320224 and is located on Lot 32A.



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3. On August 26, 2020, the City issued a Building Permit for the existing structure at 1760 Prospector Avenue to be demolished and re-built.
4. Approval of the Conditional Use Permit is required prior to the issuance of the Business License.
5. Staff determined the Application was complete on November 13, 2023.
6. The application as conditioned, complies with LMC Section 15-2.18 *General Commercial District* as follows:
 - a. In the GC District, Indoor Entertainment Facilities require a Conditional Use Permit.
 - b. On August 26, 2020, the City issued a Building Permit for 1760 Prospector Avenue, demonstrating compliance to all Lot and Site setbacks
 - c. The Structure at 1760 Prospector Avenue is located on Lot 32A and has a zero-foot Setback requirement
 - d. The Floor Area Ratio (FAR) for the constructed building is 1.3. The total interior area of the building is 3,842 square feet.
7. The application as conditioned, complies with LMC Section 15-3-6(B) *Off-Street Parking* requirements as follows:
 - a. Indoor Entertainment Theaters require one space per four seats or five spaces per 1,000 sf of floor Area depending on the type of facility. The existing use of the building includes 205 square feet of retail space, 557 square feet of office space, 1,542 square feet of lounge areas, and 834 square feet of Indoor Entertainment Facility (theatre) space. The total number of Parking Spaces that the LMC requires for the building and all associated Uses is 16.
 - b. The proposed hours of operation are from 10:00 AM to 11:00 PM. The Indoor Entertainment Facility will be used for events during the evening hours (after 5:00 PM). With the events occurring during the evening, this will ensure there is sufficient parking in the affected parking Lots. The Building Department issued a Building Permit that specifies a maximum occupancy of 162 people for the structure located at 1760 Prospector Avenue. The Building Department and Fire Marshall conducted a Final Inspection and confirmed the occupancy limit on September 29, 2022. The Structure received a Certificate of Occupancy on September 29, 2022.
 - c. The previous Structure at 1760 Prospector Avenue was used for Medical related offices. The square footage of the previous building was 3,610 square feet. Per the LMC and Off-Street parking requirements outlined in



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LMC § 15-3-6(B), the medical related offices required 18 parking spaces. As a result, the proposed Use requires fewer parking spaces than the previous use.

- d. The Park City General Plan indicates that Prospector Square uses the concept of shared parking, "a reality that is already successful in this area". (General Plan Vol 2. p 181)
- e. The Prospector Square Subdivision, as approved by Park City, is based on a shared parking concept, in which all the lots can be improved without providing on-site parking. Parking is provided through the Property Owners Association within those Common Areas that have been designated as Parking Lots. 1760 Prospector Avenue primarily uses parking lot H. Lot H has approximately 62 Parking Spaces. No Owner (or business) is guaranteed specific parking spaces, the availability of parking adjacent to his or her lot, or the right to reserve parking spaces. Each Owner (or business) may utilize parking in any or all the Parking Lots, in common with all the Owners. Lot H is currently shared by businesses which include a restaurant, private school, dentist office, spas, salons, offices, and a ski shop.
- f. The total number of Parking Spaces required for the surrounding Uses is 55.
- g. On October 8, 2021, the Prospector Square Property Owners Association approved the plans for the structure and the Use of an Indoor Entertainment Facility at 1760 Prospector Avenue.
- h. 1760 Prospector Avenue also uses Parking Lot G, which is on the other side of Prospector Avenue. Lot G has approximately 100 Parking Spaces. The existing uses for Lot G include residential apartments, a restaurant, and a pre-school. In addition to Lot G, the apartments have underground parking for the residents.
- i. On October 8, 2019, the Prospector Square Property Owners Association approved the plans for the structure and the Use of an Indoor Entertainment Facility at 1760 Prospector Avenue.
- j. On October 8, 2019, the Prospector Square Property Owners Association approved the plans for the structure and the Use of an Indoor Entertainment Facility at 1760 Prospector Avenue.
- k. The proposed hours of operation are from 10:00 AM to 11:00 PM. The Indoor Entertainment Facility will be used for events during the evening



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hours (after 5:00 PM). With the events occurring during the evening, this will ensure there is sufficient parking in the affected parking Lots. The Building Department issued a Building Permit that specifies a maximum occupancy of 162 people for the structure located at 1760 Prospector Avenue. The Building Department and Fire Marshall conducted a Final Inspection and confirmed the occupancy limit on September 29, 2022. The Structure received a Certificate of Occupancy on September 29, 2022.

- I. Bicycle Parking
 - i. LMC § 15-3-9 requires that “Outdoor bicycle parking shall be provided for ten percent (10%) of the required Off-Street parking for the temporary storage of bicycles.” The Structure at 1760 Prospector has zero-foot Setbacks, which creates a challenge to install bicycle parking on the same Lot as the Structure. There is a storage area inside of the building that allows employees to store bicycles. Two bicycle parking spots are required for the Structure at 1760 Prospector Avenue. Parking Lot G, across the street from 1760 Prospector Avenue has available bicycle parking. Prospector Square also provides other bicycle parking on the shared pedestrian walkway.
8. The application as conditioned complies with LMC 15-1-10 *Conditional Use Permits* as follows:
 - a. Size and location of the site
 - i. There is one other Indoor Entertainment Facility in Prospector Square, the Prospector Theatre. The proposed Indoor Entertainment Facility at 1760 Prospector and associated Uses are 3,842 square feet, which is 232 square feet bigger than the previous structure at 1760 Prospector.
 - b. Traffic considerations including capacity of the existing Streets in the Area
 - i. One of the purposes of the GC Zoning District is to “allow Commercial Uses that orient away from major traffic thoroughfares to avoid strip commercial Development and traffic congestion.” 1760 Prospector Avenue is oriented away from Highway 248 (Kearns Blvd) and is located within 200 feet of an existing transit line (5 Yellow) and bus stop.
 - c. Utility capacity



Planning Department

- i. The Development Review Committee reviewed this proposal on November 21, 2023, and did not identify any utility issues with the proposal.
- d. Emergency Vehicle Access
 - i. On November 21, 2023, the Park City Fire District reviewed the proposed Indoor Entertainment Facility and confirmed the proposal conforms with their requirements.
- e. Parking
 - i. See Off-Street Parking analysis section above
- f. Internal Vehicular and Pedestrian Circulation System
 - i. The proposed Use of an Indoor Entertainment Facility will not affect the vehicular or pedestrian circulation systems. There are existing sidewalks surrounding the building, and there were no impacts to the pedestrian circulation system when the building was re-built. Guests will arrive either by parking in the existing parking lot, rideshare, bike, foot, or public transit.
- g. Fencing, Screening, and Landscaping
 - i. Not applicable, there are no fences or landscaped areas proposed as part of this CUP application.
- h. Building Mass, Bulk, and Orientation
 - i. The previous Structure at 1760 Prospector was built circa 1988. When the Structure was re-built, it was built with similar size and dimensions to fit within the existing neighboring properties, while giving it a modern look.
- i. Useable Open Space
 - i. The original Prospector Square Subdivision was platted in 1974. The Subdivision Plat does not dedicate any Open Space area. The Common Area is dedicated on the Plat for pedestrian walkways to connect the businesses and improve walkability in the neighborhood. The Structure does not impede the pedestrian walkways.
- j. Signs and Lighting
 - i. No lighting is proposed or approved as part of this application.
- k. Physical Design and Compatibility with Surrounding Structures
 - i. The previous Structure at 1760 Prospector was built circa 1988. When the Structure was re-built, it was built with similar size and



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dimensions to fit within the existing neighboring properties, while giving it a modern look. The proposed Use of an Indoor Entertainment Facility also complies with the purpose of the GC Zoning District because it provides a unique commercial use for the Prospector Square neighborhood and helps contribute to the positive character of the City and neighborhood.

- I. Noise, Vibration, Odors, Steam, or Other Mechanical Factors
 - i. Condition of Approval 3 states that the proposed use of the Indoor Entertainment Facility shall comply with the City Noise Ordinance in Municipal Code of Park City Chapter 6-3.
- m. Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas
 - i. There are no changes proposed to the loading and unloading zones or trash and recycling pickup areas. There is an existing garbage enclosure located on the southeast corner of the shared parking lot and is managed by the Prospector Square Property Owners Association.
- n. Expected Ownership and Management
 - i. 1760 Prospector Avenue is owned by Park City Prospector LLC.
- o. Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, and Park City Soils Ordinance, Steep Slopes, and Appropriateness of the Proposed Structure to the Existing Topography of the Site
 - i. This property is not within or adjoining environmentally sensitive lands, physical mine hazards, historic mine waste, or steep slopes. However, this property is within the Park City Soils Ordinance.
 - ii. The Building and Landscaping Permit for 1760 Prospector Avenue was reviewed and approved by the Sustainability Department on June 23, 2020, and did not require any Conditions of Approval.
- p. Reviewed for Consistency with the Goals and Objectives of the Park City General Plan
 - i. The proposed Indoor Entertainment Facility aligns with Goal 13 of the General Plan which states “Park City will continue to grow as an arts and culture hub encouraging creative expression.” The proposed Indoor Entertainment Facility will contribute to the local



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arts community and encourages creative expression through filmmaking.

- q. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on December 27, 2023.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements outlined in LMC Chapter 15-2.18 *General Commercial (GC) District*, Chapter 15-3 *Off Street Parking Requirements*, and Section 15-1-10(E) *Conditional Use Permits*.
2. The use will be compatible with surrounding Structures in use, scale, mass, and circulation.
3. The effects of any difference in use or scale have been mitigated through careful planning.

Conditions of Approval

1. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved use.
2. Any changes, modifications, or deviations from the approved use shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or designee.
3. The proposed use of an Indoor Entertainment Facility shall comply with the City Noise Ordinance in Municipal Code of Park City Chapter 6-3.
4. The Applicant must receive an approved Sign Permit that complies with the Sign Code prior to installation of any signs.
5. Any Outdoor Lighting must comply with the Dark Sky Code, be fully shielded, down directed, with 3,000 degrees Kelvin or less and compliance must be determined prior to Business License issuance.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5067 or email virgil.lund@parkcity.org

Sincerely,

Sarah Hall
Planning Commission Chair

CC: Virgil Lund

A NEW DESIGN FOR THE

ATI - AMERICA

1760 PROSPECTOR AVE.

PARK CITY, UT

- 1.Per the Letter of Approval dated July 7, 2020 from the Prospector Square HOA the proposed structure is approved, the parking is shared with the rest of the Prospector Square businesses in their HOA; this approval and the reference to a crosswalk being proposed to be installed in no way obligates the City to install a crosswalk unless other agreements are in place that do so
- 2.Per LMC 15-2.18-3(I) the FAR for this lot is 5220 sq. ft. and the Gross Commercial Floor Area may not exceed that maximum allowed
- 3.The exterior metal siding material shall not be reflective, if any complaints from the public are received regarding the reflectivity of the material it is the owners responsibility to mitigate it to be non-reflective
- 4.The proposed signs are not approved with this permit; a separately approved Sign Permit is required
- 5.Proposed Uses for the structure will be assessed with the submittal of the Business License and may require additional Planning permitting
- 6.All exterior siding materials must comply with LMC 15-5-5 and each building facade may only have a maximum of 3 different types of materials, stone siding must be natural
- 7.All exterior lighting must be down directed and shielded per LMC 15-5-5(J)
- 8.The building height must comply with LMC 15-2.18-4 and cannot exceed the Zone height of 35' from Existing Grade unless the roof pitch is 4:12 or greater and then it may go an additional 5' higher
- 9.All mechanical equipment (including but not limited to hot tubs, fire features, and similar structures) and venting must be at least 5' from the Rear and Side Lot Lines and must be screened per LMC 15-2.18-3, any roof top mechanical equipment or venting may only go up to 5' above the highest building point per LMC 15-2.18-4
- 10.Per LMC 15-2.18-3 fences, walls, and retaining walls may only go up to 4' in height within the Front Setback, and only up to 6' within the Side and Rear Setbacks
- 11.Per LMC 15-2.18-3 patios, decks, pathways, steps, and similar structures may not exceed more than 30" in height above Final Grade and shall be at least 5' from the Rear Lot Line and at least 1' from the Side Lot Lines
- 12.Per LMC 15-5-5(E) all roofing materials shall be natural earth toned in color and shall have a Solar Reflective Index of 35 or less
- 13.Windows cannot be untreated metal frames per LMC 15-5-5(I)
- 14.Per the applicant all existing landscaping is being protected in place, no landscaping is proposed with this permit, per LMC 15-5-5(N) all disturbed vegetation shall be replaced to existing or improved conditions, the irrigation system must have a WaterSense labeled smart irrigation controller, seeded areas must be at least 80% or more germinated prior to Site Completion, bark mulched areas must have 50% or more plants installed

PROJECT REVISIONS		
#	DATE	DESCRIPTION
1	2020-07-20	CITY REVIEW COMMENTS

Index of Drawings	
Sheet Number	Sheet Name
Architectural	
OT-1	TITLE
A0.0	GENERAL NOTES
A0.1	GENERAL NOTES
TOPO	SURVEY
A1.1	SITE PLAN
A1.2	SITE MITIGATION PLAN
A0.2	OCCUPANCY PLANS
A0.3	EXIT PLANS
A2.0	1/4' EXISTING PLAN
A2.1	1/4' CRAWL SPACE LEVEL
A2.2	1/4' MAIN LEVEL PLAN
A2.3	1/4' UPPER LEVEL PLAN
A2.4	NET AREA PLANS
A3.0	3D ISOMETRIC VIEWS
A3.1	1/8' ELEVATIONS
A3.2	1/4' ELEVATION
A3.3	1/4' ELEVATION
A3.4	1/4' ELEVATION
A3.5	1/4' ELEVATION
A3.6	1/4' SECTION
A3.7	1/4' SECTION
A3.8	WALL SECTIONS
A4.1	ROOF PLAN
A5.0	REFLECTED CEILING NOTES
A5.1	MAIN RCP
A5.2	UPPER RCP
A6.0	DOOR SCHEDULE & DETAILS
A6.2	WINDOW SCHEDULE
A6.3	WINDOW & DOOR DETAILS
A6.4	STAIR DETAILS
A7.0	TYPICAL DETAILS
A7.3	TYPICAL DETAILS
A7.4	TYPICAL DETAILS
A7.5	TYPICAL DETAILS
A7.6	BUILDING WRAP DETAILS
A7.9	ADA DETAILS
A7.10	ADA DETAILS

Inside of Wall SQFT	
LOCATION	SQUARE FOOTAGE
UPPER LEVEL	1,514 SF
	1,514 SF
MAIN LEVEL	2,328 SF
TOTAL FINISHED	2,328 SF
TOTAL INSIDE OF WALL	3,842 SF

Deck/Patio SQFT	
LOCATION	SQUARE FOOTAGE
ROOFTOP DECK	491 SF
TOTAL DECK/PATIO	491 SF

DEFERRED SUBMITTAL

ALL DEFERRED SUBMITTALS AND CHANGES TO PLANS MUST BE:
-FIRST APPROVED BY THE ARCHITECT OF RECORD PRIOR TO SUBMITTING TO THE BUILDING OFFICIAL.
-STRUCTURAL ENGINEER TO APPROVE ALL STRUCTURAL PLANS.

1. FIRE SPRINKLER PLANS (Modified NFPA 13D)
2. SPECIAL INSPECTION CERTIFICATE FROM OUTSIDE INSPECTIONS FOR ALL WELDING ON THIS PROJECT

VICINITY MAPS



ARCHITECT

UPWALL DESIGN
JOSH ARRINGTON
1930 SOUTH 1100 EAST
SALT LAKE CITY, UTAH 84106
(801) 485-0708
EMAIL:josh@upwalldesign.com

OWNER

ATI - AMERICA
1760 PROSPECTOR AVE.
PARK CITY, UTAH 84060
-
-

STRUCTURAL ENGINEER

IRIDIUM STRUCTURAL ENGINEERING
GARRETT JENKINS
635 WEST 5300 SOUTH, STE. 203
MURRAY, UTAH 84123
(801) 974-5101
FAX:(801) 974-5102
EMAIL:engineering@kcmcdesign.com

GENERAL CONTRACTOR

STEVE DUBELL CONSTRUCTION
STEVE DUBELL
860 SOUTH 2200 EAST
SALT LAKE CITY, UTAH 84108
(801) 856-2059

MEP ENGINEER

NIELSON ENGINEERING, INC.
GORDON NIELSON
156 N. 12TH AVENUE
POCATELLO, ID 83201
(208) 232-2577
FAX: (208) 234-0918
EMAIL: nel@nielsoneng.com



7 AUGUST 2020

REVISIONS

1 2020-07-20

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A NEW DESIGN FOR THE :
ATI - AMERICA
1760 PROSPECTOR AVE.
PARK CITY, UT



APPROVED
PARK CITY ENGINEERING DEPT.
Corey Legge
08/28/2020

A work in the right-of-way permit needs to be pulled from Engineering Department



APPROVED
PARK CITY PLANNING DEPT.
Planner - Heather Wadsworth
08/26/2020

Validity of Permit: The issuance of a permit or approval of plans, specifications and computations shall not be a permit for, or an approval of, any violation in any of the provisions of the Building Code, Fire Code, or any of the City's Ordinances. Permits are issued for the purpose of providing a record of the project and are not intended to be used as a basis for enforcement of the Building Code, Fire Code, or any of the City's Ordinances. The Planning Department shall not be held liable for any damages or injuries resulting from the use of this permit. All plans approved are subject to field inspection and interpretation at the field inspectors or the Planning Director.



APPROVED
PARK CITY BUILDING DEPT.
Plans Examiner- Scott Olsen
08/17/2020

UP WALL
DESIGN
1930 S. 1100 E. S.L.C. UT 84106
(801) 485-0708

OT-1



July 7, 2020

**RE: 1760 Prospector Reconstruction
ATI Building**

The Prospector Square Property Owners Association has seen and approved the plans for the reconstruction at 1760 Prospector Ave. We are working with them at minimizing any construction impacts and will work with ATI throughout the construction process. I have shared building illustrations with other board members and everyone is aware of the upcoming construction.

We also are aware the city asked a shared parking question. We are not sure we understand the concern, and if the city has one, please contact us directly. We understand the building meets the 2.0 FAR requirements, and the Prospector owners can build lot line to lot line. In addition, Lot G across the street will soon be reconstructed, and we anticipate there is plenty of parking within 200 ft. of that address. The city itself has committed to building a crosswalk on Prospector at the southwest corner of this address.

Sincerely,

(Electronic Transmission/Considered Signed)_

Craig Dennis
Executive Director
Prospector Square Property Owners Association
801.368.4303
E: craig@dennis.net



Prospector Square

Oct. 8, 2019

Ben Ray/Derk Ellington
ATI
30 N Cutler Drive, Suite 401
North Salt Lake, UT 84054

RE: Approval of design for 1760 Prospector – ATI Construction

Ben/Derk:

The Prospector Square Property Owners Association has **approved** your plans for reconstruction of 1760 Prospector. We are excited about the building enhancements and we understand the roof line, although higher in some spots, follows the current roofline. We see no issues.

We look forward in working with you when construction begins.

Thanks.

Signed/Electronically Delivered

CRAIG DENNIS
Executive Director
Email: craig@dennis.net
Phone: 801.368.4303

Planning Commission Staff Report



Subject: 516 Marsac Avenue
Application: PL-23-05904
Author: Lillian Zollinger, Planner II
Date: January 10, 2024
Type of Item: Conditional Use Permit

Recommendation

(I) Review the proposed Conditional Use Permit to convert an existing residence into a Triplex, (II) conduct a public hearing, and (III) consider approving the Triplex Conditional Use Permit based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter (Exhibit A).

Description

Applicant: Park City Municipal Corporation,
represented by Shape Architecture Studio

Location: 516 Marsac Avenue

Zoning District: Residential – 1

Adjacent Land Uses: Residential, City Hall

Reason for Review: The Planning Commission reviews and takes Final Action on Conditional Use Permits¹

CUP Conditional Use Permit
LMC Land Management Code
R-1 Residential – 1
PCMC Park City Municipal Code

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).

¹ LMC [§ 15-1-8\(E\)](#)

Background

516 Marsac Avenue is in the Residential-1 (R-1) Zoning District and the Site fronts both Marsac Avenue and Ontario Avenue. The 7,660-square-foot property is Lot 2 of the Ontario Avenue Subdivision, recorded in 1994. The Plat limits the “maximum house size” to 2,600 square feet and notes that all new construction requires Historic District Design Review (see Exhibit C and Condition of Approval 1).



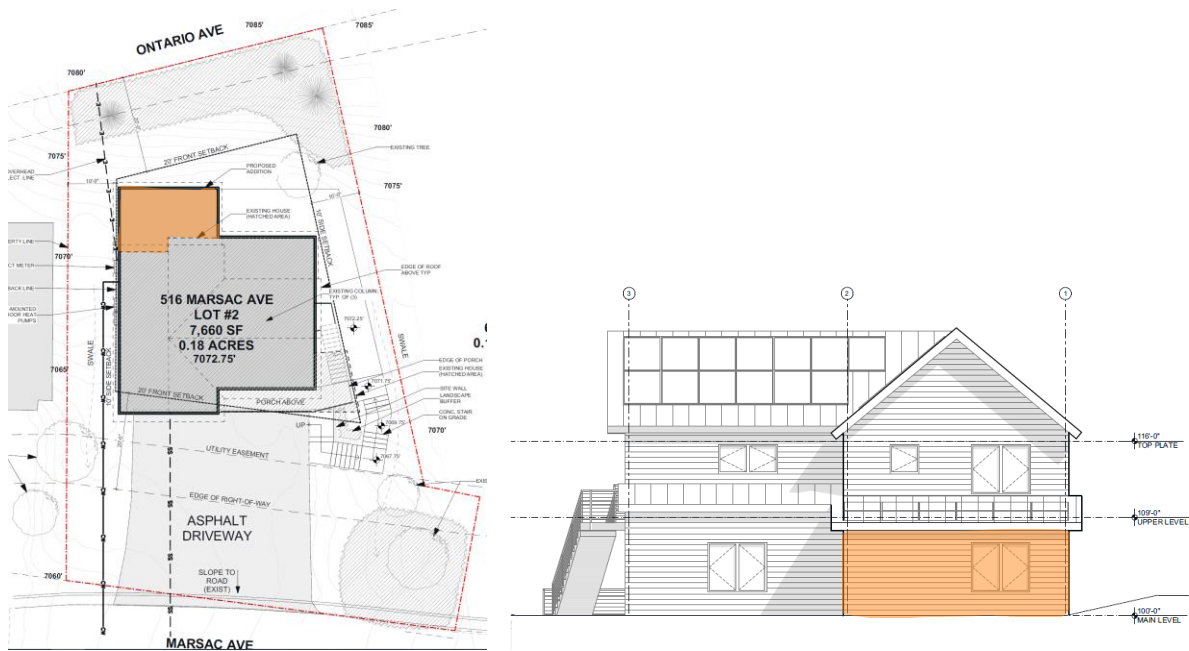
Existing structure.



Proposed changes.

On July 28, 1993, the Planning Commission approved a Conditional Use Permit (CUP) to build the Ontario Transitional Housing Facility. The site was used as the three-unit Peace House Shelter, with an office, before the City purchased the structure in 2017 to be used for seasonal transit housing. In the years since, the need for seasonal transit housing has declined, as has the condition of the structure. To repurpose the site, the Housing Department proposes to convert the structure into housing units for City Employees. The Housing Department presented several options before City Council at three work sessions held on June 23, 2022 ([Staff Report](#), [Minutes](#)), October 6, 2022 ([Staff Report](#), [Meeting](#)), and December 15, 2022 ([Staff Report](#); [Minutes](#)).

The City Council directed the Housing Department to pursue a Triplex, which requires a new CUP in the R-1 Zoning District. The applicant proposes to remove 147 square feet from the upper level and to construct a 267-square-foot addition on the lower level (highlighted in orange) to the rear of the structure to accommodate the unit sizes for the Triplex.



Analysis

(I) The proposal for a Triplex complies with the Residential - 1 Zoning District regulations outlined in Land Management Code Chapter 15-2.12.

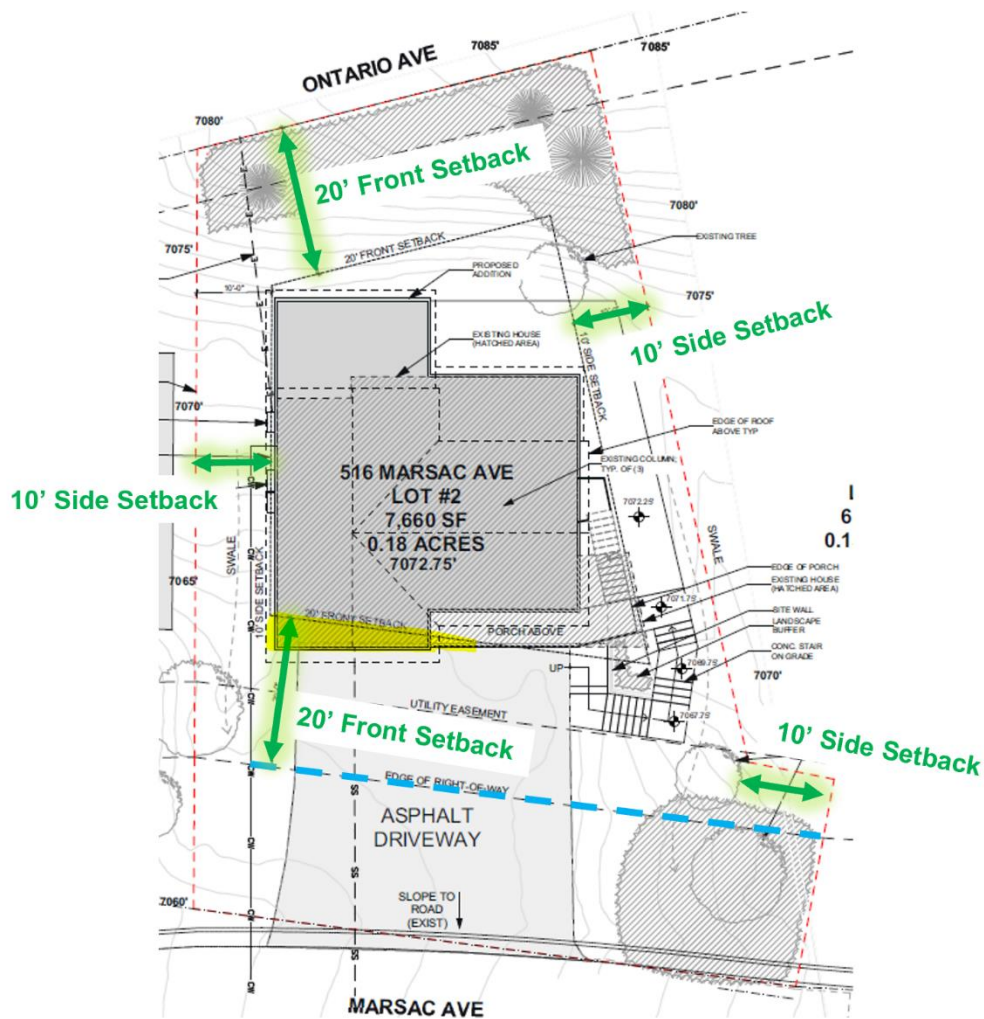
A Triplex is an Conditional Use in the R-1 Zoning District pursuant to LMC [§ 15-2.12-2\(B\)\(1\)](#).

LMC [§ 15-2.12-3\(A\)](#) requires a 5,625 square foot Lot for a Triplex and a 37.5 Lot width measured 15 feet from the Front Lot Line. The Lot meets these requirements because it is 7,660 square feet, and 81 feet in width measured 15 feet from the Front Lot Line.

There are no maximum building footprint sizes established in the R-1 Zoning District, but the Plat notes the maximum house size for Lot 2 is 2,600 square feet. The existing structure has a square footage of 2,362. The main level addition will add 267 square feet, removing 147 square feet from an upper level, for a total of 2,432 square feet, compliant with the Plat Note.

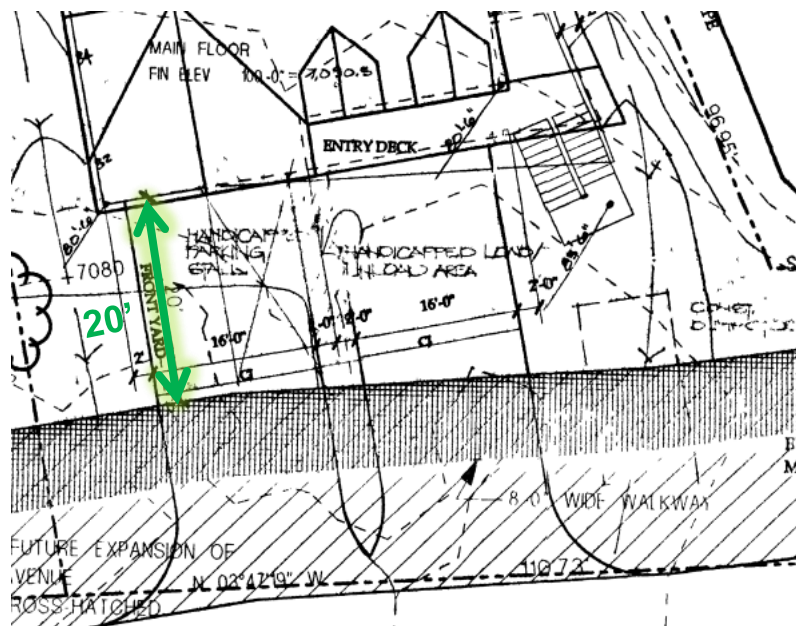
The garage is 1,183 square feet and will not increase in size. The 1993 CUP for Transitional Housing Shelter (also known as Transitional Housing Facility, a Conditional Use in 1993) noted that the “maximum for the T[ransitional] H[ousing] F[acility] lot would be 2600 square feet plus a garage allowance of 600 square feet per unit.” The approved CUP limited the maximum garage space to 1200 square feet which did not count toward the maximum house size.

The Planning Director Determination (Exhibit E), shows the Setbacks as follows:

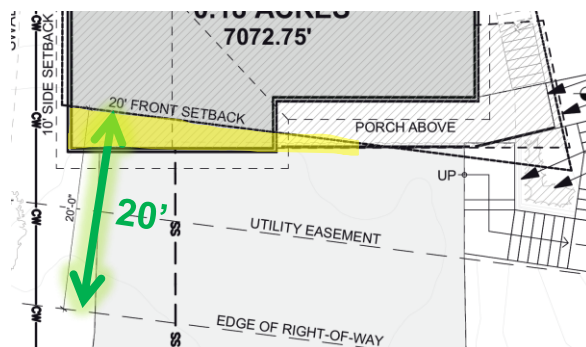


LMC [§ 15-2.12-4](#) requires special Setback requirements for Conditional Uses in the R-1 Zoning District:

Requirement	Analysis of Proposal
Front Setback- 20'	As noted in the Planning Director Setback Determination (Exhibit E), there are two Front Setbacks: West (Ontario Avenue) – Complies: 20' East (Marsac Avenue) – Non-Complying Structure: 5' 6" to 10" The LMC in 1992 has the same Setback Regulations as the current LMC. The structure was proposed to be constructed within the Setbacks, 20 feet from the dedicated Right-of-Way, and parallel to Marsac Avenue as shown below in the 1994 approved building plans:



However, it was constructed on a diagonal, with the structure encroaching a maximum of four feet six inches into the 20' Front Setback, as shown in yellow below:



Pursuant to LMC [§ 15-9-6\(A\)](#), “[a]ny 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.”

The Applicant proposes exterior modifications to repair and replace siding, which will not increase the non-conformity. The Applicant proposes an addition at the rear of the structure that does not increase the amount of the structure in the Front Setback. The addition will be compliant with the Rear Setback. See Condition of Approval 10.

	LMC § 15-2.12-3(C)(2) allows exceptions for, “Uncovered steps leading to the Main Building provided the steps are not more than four feet (4') in height from Final Grade, not including any required handrails, and do not cause any danger or hazard to traffic by obstructing the view of a Street or intersection.” The proposed concrete steps are on grade, do not require handrails, and do not obstruct Street view, and is compliant with the exception.
Rear Setback- 10'	No Rear Setback on the Property
Side Setbacks- 10'	Complies: 10' LMC § 15-2.12-3(C)(2) allows exceptions for “[p]atio, decks, pathways, steps, and similar Structures not more than thirty inches (30”) in height above Final Grade located at least a one foot (1') from the Side Lot Line. The proposed concrete steps are on grade, three and a half feet from the Side Lot Line, and comply with the exception.

LMC [§ 15-2.12-5](#) sets a maximum height of 28' in the R-1 Zoning District, with a five foot exception for roof pitches 4:12 or greater. The existing structure has roof pitches of 9:12 and 10:12, qualifies for the exception, and is compliant at 31' in height. The proposed structure will keep the same roof pitch and Building Height.

(II) The Applicant requests a reduction in Triplex parking requirements regulations outlined in Land Management Code Section 15-3-6.

LMC [§ 15-3-6\(A\)](#) requires two parking spaces per dwelling unit, six parking spaces total, for a Triplex. LMC [§ 15-2.12-7](#) requires parking for Triplexes “be completely enclosed and located on the Site such that at least fifty percent (50%) of the Parking Structure mass is below Natural Grade.”

LMC [§ 15-3-7\(A\)](#) allows the Planning Commission to reduce required parking as part the CUP review to prevent excessive parking and paving. The Applicant must demonstrate parking uses will overlap, commercial spaces within the project will serve those residing within the project rather than the general public, or other factors that support the conclusion that the project will generate less parking than this code would otherwise require.

The 1993 CUP required five parking spaces for the Transitional Housing Facility, where one parking spot was tandem and outside of the garage.

The Applicant proposes that each unit's lease would limit the number of cars per household as reflected below and in Condition of Approval 12. Unit One and Unit Two, which have two bedrooms, will have one parking space each. Unit Three, which has three bedrooms, will have two parking spaces.

The Applicant requests the Planning Commission reduce the required parking from six stalls to four stalls to avoid excessive excavation into the hillside. The current site has two two-car garages that provide four parking spaces, completely enclosed. Additionally, the site is located within 0.1 miles walking distance of the Old Town Transit Center, which provides free public transportation across the City.

(III) The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).

There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

The Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards (LMC [§ 15-1-10\(E\)](#)).

CUP Review Criteria	Analysis of Proposal
Size and Location of the Site	No Required Mitigation. This is an existing 7,660-square-foot Lot in the Ontario Avenue Subdivision, and the Applicant does not propose expanding or changing the Lot. The Lot fronts Marsac Avenue and Ontario Avenue. The structure is proposed to be converted from a residence to a Triplex. The existing structure is 2,362 square feet. The addition will add 267 square feet to the lower level, remove 147 square feet from the upper level, for a total of 2,432 square feet. The proposal is compliant with the 2,600 square foot maximum House Size noted on the Plat.
Traffic	Complies: The existing structure has four parking spaces accessed off Marsac Avenue. The Applicant is requesting a reduction in parking to keep the four parking spaces, which would not cause an increase in traffic. According to the Park City Traffic Impact Study Guidelines , a Traffic Impact Study is not required unless 25 or more new dwelling units are proposed.

Utility Capacity	Complies: The Development Review Committee ² (DRC) reviewed the proposal on December 5, 2023, and noted that the current utility capacity was sufficient for the request.
Emergency Vehicle Access	No Required Mitigation. The DRC reviewed the proposal and found compliance for emergency vehicle access.
Parking	Requested Reduction: LMC § 15-3-6(A) requires two parking spaces per dwelling unit, or six parking spaces total. See the analysis above regarding the request for a parking reduction.
Internal Vehicular and Pedestrian Circulation System	No Required Mitigation. The Applicant is requesting a reduction in parking to keep the four parking spaces, which would not cause an impact to internal vehicular or pedestrian circulation.
Fencing, Screening, and Landscaping	See Condition of Approval 12: A new landscape plan shall be provided at the Building Permit stage that is compliant with LMC § 15-5-5(N) and Park City Municipal Code (PCMC) Chapter 11-21 , Utah Wildlife-Urban Interface Code.
Building Mass, Bulk, and Orientation	See Condition of Approval 1: The final proposed design shall be reviewed and approved under a Historic District Design Review, and compliant with LMC Chapter 15-13.
Useable Open Space	See Conditions of Approval 1, 6, and 13: The amount of open space will be slightly reduced with the main level addition. The amount of pavement for the driveway shall remain the same. The new proposed steps on the south side will follow grade, and surrounding area be revegetated. The final landscape plans shall be reviewed under a Historic District Design Review.

² The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

Signs and Lighting	See Condition of Approval 7: There are no proposed signs. The lighting shall be compliant with the dark sky code outlined in LMC § 15-5-5(J) , and must be fully shielded, down-directed, with bulbs 3,000 degree Kelvin or less.
Physical Design and Compatibility with Surrounding Structures	See Condition of Approval 1: The final proposed design shall be reviewed under a Historic District Design Review, and compliant with LMC Chapter 15-13.
Noise, Vibration, Odors, Stream, or Other Mechanical Factors	No Required Mitigation
Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas	See Condition of Approval 15: The trash and recycling bins shall be screened and final proposed design shall be reviewed under a Historic District Design Review, and compliant with and LMC Chapter 15-2.12 and 15-13.
Expected Ownership and Management	Complies: As a City-owned property, the Housing Department will oversee the rental of the units to City employees.
Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and Appropriateness of the Proposed Structure to the Existing Topography of the Site	Complies: The site is not in the Soils Ordinance Boundary or Sensitive Land Overlay. The addition is proposed to be built on an already disturbed patio area. The request for a reduction in parking allows for no additional parking to be constructed into the hillside.
Reviewed for Consistency with the Goals and Objectives of the Park City General Plan	Complies: The Use is consistent with the Park City General Plan Goals 7.1, 7.6, 8A, 8B, and 8C, which promote exploring a variety of sites for increasing affordable housing options. The Triplex Use is allowed with a Conditional Use Permit and would allow for three City employees to be housed close to City Hall, Main Street, and free public transit.

(V) The Development Review Committee reviewed the proposal on December 5, 2023, and recommend Conditions of Approval.

Condition of Approval 4: Residential fire sprinklers are required for all new or renovation construction on this Lot, per requirements of the Chief Building Official.

Condition of Approval 13: The proposed solar panels shall be compliant with the International Fire Code requirements.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on December 27, 2023. Staff mailed courtesy notice to adjacent property owners on December 27, 2023. The Park Record published notice on December 27, 2023.

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

- The Planning Commission may approve the CUP;
- The Planning Commission may deny the CUP and direct staff to make Findings for the denial; or
- The Planning Commission may request additional information and continue the discussion to date certain.

Exhibits

Exhibit A: Draft Final Action Letter

Exhibit B: Proposed Plans

Exhibit C: Ontario Avenue Subdivision Plat

Exhibit D: Applicant's Narrative

Exhibit E: Planning Director Setback Determination



Planning Department

January 10, 2024

Steve Scribner
Shape Architecture Studio
steve@shapearchitecturestudio.com

CC: Park City Housing Department

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 516 Marsac Avenue

Zoning District: Residential – 1

Application: Conditional Use Permit

Project Number: PL-23-05904

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: January 10, 2024

Project Summary: The Applicant Proposes to Convert an Existing Structure into a Triplex.

Action Taken

On January 10, 2024, the Planning Commission conducted a public hearing and approved the conversion of a residential structure into a Triplex in the Residential – 1 Zoning District according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

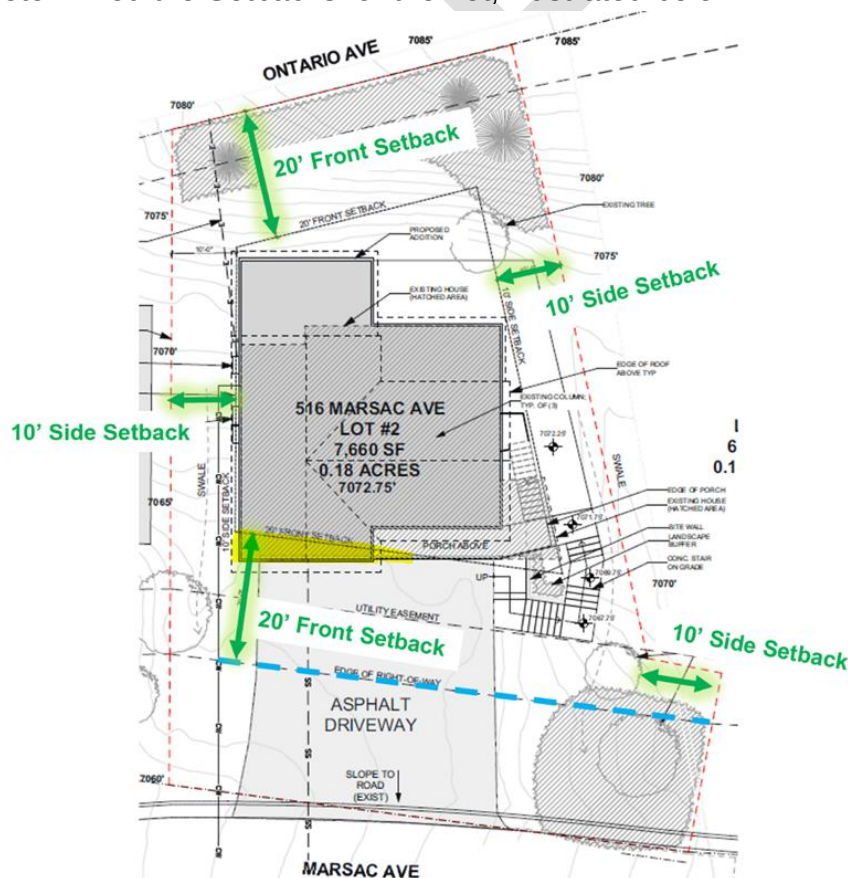
Findings of Fact

1. The Property is located at 516 Marsac Avenue, has an unusual Lot configuration, and fronts both Marsac Avenue and Ontario Avenue.
2. The Property is located within the Residential - 1 (R-1) Zoning District.
3. The Property is Lot 2 of the Ontario Avenue Subdivision, recorded in 1994.
4. The 1994 Subdivision Plat limits the maximum house size to 2,600 square feet and notes that all new construction requires Historic District Design Review.



Planning Department

5. The existing structure has a square footage of 2,362. The Applicant proposes adding 267 square feet to the main level at the rear of the structure and to remove 147 square feet from the second level, for a total of 2,432 square feet, compliant with the maximum house size of 2,600 square feet established on the Subdivision Plat.
6. The Applicant proposes converting an existing residence into a Triplex, which is a Conditional Use in the R-1 Zoning District.
7. In the R-1 Zoning District, Conditional Uses are subject to a 20-foot Front Setback, 10-foot Rear Setback, and 10-foot Side Setback.
8. The existing Structure was approved in 1992, which notes the same Setback regulations as today. The structure was built on a diagonal and four feet six inches over the 20-foot Front Setback.
9. As the Lot has six sides, and fronts two public Rights-of-Way, the Planning Director determined the Setbacks for the Lot, illustrated below:





Planning Department

10. In the R-1 Zoning District, the maximum building height is 28 feet, with a five-foot exception for roof pitches 4:12 or greater. The existing structure has roof pitches of 9:12 and 10:12, qualifies for the exception, and is compliant at 31' in height.

The proposed structure will keep the same roof pitch and height.

11. A Triplex requires six parking spaces, two per unit.

12. The existing structure has two, two-car garages, or four parking spaces on site.

13. The applicant requests a reduction in parking from six to four parking spaces.

14. Conditional Use Permits require review pursuant to the criteria outlined in Land Management Code (LMC) § 15-1-10(E):

CUP Review Criteria	Analysis of Proposal
Size and Location of the Site	No Required Mitigation. This is an existing 7,660-square-foot Lot in the Ontario Avenue Subdivision, and the Applicant does not propose expanding or changing the Lot. The Lot fronts Marsac Avenue and Ontario Avenue. The structure is proposed to be converted from a residence to a Triplex. The existing structure is 2,362 square feet. The addition will add 267 square feet to the lower level, remove 147 square feet from the upper level, for a total of 2,432 square feet. The proposal is compliant with the 2,600 square foot maximum House Size noted on the Plat.
Traffic	Complies: The existing structure has four parking spaces accessed off Marsac Avenue. The Applicant is requesting a reduction in parking to keep the four parking spaces, which would not cause an increase in traffic. According to the Park City Traffic Impact Study Guidelines , a Traffic Impact Study is not required unless 25 or more new dwelling units are proposed.



Planning Department

Utility Capacity	Complies: The Development Review Committee ¹ (DRC) reviewed the proposal on December 5, 2023, and noted that the current utility capacity was sufficient for the request.
Emergency Vehicle Access	No Required Mitigation. The DRC reviewed the proposal and found compliance for emergency vehicle access.
Parking	Requested Reduction: LMC § 15-3-6(A) requires two parking spaces per dwelling unit, or six parking spaces total. See the analysis above regarding the request for a parking reduction.
Internal Vehicular and Pedestrian Circulation System	No Required Mitigation. The Applicant is requesting a reduction in parking to keep the four parking spaces, which would not cause an impact to internal vehicular or pedestrian circulation.
Fencing, Screening, and Landscaping	See Condition of Approval 12: A new landscape plan shall be provided at the Building Permit stage that is compliant with LMC § 15-5-5(N) and Park City Municipal Code (PCMC) Chapter 11-21 , Utah Wildlife-Urban Interface Code.
Building Mass, Bulk, and Orientation	See Condition of Approval 1: The final proposed design shall be reviewed and approved under a Historic District Design Review, and compliant with LMC Chapter 15-13.
Useable Open Space	See Conditions of Approval 1, 6, and 13: The amount of open space will be slightly reduced with the main level addition. The amount of pavement

¹ The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).



Planning Department

	for the driveway shall remain the same. The new proposed steps on the south side will follow grade, and surrounding area be revegetated. The final landscape plans shall be reviewed under a Historic District Design Review.
Signs and Lighting	See Condition of Approval 7: There are no proposed signs. The lighting shall be compliant with the dark sky code outlined in LMC § 15-5-5(J) , and must be fully shielded, down-directed, with bulbs 3,000 degree Kelvin or less.
Physical Design and Compatibility with Surrounding Structures	See Condition of Approval 1: The final proposed design shall be reviewed under a Historic District Design Review, and compliant with LMC Chapter 15-13.
Noise, Vibration, Odors, Stream, or Other Mechanical Factors	No Required Mitigation
Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas	See Condition of Approval X: The trash and recycling bins shall be screened and final proposed design shall be reviewed under a Historic District Design Review, and compliant with LMC Chapter 15-13.
Expected Ownership and Management	Complies: As a City-owned property, the Housing Department will oversee the rental of the units to City employees.
Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and Appropriateness of	Complies: The site is not in the Soils Ordinance Boundary or Sensitive Land Overlay. The addition is proposed to be built on an already disturbed patio area. The request for a reduction in parking allows for no additional parking to be constructed into the hillside.



Planning Department

the Proposed Structure to the Existing Topography of the Site	
Reviewed for Consistency with the Goals and Objectives of the Park City General Plan	Complies: The Use is consistent with the Park City General Plan Goals 7.1, 7.6, 8A, 8B, and 8C, which promote exploring a variety of sites for increasing affordable housing options. The Triplex Use is allowed with a Conditional Use Permit and would allow for three City employees to be housed close to City Hall, Main Street, and free public transit.

15. The Development Review Committee reviewed the proposal on December 5, 2023, and recommended Condition of Approval 4.
16. Staff published notice on the City's website, the Utah Public Notice website, and posted notice to the property on December 27, 2023. Staff mailed courtesy notice to property owners within 300 feet on December 27, 2023. The Park Record published notice on December 27, 2023.

Conclusions of Law

1. The application, as conditioned, complies with Land Management Code § 15-1-10(E) Conditional Use Review Process, Chapter 15-2.12 Residential (R-1) Zoning District, and Chapter 15-3 Off-Street Parking.
2. The Use is compatible with the surrounding Structures in Use, scale, mass, and circulation.
3. The effects of any differences in Use or scale have been mitigated through careful planning.

Conditions of Approval

1. The Applicant must complete a Historic District Design Review process and approval in compliance with the Design Guidelines For New Residential Infill Construction In Historic Districts outlined in LMC § 15-13-8, prior to submitting a building permit.
2. Final building plans and construction details shall reflect substantial compliance as approved through the Historic District Design Review. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning and Building Departments may result in a stop work order.



Planning Department

3. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or designee prior to construction.
4. All conditions of approval and plat notes of the Ontario Avenue Subdivision shall continue to apply.
5. Residential fire sprinklers are required for all new or renovation construction on this lot, per requirements of the Chief Building Official.
6. Any areas disturbed during construction surrounding the proposed work shall be brought back to their original state and revegetated.
7. City approval of a Construction Mitigation Plan (CMP) is a condition precedent to the issuance of any building permit. The CMP shall include language regarding the method of protecting adjacent structures.
8. All exterior lighting shall be fully shielded and down-directed with bulbs that do not exceed 3,000 degrees Kelvin. Final lighting details shall be reviewed by the Planning Staff prior to installation.
9. Construction waste shall be diverted from landfill and recycled when possible.
10. The maximum house size shall not exceed 2,600 square feet, excluding the 1,183 square foot garage. The garage shall not increase in size.
11. Expansion and construction on the existing structure must comply with all setback and height regulations outlined in LMC Chapter 15-2.12 R-1 Zoning District and the Historic District Design Guidelines outlined in LMC § 15-13-8.
12. The three units will be restricted so that the total number of cars is as follows:
 - a. Unit One has one parking space.
 - b. Unit Two has one parking space.
 - c. Unit Three has two parking spaces.
13. The Applicant shall submit a landscape plan at the Building Permit stage that is compliant with LMC § 15-5-5(N) and Park City Municipal Code Chapter 11-21, Utah Wildlife-Urban Interface Code.
14. The proposed solar panels shall be compliant with the International Fire Code requirements and Historic District requirements.
15. The trash and recycling bins shall be screened and compliant with the R-1 Zoning District and Historic District requirements.

If you have questions or concerns regarding this Final Action Letter, please call (435) 615-5068 or email lillian.zollinger@parkcity.org.

Sincerely,



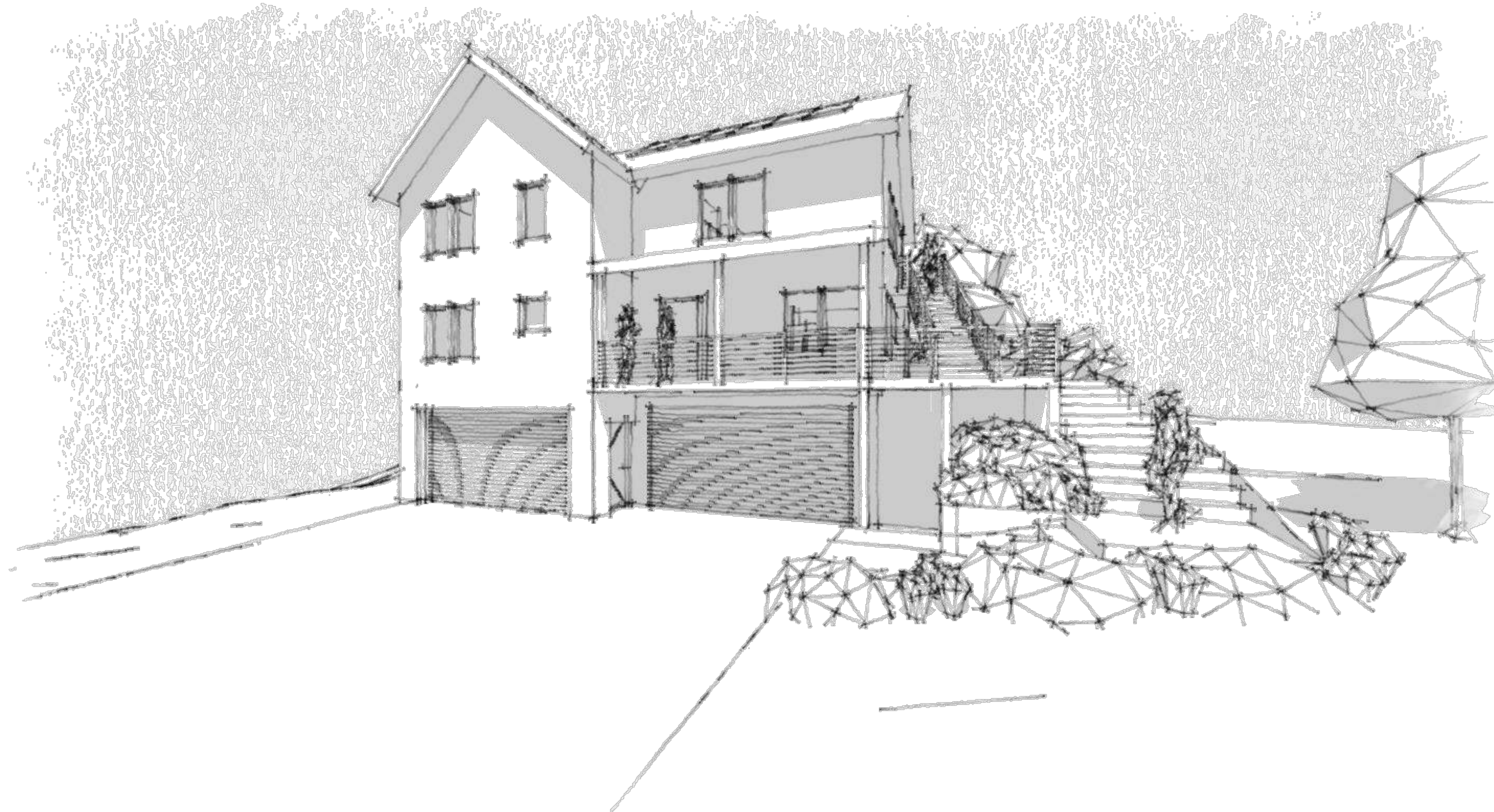
Planning Department

Sarah Hall,
Planning Commission Chair

CC: Lillian Zollinger, Project Planner

DRAFT

516 MARSAC AVENUE
WORKFORCE HOUSING TRIPLEX



PROJECT TEAM

OWNER
PARK CITY MUNICIPAL CORPORATION
ATTN: BROWNE SEBRIGHT
445 Marsac Avenue
Park City, UT 84060
PHONE: 435-615-5000
EMAIL: browne.sebright@parkcity.org

ARCHITECT
SHAPE ARCHITECTURE STUDIO
STEVE SCRIBNER
23 LINCOLN ST, SUITE 200
DENVER, CO 80203
Phone: 970-708-9535
Email: steve@shapearchitect.com

ZONING

Zoned: R-1 (Residential)

Setbacks:
Side 10'-0"
Rear 10'-0"
Front 20'-0"
Building Height: 33'-0" Max.

PROPERTY INFORMATION

PROJECT TYPE: 516 MARSAC AVE WORKFORCE
HOUSING TRIPLEX
SITE ADDRESS: 516 MARSAC AVE, PARK CITY, UTAH
84060
LEGAL DESCRIPTION:

Scope of Work
1. AFFORDABLE HOUSING TRIPLEX

Lot Area: (0.18 ac.) 7,660 Sq Ft
Minimum Lot Area: 5,625 SF

Proposed Lot Coverage 2,588 SF

GROSS SQ FOOTAGE	
CONDITIONED	2,588 sf
MAIN LEVEL	1542 sf
UPPER LEVEL	1046 sf
UNCONDITIONED	1,183 sf
GARAGE	1183 sf

Sheet Index

GENERAL	
A001	COVER SHEET
A003	PARCEL INFO
A003	SITE PLAN
A004	3D VIEWS
A005	3D VIEWS
PLANS	
A101	FLOOR PLANS
A102	FLOOR PLANS
SOLAR OPTIONS	
A103	ROOF PLANS
A104	ROOF PLANS
A105	ROOF PLANS
ELEVATIONS	
A301	ELEVATIONS

shape
ARCHITECTURE
steve@shapearchitecturestudio.com
Steve Scribner, Architect
970.708.9535

Drawings and Specifications as instruments of service are and shall remain the property of the Architect. They are not to be used on extensions of the project, or other projects, except by agreement in writing and appropriate compensation to the Architect.

The General Contractor is responsible for confirming and correlating dimensions at the job site. The Architect will not be responsible for construction means, methods, techniques, sequences, or procedures, or for safety precautions and programs in connection with the project.

SHAPE Architecture Studio LLC © 2023

516 Marsac Avenue
Park City, Utah 84060

NOT FOR CONSTRUCTION

FOR PERMIT:	XXXXXX

COVER SHEET

A001

Printed: 10/17/2023



3
A004

VIEW FROM ONTARIO - SOUTH
SCALE: 1/4" = 1'-0"



2
A004

VIEW FROM ONTARIO - NORTH
SCALE: 1/4" = 1'-0"



1
A004

VIEW FROM MARSAC - SOUTH
SCALE: 1/4" = 1'-0"

shape

ARCHITECTURE

steve@shapearchitecturestudio.com

Steve Scribner, Architect

970.708.9535

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516 Marsac Avenue

Park City, Utah 84060

NOT FOR CONSTRUCTION

FOR PERMIT:	XXXXXXXX

3D VIEWS

A004

Printed: 10/17/2023

ADJOINING PROPERTY INFORMATION		
PARCEL	OWNER	USE
524	FOSTER JENNIFER L	RESIDENTIAL
508	BALDOCCHI FAMILY REVOCABLE TRUST	RESIDENTIAL
488	GEVORGIAN ALEXIS M H/W (JT)	RESIDENTIAL
499	BRESNAHAN MATTHEW J (JT)	RESIDENTIAL
484	ISINGLASS PROPERTIES LC	RESIDENTIAL
487	HAWKINS-ONTARIO LLC	RESIDENTIAL
498	SWILER BETTY H H/W (JT) ETAL	RESIDENTIAL
502	RED HOUSE WELLNESS LLC	RESIDENTIAL
504A	CHRISTIN L ANDERSON TRUST	RESIDENTIAL
504B	CANVASSER DAVID A TRUSTEE	RESIDENTIAL
506A	ONTARIO 506A LLC	RESIDENTIAL
506B	BURKE RICHARD L H/W (JT)	RESIDENTIAL
510	ELIOT REALTY LLC	RESIDENTIAL
445	PARK CITY UTAH	MUNICIPAL
300	MOOREHEAD TERRENCE OLIVER (JT)	RESIDENTIAL

XXX PARCEL

516 MARSAC AVE

100' FROM PROPERTY LINE



sh^{ape}
ARCHITECTURE

steve@shapearchitecturestudio.com
Steve Scribner, Architect
970.708.9535

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516 Marsac Avenue
Park City, Utah 84060

NOT FOR CONSTRUCTION

FOR PERMIT:	XXXXXXXX

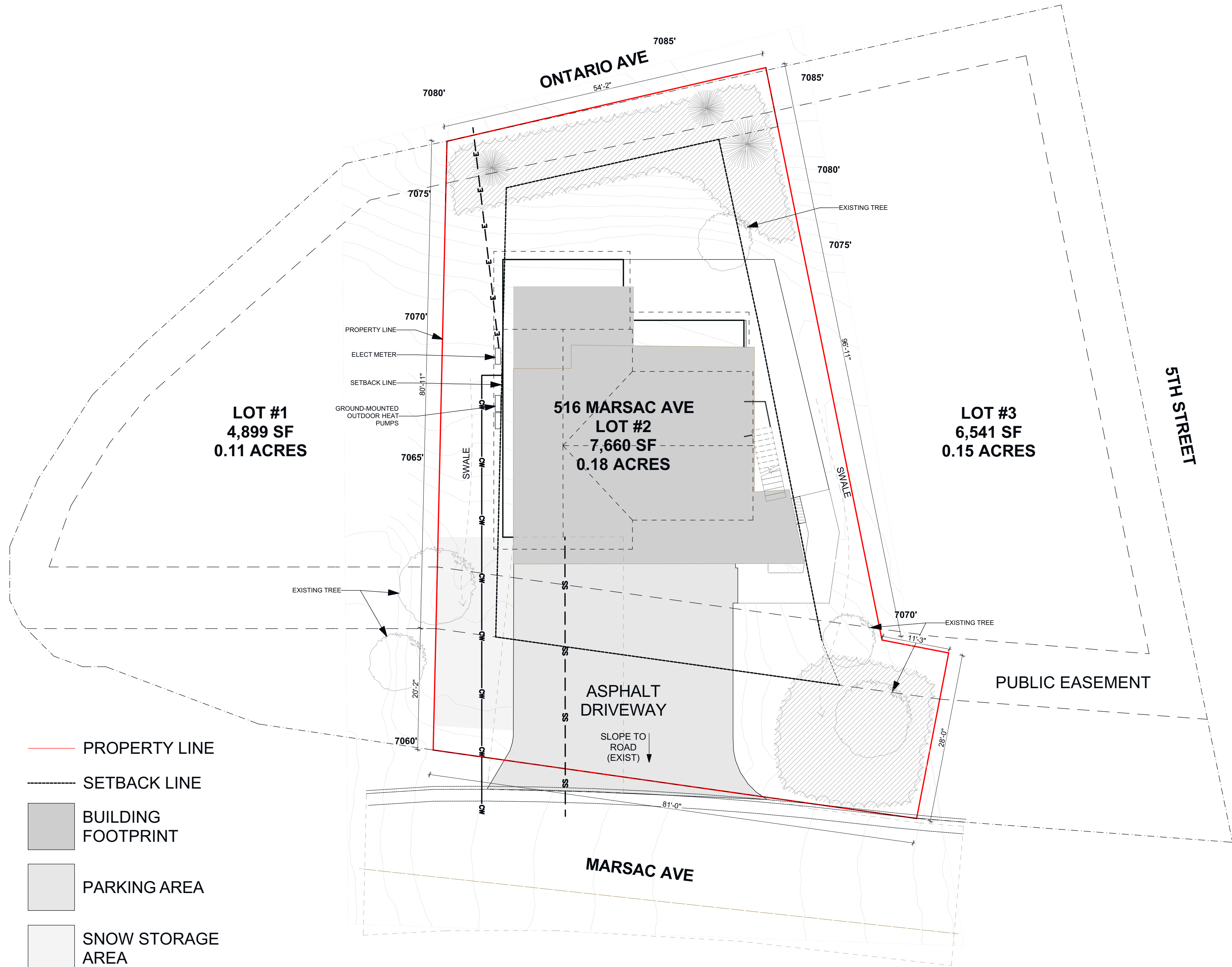
PARCEL INFO

A003

Printed: 10/17/2023

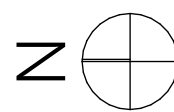
HEIGHT TABLE	
GRADE H.P. @ HOUSE	= 7,072.00'
GRADE L.P. @ HOUSE	= 7,064.00'
AVG GRADE	= 7,068.00'
ROOF H.P.	= 7,099.00'
HT ABOVE AVG GRADE	= 31'-00"
MAX ALLOWABLE HT	= 33', HEIGHT OK

PROPOSED LOT COVERAGE		
TOTAL LOT AREA	(0.18 ac.)	7,660 sf
AREA WITHIN SETBACKS		3,751 sf
	ALLOWABLE	PROPOSED
TOTAL PROPOSED	< 3,751 sf	1,541 sf
HOUSE FOOTPRINT (MAIN LEVEL)		1,541 sf
GARAGE(LOWER LEVEL)		1183 sf
1,541 sf < 3,751 sf : LOT COVERAGE OK		



1
A003

SITE PLAN
SCALE: 3/32" = 1'-0"



shape
ARCHITECTURE

steve@shapearchitecturestudio.com
Steve Scribner, Architect
970.708.9535

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SHAPE Architecture Studio LLC © 2023

516 Marsac Avenue
Park City, Utah 84060

NOT FOR CONSTRUCTION

FOR PERMIT:	XXXXXXXX

SITE PLAN

A003

Printed: 10/17/2023

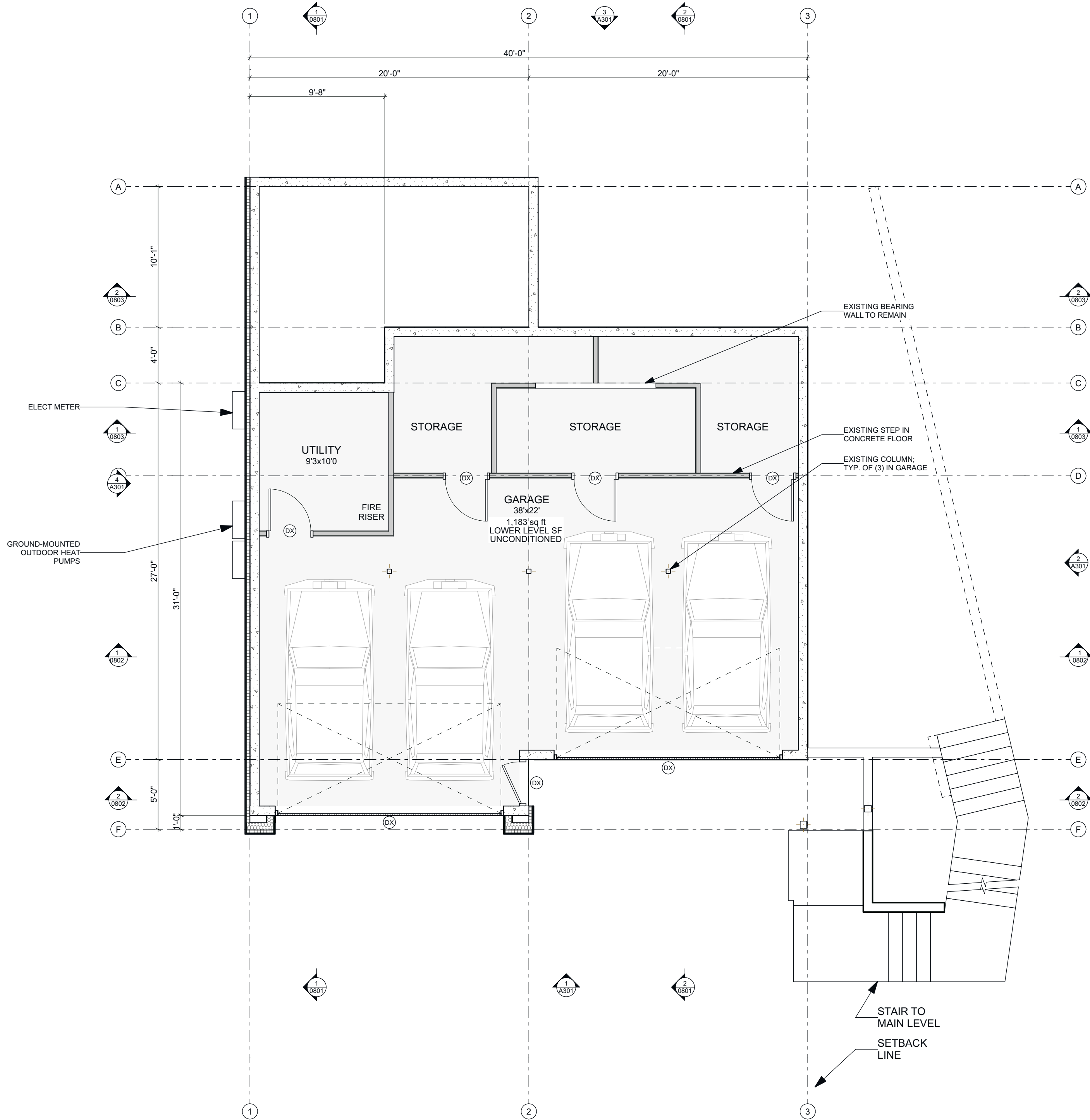
516 Marsac Avenue
Park City, Utah 84060

NOT FOR
CONSTRUCTION

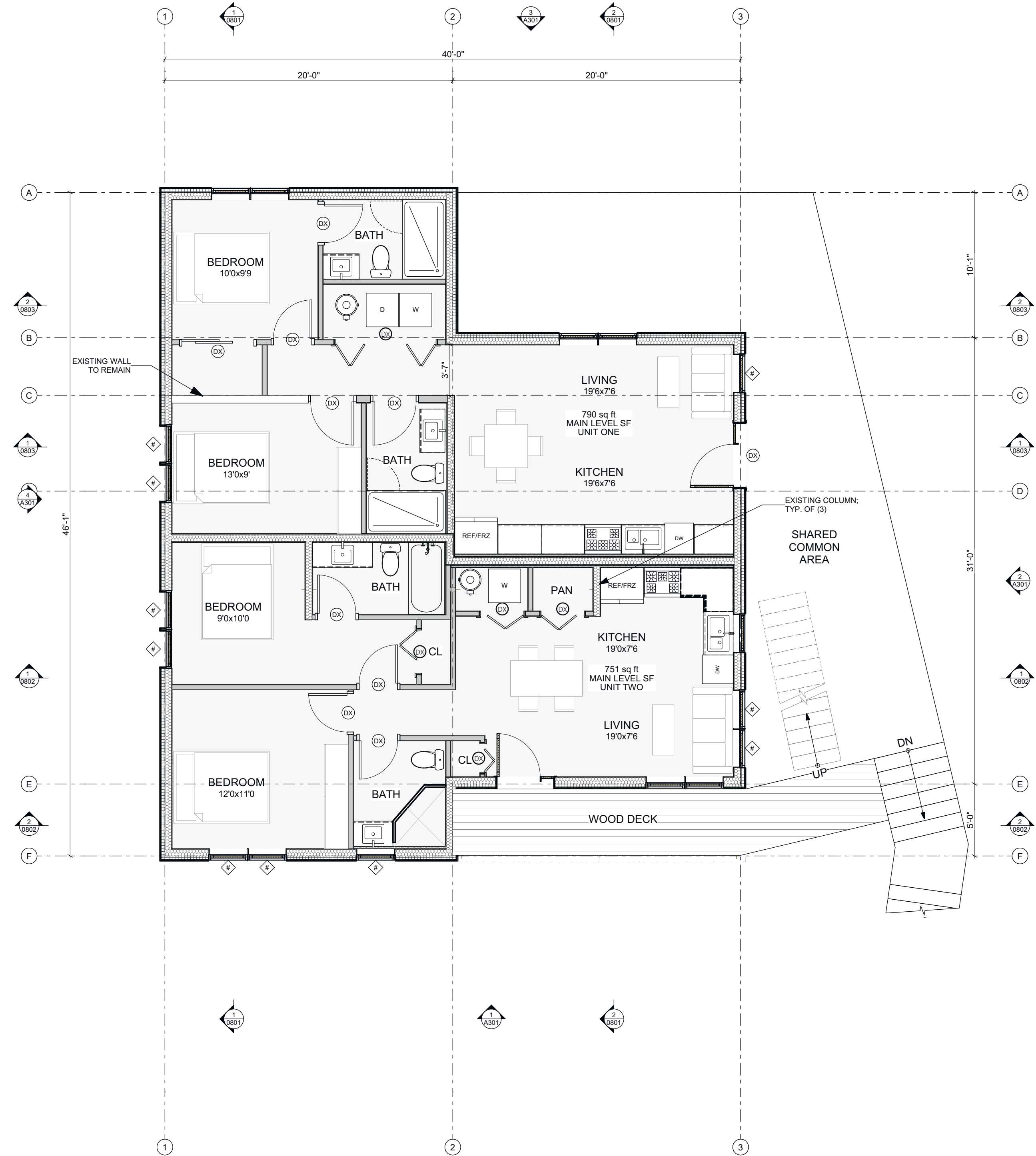
FOR PERMIT:	XXXXXX

FLOOR PLANS

A101



1
A101
LOWER LEVEL
SCALE: 3/16" = 1'-0"



2
A101
MAIN LEVEL
SCALE: 3/16" = 1'-0"

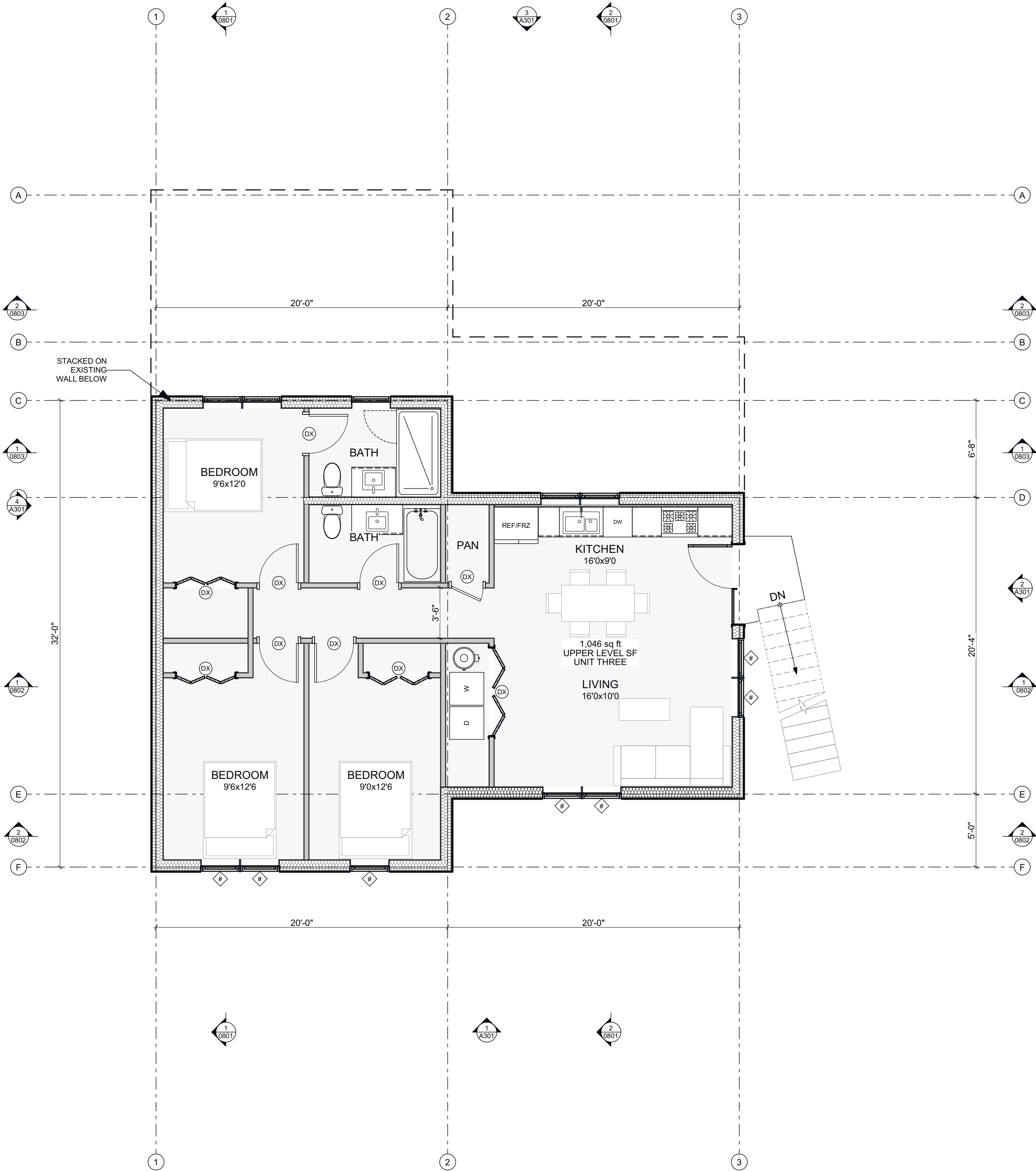
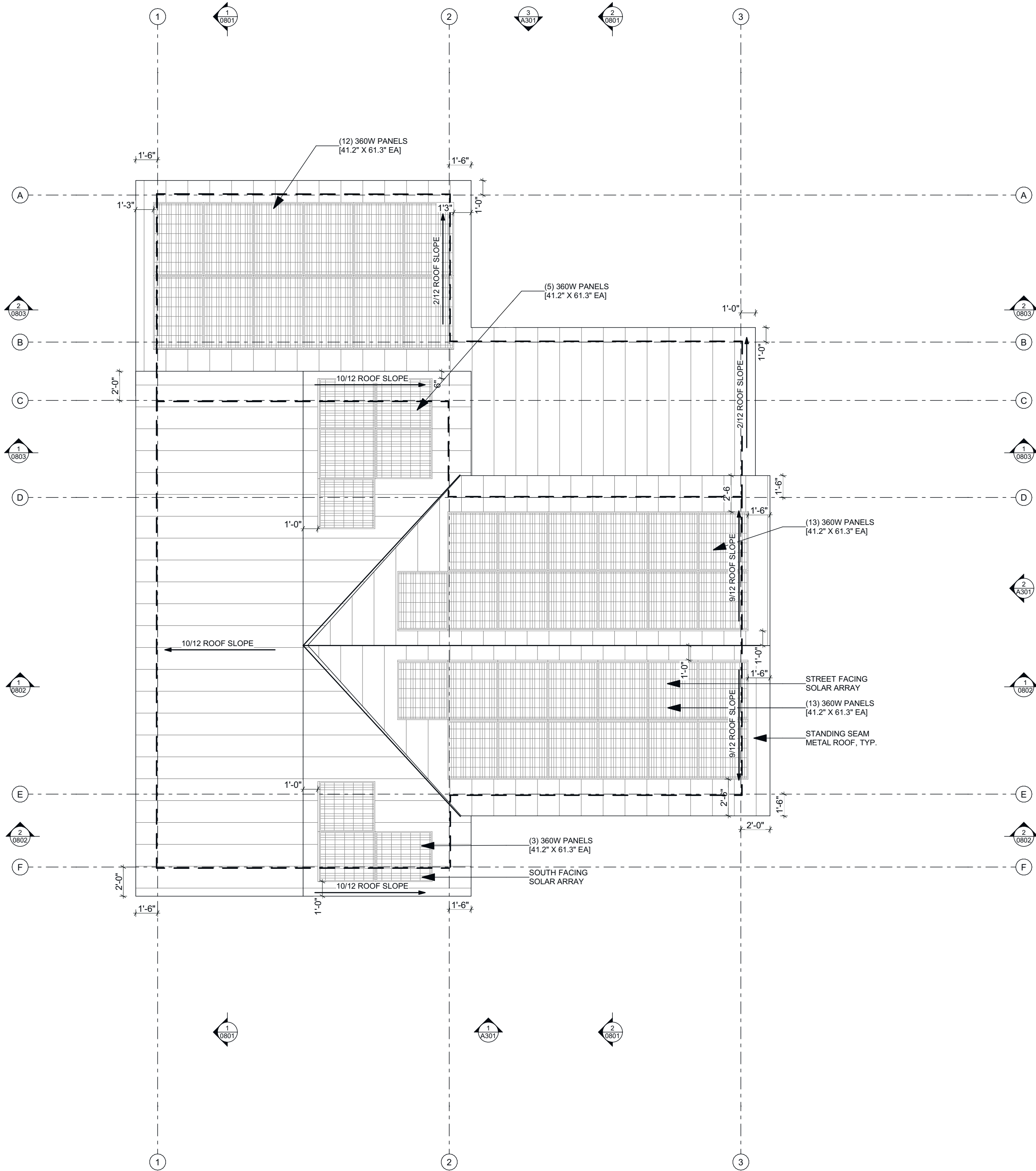
516 Marsac Avenue
Park City, Utah 84060

NOT FOR
CONSTRUCTION

FOR PERMIT:	XXXXXX

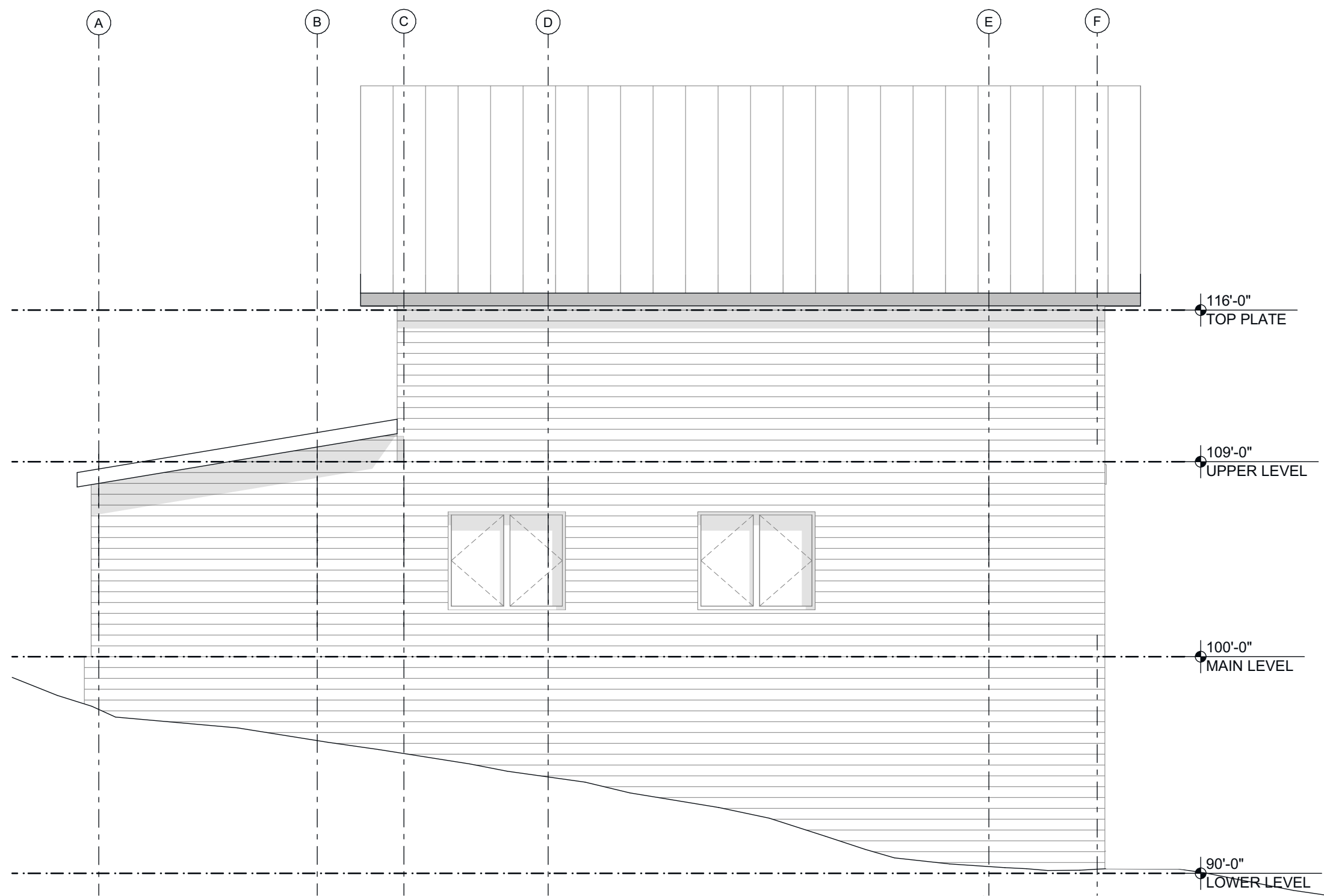
FLOOR PLANS

A102

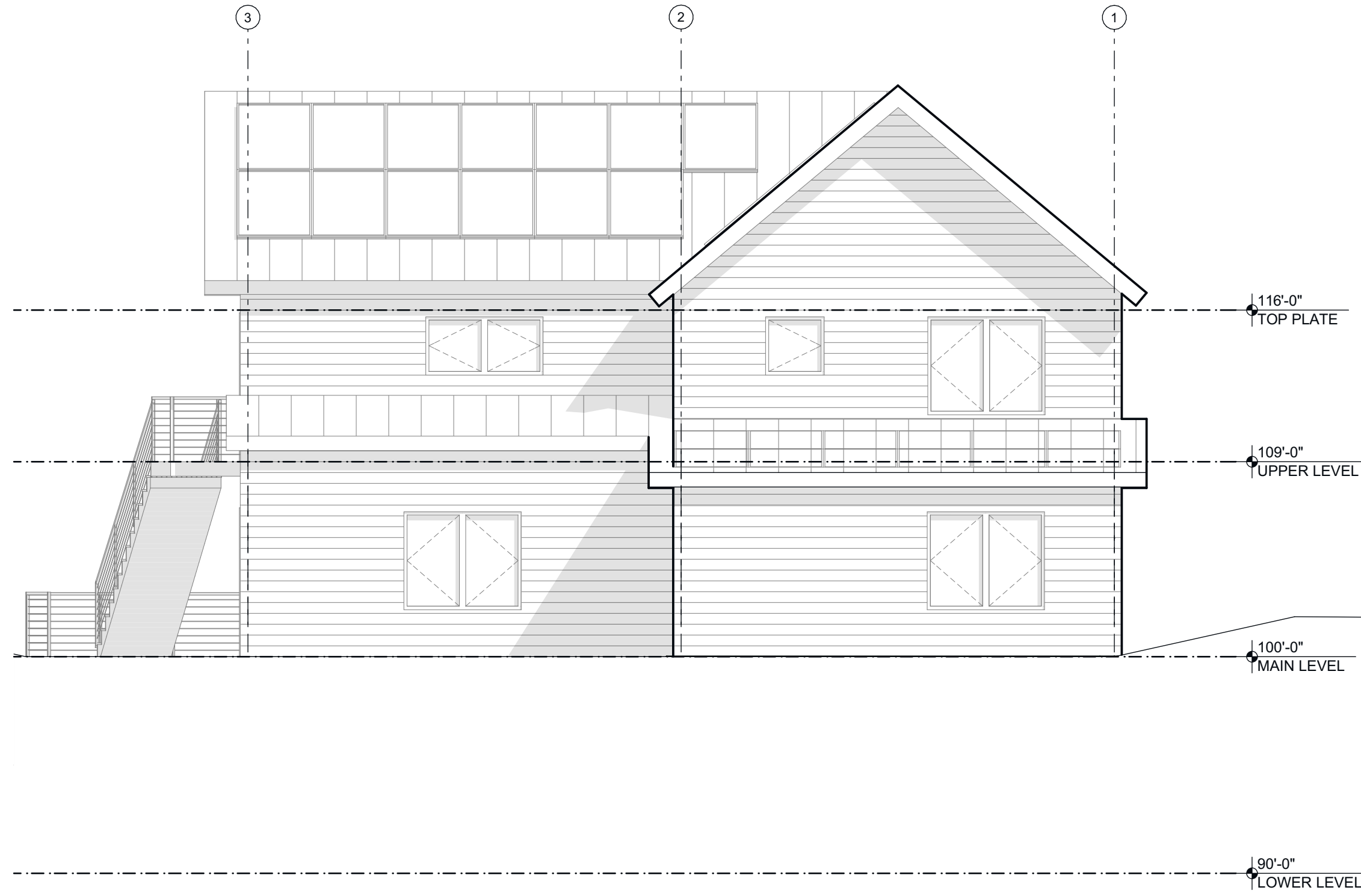


3
A102
ROOF
SCALE: 3/16" = 1'-0"

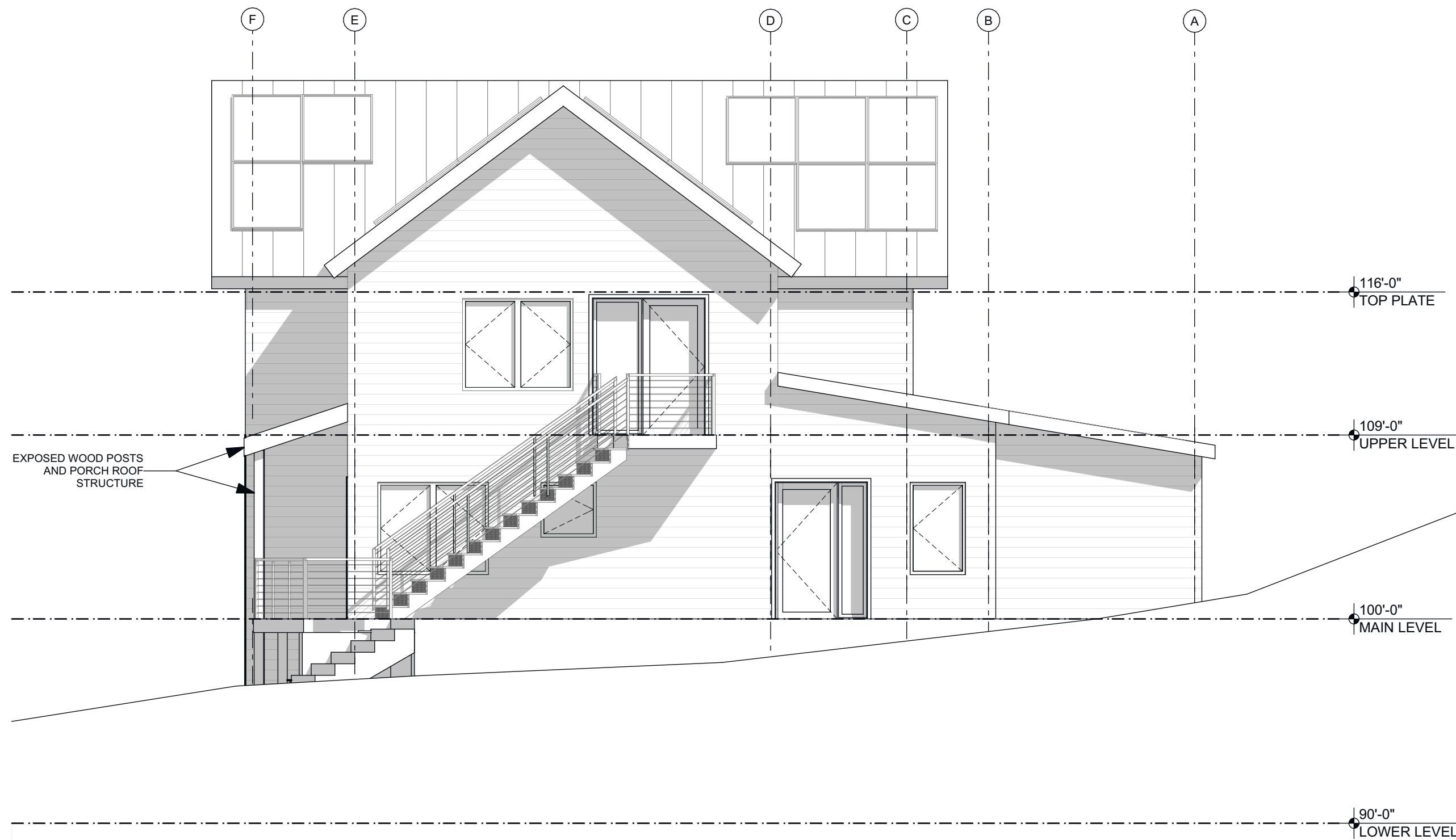
2
A102
UPPER LEVEL
SCALE: 3/16" = 1'-0"



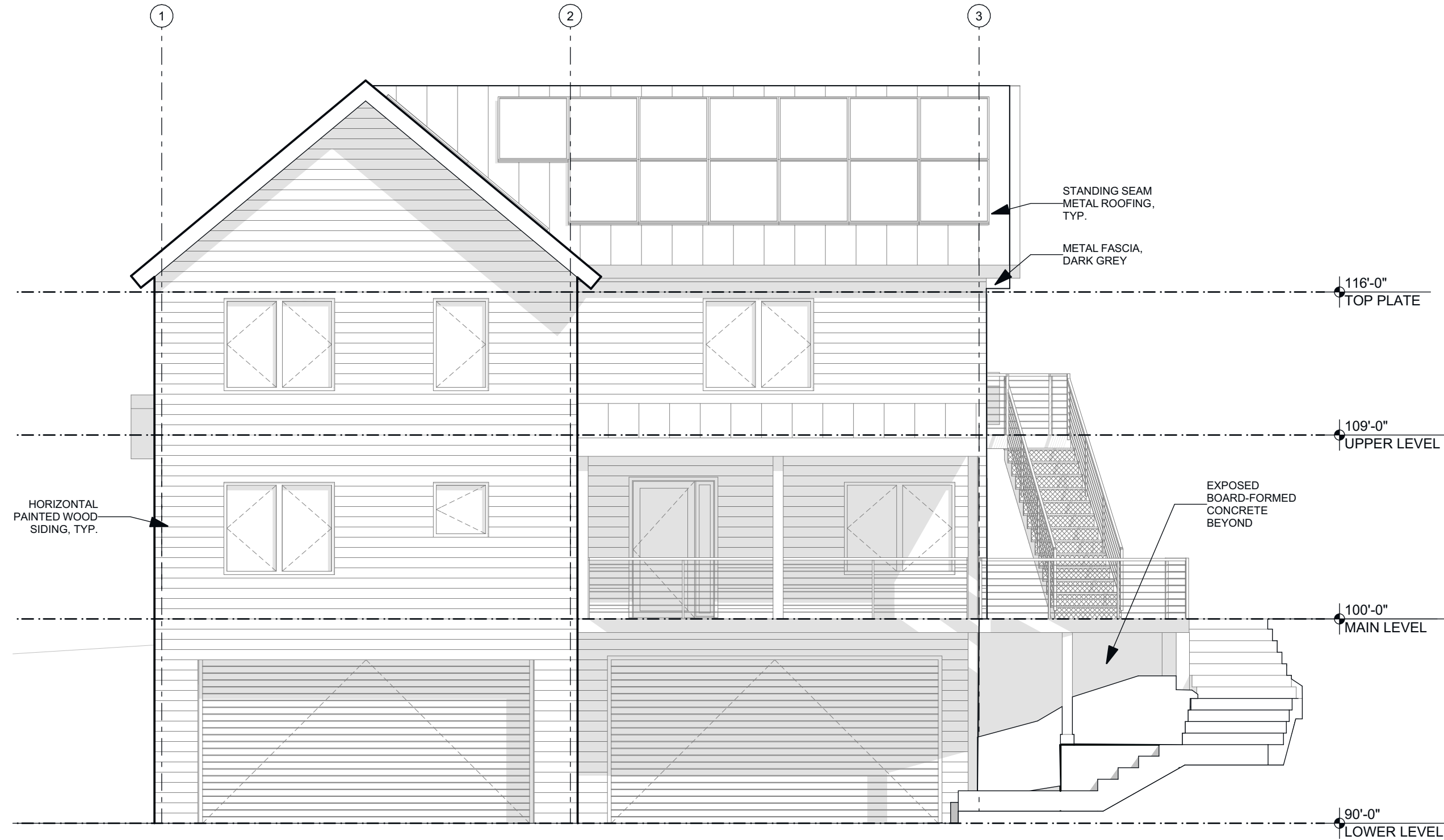
4 NORTH ELEVATION
A301 SCALE: 3/16" = 1'-0"



3 EAST ELEVATION
A301 SCALE: 3/16" = 1'-0"



2 SOUTH ELEVATION
A301 SCALE: 3/16" = 1'-0"



1 WEST ELEVATION
A301 SCALE: 3/16" = 1'-0"

NOT FOR
CONSTRUCTION

FOR PERMIT:	XXXXXX

ELEVATIONS

A301

GENERAL NOTES

- 7.0' WIDE BACK/SIDE LOT NONEXCLUSIVE UTILITY AND DRAINAGE EASEMENT ALONG THE BACK/SIDE OF LOTS AS SHOWN.
- 10.0' WIDE NONEXCLUSIVE UTILITY AND DRAINAGE EASEMENT ALONG ALL FRONT LOT LINES AS SHOWN.
- #5 REBAR AND CAP SET AT PROPERTY CORNERS.
- MAXIMUM HOUSE SIZE = 2200 SQ. FT. (LOT 1 & 3)
= 2600 SQ. FT. (LOT 2)
- ALL NEW CONSTRUCTION SHALL REQUIRE STAFF APPROVAL UNDER THE HISTORIC DISTRICT DESIGN GUIDELINES.

LEGEND

----- EASEMENT LINES
[525] STREET ADDRESS



SURVEYOR'S CERTIFICATE

I, Jack Harmon, do hereby certify that I am a Registered Civil Engineer, and or Land Surveyor, and that I hold certificate No. 8934, as prescribed under the laws of the State of Utah. I further certify that by authority of the Owners, I have made a survey of the tract of land shown on this plat and described below, and have subdivided said tract of land into lots, private easements, and public right-of-ways to be hereafter known as Ontario Avenue Subdivision and that same has been correctly surveyed and staked on the ground as shown on this plat.

LEGAL DESCRIPTION

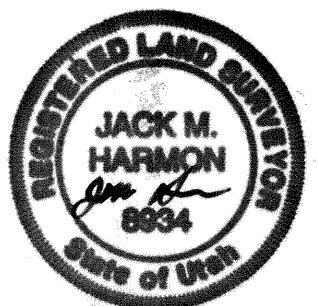
Beginning at a point North 66°22'00" East 26.39 feet from the Southwest corner of block 57, Park City Survey; and running, thence North 07°37'02" West 52.02 feet; thence North 03°47'19" West 110.73 feet; thence North 09°35'47" East 27.94 feet to a point on a 15.00 foot radius curve to the right, (center bears North 77°17'47" East); thence along the arc of said curve 28.32 feet through a central angle of 108°10'28" to a point on a 72.50 foot radius curve to the right, (center bears South 05°28'15" West); thence along the arc of said curve 40.11 feet through a central angle of 31°41'54"; thence South 53°35'36" East 45.15 feet; thence South 25°07'39" East 70.71 feet; thence South 22°24'13" East 50.01 feet; thence South 66°22'00" West 140.62 feet to the point of beginning.

Contains 19,100 square feet, .44 acres.

10-29-93

DATE

Jack Harmon
Jack Harmon
License No. 8934



OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT: That the 2 undersigned owner(s) of the above described tract of land, having caused same to be subdivided into lots, public right-of-ways, together with easements to be hereafter known as Ontario Avenue Subdivision do hereby dedicate for the perpetual use of the public use all parcels of land shown on this plat as intended for public use and further consent to the recordation of this Record of Survey Plot in accordance with Utah Law

ALSO, the owner hereby dedicates to Park City municipal Corporation, Snyderville Basin Sewer Improvement District, Park City Fire Protection District, and Summit County a non-exclusive easement over the utility easements shown on this plat for the purpose of providing access for utility installation, maintenance, use and eventual replacement.

In witness whereof WE have hereunto set OUR HANDS this 18 day of NOVEMBER A.D., 19 93

Royal Street Land Company, OLD TOWN REALTY,
a Utah Corporation a Utah Limited Liability Company
By Randy W. Williams By [Signature]
Vice President MEMBER/MANAGER

INDIVIDUAL

ACKNOWLEDGMENT

STATE OF UTAH } S.S.
County of SUMMIT

On the 18 day of NOVEMBER, 19 93, personally appeared before me, the undersigned Notary Public, in and for said County of SUMMIT, in said State of Utah, the signer(s) of the above Owner's dedication, in number, who duly acknowledged to me that they signed it freely and voluntarily and for the uses and purposes therein mentioned.

MY COMMISSION EXPIRES: 7-5-96 Jean M. Hendon
NOTARY PUBLIC
RESIDING IN Salt Lake COUNTY

ONTARIO AVENUE SUBDIVISION

A SUBDIVISION LOCATED IN SEC. 16, TOWNSHIP 2 SOUTH, 4 EAST, SALT LAKE BASE & MERIDIAN

Entry # 410681 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, and FILED AT THE REQUEST OF
HIGH COUNTRY TITLE
DATE 7-26-94 TIME 16:00 BOOK _____ PAGE _____
33.88 Jack Harmon
FEE \$ _____ COUNTY RECORDER Alan Spriggs

THE SEAR-BROWN GROUP
FULL SERVICE DESIGN PROFESSIONALS
2749 E. Parley's Way, Suite 300 Salt Lake City, Utah 84109
(801)486-5787 Fax (801)486-8870

PLANNING COMMISSION
APPROVED BY THE PARK CITY
PLANNING COMMISSION THIS 23RD
DAY OF DECEMBER A.D., 19 93
BY [Signature] CHAIRMAN

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN
ACCORDANCE WITH INFORMATION ON
FILE IN MY OFFICE THIS 11TH
DAY OF JULY A.D., 19 94
BY Eric W. DeBaum PE
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVE AS TO FORM THIS 22ND
DAY OF JULY A.D., 19 94
BY Mal D. H. [Signature]
PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL
THIS 14TH DAY OF OCTOBER A.D., 19 93
BY Brendy A. [Signature] MAYOR
ATTEST: Jane M. Scott DEPUTY CITY RECORDER

PROJECT DESCRIPTION

WORKFORCE HOUSING TRIPLEX - 516 MARSAC AVE

10.17.2023

We hereby submit a conditional use permit application for 516 Marsac Ave, to renovate the existing residential building into a workforce housing triplex.

How will the proposed use “fit-in” with surrounding uses?

The proposed use is a 3-unit residential triplex for long-term municipal workforce housing. The project is an adaptive reuse of an existing building constructed in 1994 that served as the former Peace House domestic violence shelter. For the past few years, it has served as seasonal dormitory-style housing for Park City Transit. The proposed use of the building will be substantially similar to neighboring residential properties.

The proposed use is a modest increase from the current residential use of the site. The current structure has one residential unit containing 5 bedrooms, 3 bathrooms, and a four-car garage. The proposed renovation of the building will include three residential units containing a total of 7 bedrooms, 6 bathrooms, and a four-car garage.

The overall occupancy of the project is expected to be consistent with the building's current use. The units are expected to be used as primary residences for the city's workforce.

What type of service will it provide to Park City?

The proposed use of the building is to provide three long-term workforce housing units for Park City Municipal employees. The use will integrate three new primary residences into a neighborhood with a higher proportion of secondary, nightly-rental, and “vacant” homes. The adaptive reuse of this building into workforce housing assists with this clear and pressing need.

Is the proposed use consistent with the current zoning district and with the General Plan?

The proposed adaptive reuse of the building for workforce housing is consistent with the current Residential R-1 zoning district as it maintains and continues the land uses and architectural scale and styles of the original Park City residential area. It also provides a transition in use and scale between the Historic Districts and the Deer Valley Resort.

This project furthers Goal 7 of the Park City General Plan, which seeks to create a diversity of primary housing opportunities to address the changing needs of residents. The project will create “missing middle” housing units that will be occupied as full-time residences by the City’s workforce and will provide young professionals and families an opportunity to integrate into the community.

Is the proposed use similar or compatible with other uses in the same area?

This gentle increase in density helps to preserve the existing residential environment while allowing safe and convenient traffic circulation. The neighboring buildings on Marsac Avenue are generally single-family homes of similar scale, proportion, and material. Several other duplexes and multi-family structures are within the immediate neighborhood, including across the street on Ontario Avenue and along Deer Valley Drive. The proposed density is consistent with the building’s use over the last decades.

The proposed use is similar to and compatible with the adjacent uses in the area. It is appropriate as a residential development of a similar scale to the neighboring residences.

Is the proposed use suitable for the proposed site?

The existing house has been used for housing in various configurations over the past decades. Three units will fit within the existing shell, with a reconfigured third story and a small rear addition. The modified residential use will require minimal changes to the existing streetscape. The proposed design is compatible with the existing topographic terrain.

The request for a parking reduction seeks to minimize the impacts of the automobile on the site by avoiding unnecessary excavation into the hillside for additional parking spaces. The project is located across the street from the Old Town Transit Center, which is served by upwards of ten bus routes to all parts of Park City. The site is also across the street from City Hall, a major municipal employment center. The site is within walking and biking distance of Old Town, Deer Valley, and Poison Creek Trail. Residents of the building will have ample transportation options to meet their mobility needs.

Will the proposed use emit noise, glare, dust, pollutants, and odor?

The proposed use will not emit noise (beyond typical for a single-family dwelling), glare, dust, pollutants, or odor.

What will be the hour of operation and how many people will be employed?

The proposed use is housing and will not employ people or have operating hours.

Are there other special issues that need to be mitigated?

No



Planning Department

December 11, 2023

Steve Scribner
Shape Architecture Studio
750 Pennsylvania St.
Denver, CO 80203

NOTICE OF PLANNING DIRECTOR DETERMINATION

RE: Setbacks for an Unusual Lot Configuration for 516 Marsac Avenue

516 Marsac Avenue (Parcel OA-2-X, Lot 2 of the Ontario Ave Subdivision) is a 7,660-square-foot lot in the Residential – 1 Zoning District. 516 Marsac Avenue has an unusual lot configuration because (1) it fronts both Marsac Avenue and Ontario Avenue, and (2) the lot extends in the southwest corner beyond the otherwise rectilinear shape, highlighted in green below, an excerpt from the Ontario Ave Subdivision Plat:



Land Management Code (LMC) § 15-4-17 outlines regulations for lots with unusual configurations and states, “[o]n those Lots, which border a Street on both the back and front, both sides must have a front setback, unless otherwise an exception by this Code.” The LMC provides an illustration to clarify (Fig. d):

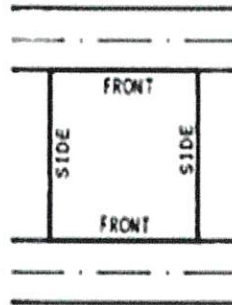


Fig. d.

LMC § 15-2.12-3 generally outlines the setback requirements for the Residential – 1 Zoning District, and establishes a 15-foot front setback, a 10-foot rear setback, and a five-foot side setback. The Applicant, however, proposes construction of a triplex. LMC § 15-2.12-2(B)(1) establishes triplexes as a Conditional Use in the Residential – 1 Zoning District. LMC § 15-2.12-4 outlines special setback requirements for Conditional Uses wherein the minimum side setback is increased from five feet to 10 feet, the front setback is increased from 15 feet to 20 feet, and the rear setback remains at 10 feet.

Due to the frontage of 516 Marsac Avenue on both Marsac Avenue and Ontario Avenue, the property has two Front Setbacks. A 20-foot Front Setback is required on the Ontario Avenue (east) side of the Lot. A 20-foot Front Setback is required on the Marsac Avenue (west) side of the Lot, measured from the Dedicated Right-of-Way noted on the Ontario Avenue Subdivision Plat (shown as a blue dashed line):



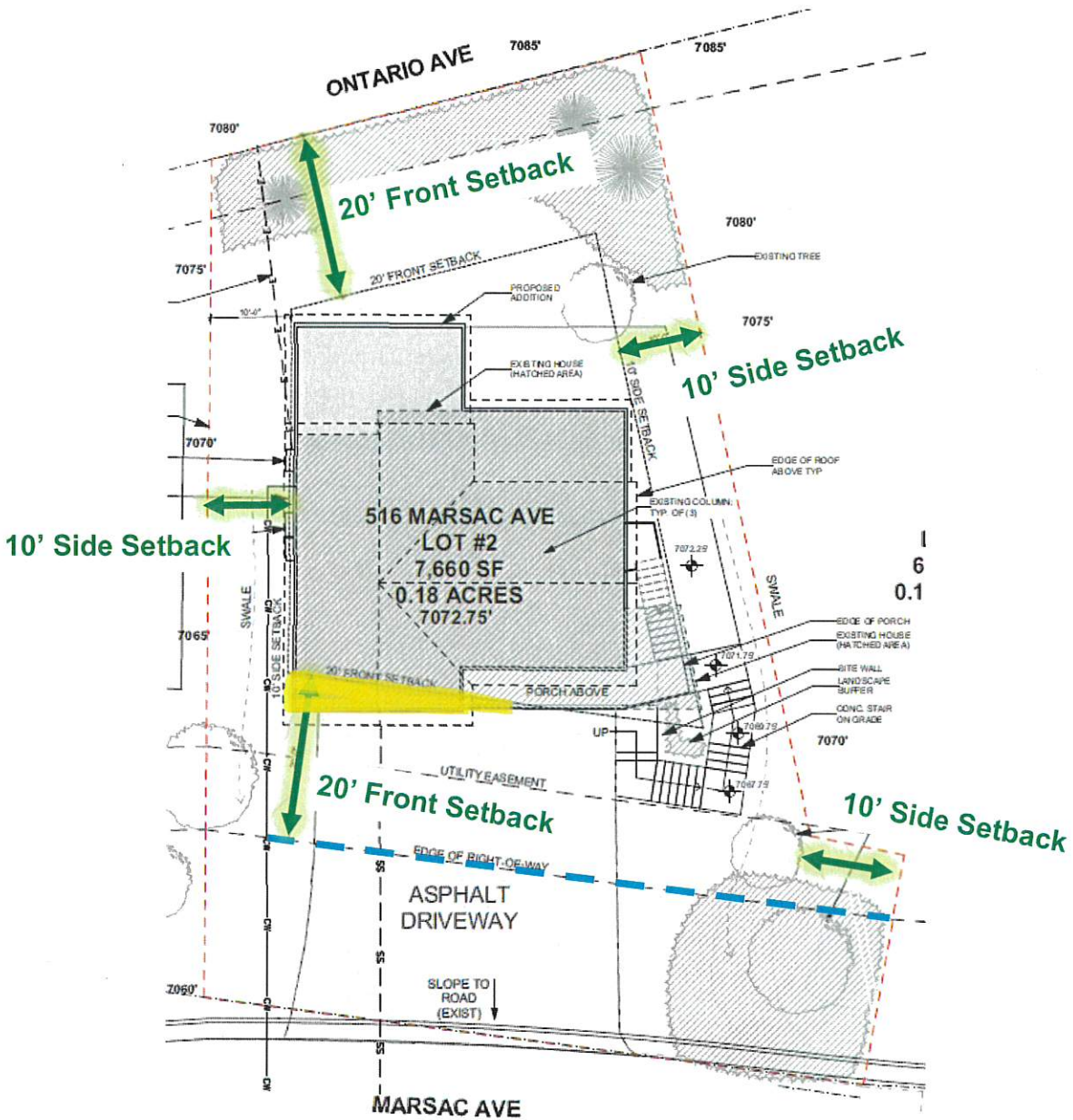


Planning Department

The side setbacks on the north and south must be 10 feet. These setbacks are required to be observed in the southwest corner of the lot that extends beyond the otherwise rectilinear shape.

The west side of an existing structure encroaches into the front setback at an angle. About two-thirds of the way across the structure, the existing structure is compliant with the required front setback. The existing structure extends four and a half feet, at most, into the 20-foot front setback (highlighted in yellow below). Pursuant to LMC § 15-9-6(A), "[a]ny 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."

The illustration below outlines the required setbacks for the proposed triplex at 516 Ontario Avenue:



If you have questions or concerns regarding this Determination Letter, please contact the Planning Department.

Sincerely,

Rebecca Ward
 Planning Director
 (435) 615-5046
rebecca.ward@parkcity.org
 CC: Project Planner, Lillian Zollinger

Planning Commission Staff Report



Subject: Land Management Code Amendments
Author: Rebecca Ward, Planning Director
Date: January 10, 2024
Type of Item: Legislative

Recommendation

(I) Review proposed Land Management Code Amendments:

Electric Vehicle Charging Stations and Fast Chargers

- Increase required conduit for Electric Vehicle Charging Stations for new development from 20% to 50%.
- Establish Fast Chargers as a standalone use in the General Commercial, Recreation Commercial, and Light Industrial Zoning Districts, and as an allowed accessory use in all Zoning Districts.

Affordable Master Planned Developments

- Require a 10-foot stepback on perimeter facades only.
- Establish a 10-foot setback for rooftop mechanical equipment.
- Remove provisions regarding Child Care Facilities.

Subdivision Review

- Establish a new review process for Single-Family Dwelling, Duplex, and Townhome Subdivisions to comply with state preemption.

(II) conduct a public hearing, and (III) consider forwarding a positive recommendation for City Council consideration on February 1, 2024, as outlined in draft Ordinance No. 2024-XX (Exhibit A).

Description

Applicant: Planning Department

Sections Amended: **Electric Vehicle Charging Stations**
15-3-11(B) *Electric Vehicle Charging Station Infrastructure*

Fast Chargers

15-2.17-2(B)(27) *Regional Commercial Overlay District Uses*
15-2.18-2 *General Commercial District Uses*
15-2.19-2 *Light Industrial District Uses*
15-3-11(A) *Electric Vehicle Charging Station Uses*
15-15-1 *Definitions*

Affordable Master Planned Developments

15-6.1-8 *Building Height*

15-6.1-11 *Site Planning*

Subdivisions

15-7.1-2 *Procedure*

Chapter Enacted: **Subdivisions**
15-7.5

Reason for Review: The Planning Commission acts as a non-political, long range planning body for the City.¹ The Planning Commission initiates review of the Land Management Code and recommends amendments to the City Council.² The Planning Commission holds a public hearing and adopts a formal recommendation to the City Council.³

AMPD Affordable Master Planned Development
LMC Land Management Code

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).

Summary

The proposed amendments address Planning Commission direction regarding (I) Electric Vehicle Charging Station and Fast Charger updates and (II) minor modifications to Affordable Master Planned Developments. The proposed amendments also address (III) changes to subdivision review processes mandated by the state that take effect February 1, 2024.

Analysis

The Land Management Code (LMC) implements the goals and policies of the General Plan in part to:

- Promote the general health, safety, and welfare of present and future inhabitants, businesses, and visitors.
- To protect and enhance the vitality of the City's resort-based economy, overall quality of life, and unique mountain town community.
- To protect or promote moderate income housing.⁴

¹ LMC [§ 15-12-9](#)

² LMC [§ 15-12-15\(B\)\(3\)](#)

³ LMC [§ 15-1-17\(C\)](#)

⁴ LMC [§ 15-1-2](#)

Electric Vehicle Charging Stations and Fast Chargers

[General Plan Community Planning Strategy 5.7](#) (p. 10) recommends requiring dedicated parking and Electric Vehicle Charging Stations to support Electric Vehicles within new development and redevelopment.

There are three Electric Vehicle Charging Station levels:⁵

Level 1	Plugs into a basic household outlet Requires many hours to fully charge a battery
Level 2	Plugs into a 208/240 volt outlet similar to a household dryer outlet Requires a few hours to fully charge a battery
Level 3	Direct Current Fast Charger (DCFC) that requires a 480 volt outlet Fully charges a battery in less than an hour Generally located along major highways

On November 19, 2020, the City Council adopted [Ordinance No. 2020-48](#) enacting Electric Vehicle Charging Station conduit and installation requirements for new development and redevelopment, establishing standards for installations, signage, and maintenance, and defining key terms. LMC [§ 15-3-11](#):

- Establishes Electric Vehicle Charging Stations as an allowed accessory use in all Zoning Districts.
- Requires Applicants to provide infrastructure for 20% of the first 100 required parking spaces for Multi-Unit Dwellings and non-residential uses and for 5% of required parking spaces above 100.
- Requires Applicants to install Level 2 Electric Vehicle Charging Stations for 5% of required parking spaces for Multi-Unit Dwellings and non-residential uses.
- Garages for Single-Family Dwellings, Duplexes, and Triplexes must be Electric Vehicle-Ready, meaning they are constructed to accommodate a 240 volt for a Level 2 charger.

On October 11, 2023, the Planning Commission conducted a work session on updates to Electric Vehicle Charging Stations and recommended the following:

- Increase required conduit for Electric Vehicle Charging Stations for new development and redevelopment from 20% to 50% (draft Ordinance line 294).

⁵ [Costs Associated with Non-Residential Electric Vehicle Supply Equipment](#), U.S. Department of Energy (2015).

- Establish Fast Chargers as a standalone use in the General Commercial, Regional Commercial Overlay, and Light Industrial Zoning Districts (draft Ordinance lines 48, 151, 243).
- Establish Fast Chargers as an allowed accessory use in all Zoning Districts (draft Ordinance line 290) ([Staff Report](#); [Minutes](#), p. 10).

The proposed draft Ordinance also defines Direct Current Fast Chargers (draft Ordinance line 660) and broadens the definition of Gasoline Service Station to include alternative fuels and Electric Vehicle Charging Stations and Direct Current Fast Chargers (draft Ordinance line 663).

Affordable Master Planned Developments

On February 25, 2021, the City Council adopted [Ordinance No. 2021-10](#) enacting a new Affordable Master Planned Development Code to incentivize development of affordable units through increased density, a 45-foot building height, reduced open space and setbacks, and a potential parking reduction. In 2022, the Planning Commission approved the first ever Affordable Master Planned Development, The Engine House, with 99 affordable units and 24 market-rate units, currently under construction. In 2023, the Planning Commission approved the HOPA Affordable Master Planned Development with 317 affordable units. Through this initial review process, the Planning Commission identified opportunities to refine the code.

On February 8, 2023, the Planning Commission identified topics for discussion, including evaluation of the effectiveness of the code under current market conditions, potential modifications to building height, roof forms, side and rear setbacks, and setbacks for rooftop mechanical equipment. The Planning Commission also requested evaluation for units affordable to those at 30-40% Area Median Income in exchange for market-rate nightly rentals or increased allowances for commercial uses ([Staff Report](#); [Minutes](#), p. 29).

On August 9 ([Staff Report](#); [Minutes](#), p. 20) and October 25, 2023 ([Staff Report](#); [Minutes](#), p. 13), the Planning Commission conducted work sessions on amendments to the Affordable Master Planned Development Code. The proposed amendments:

- Require a 10-foot setback on perimeter facades only (draft Ordinance line 372).
- Establish a 10-foot setback for rooftop mechanical equipment (draft Ordinance line 383).
- Remove provisions regarding Child Care Facility discretion (draft Ordinance line 492).

Additionally, staff recommends clarifying that Elevator penthouses and stairwells may be located within the 10-foot setback to accommodate building circulation for a 45-foot-tall building (draft Ordinance line 401).

Please note that additional Planning Commission discussions regarding commercial

uses, nightly rentals, and parking reductions within Affordable Master Planned Developments are scheduled with Lisa Wise Consulting on February 28, 2024.

Subdivision Review

On February 24, 2023, [in a presentation to the House Government Operations Committee](#), Senator Fillmore stated [SB 174 Local Land Use and Development Revisions](#) was a bill recommended by the Commission on Housing Affordability and presented the proposal as a consensus bill in part to implement a uniform subdivision review process statewide. In 2023, the Utah Legislature enacted [SB 174 Local Land Use and Development Revisions](#) and its provisions specific to Subdivisions take effect on February 1, 2024.

[SB 174](#), codified in Utah Code [Section 10-9a-604.1](#), requires the following for Single-Family Dwelling, Duplex, or Townhome Subdivisions:

- Limitation to no more than one public hearing for preliminary applications.
- Approval when the application complies with adopted land use regulations.
- Prohibition against Planning Commission or City Council approval for final subdivisions.

Utah Code [Section 10-9a-604.2](#) further mandates timelines for review and action.

As a result, the City Attorney's Office recommends amending LMC Section 15-7.1-2 *Procedure* to carve out the review process required by the Utah Legislature for Single-Family Dwelling, Duplex, or Townhome Subdivisions, and enacting LMC Chapter 15-7.5 to establish an Administrative Subdivision Procedure to comply with the new requirements. Please see draft Ordinance lines 539-648 for details.

In short, the amendments:

- Preserve the Planning Commission review and public hearing of the preliminary Subdivision application for Single-Family Dwelling, Duplex, and Townhome Subdivisions.
- Establish the Planning Director or designee as the Administrative Land Use Authority for Single-Family Dwelling, Duplex, and Townhome Subdivisions.
- Incorporate terms defined by the state, including Review Cycle, Subdivision Improvement Plans, Subdivision Review, and Subdivision Plan Review.
- Outline the process for preliminary Subdivision review by the Planning Commission.
- Outline the process for final Subdivision review by the Planning Director or designee.
- Describe time limitations proscribed by the state.
- Establish the Planning Commission as the appeal authority if the Planning Department fails to respond within 20 business days of the final Review Cycle or there is a dispute arising from the Subdivision review.

Department Review

The Planning Department, Executive Department, and City Attorney's Office reviewed this report.

Notice

Staff published notice on the City's website and Utah Public Notice website on December 21, 2023. The *Park Record* published courtesy notice on December 27, 2023.

Public Input

Staff did not receive public input at the time this report was published.

Alternatives

- The Planning Commission may forward a positive recommendation for City Council's consideration as outlined in the draft Ordinance;
- The Planning Commission may recommend to the City Council denial of the draft Ordinance;
- The Planning Commission may request additional information and continue the discussion to a date certain.

Exhibit

A: Draft Ordinance No. 2024-XX

DRAFT ORDINANCE NO. 2024-XX

AN ORDINANCE AMENDING LAND MANAGEMENT CODE REGULATIONS FOR ELECTRIC VEHICLE CHARGING STATIONS, AFFORDABLE MASTER PLANNED DEVELOPMENTS, AND SUBDIVISION REVIEW

WHEREAS, the Land Management Code implements the goals and policies of the General Plan in part to promote the health, safety, and welfare of present and future inhabitants, businesses, and visitors, to protect and enhance the vitality of the City's resort-based economy, overall quality of life, and unique mountain town community, and to protect or promote moderate income housing;

WHEREAS, General Plan Community Planning Strategy 5.7 recommends requiring dedicated parking and Electric Vehicle Charging Stations to support Electric Vehicles within new development and redevelopment and on November 19, 2020, the City Council adopted Ordinance No. 2020-48 enacting Electric Vehicle Charging Station conduit and installation requirements for new development and redevelopment, establishing standards for installations, signage, and maintenance, and defining key terms;

WHEREAS, since these regulations were adopted in 2020, electric and hybrid electric vehicle sales nearly doubled in the United States between 2020 and 2021 and experts predict half of car sales will be electric by 2030 and the Planning Commission prioritized reevaluation of Electric Vehicle Charging Stations and Fast Chargers to proactively plan for increases in Electric Vehicle charging needs;

WHEREAS, on October 11, 2023, the Planning Commission conducted a work session on Electric Vehicle Charging Stations and determined conduit required for new development and redevelopment should be increased from 20% to 50%, and Fast Chargers should be established as a standalone use in the Regional Commercial Overlay, General Commercial, and Light Industrial Zoning Districts, and as an allowed accessory use in all Zoning Districts;

WHEREAS, Goal 7 of the General Plan is to "[c]reate a diversity of primary housing opportunities to address the changing needs of residents" and Goal 8 is to "[i]ncrease affordable housing opportunities and associated services for the workforce of Park City," Community Planning Strategy 8.4 is to "[u]pdate incentives for density bonuses for affordable housing developments to include moderate and mixed-income housing";

WHEREAS, on February 25, 2021, the City Council adopted Ordinance No. 2021-10 enacting the Affordable Housing Master Planned Development code to incentivize development of affordable units through increased density, a maximum 45-

foot building height, reduced open space and setbacks, and criteria for potential parking reductions;

WHEREAS, on October 26, 2022, the Planning Commission approved the first Affordable Master Planned Development known as Engine House with 99 affordable units and 24 market-rate units and on June 28, 2023, the Planning Commission approved the second Affordable Master Planned Development known as HOPA with 317 affordable units;

WHEREAS, through the review of these project, the Planning Commission identified the need to amend the code to clarify that the 10-foot setback is required on perimeter facades only, rooftop mechanical equipment must be setback 10 feet from the rooftop perimeter, and child care facility discretion should be removed;

WHEREAS, the Utah Legislature enacted SB 174 *Local Land Use and Development Revisions* to preempt local subdivision review processes and to mandate municipal review of Single-Family Dwelling, Duplex, and Townhome Subdivisions, effective February 1, 2024, requiring amendments to the Land Management Code;

WHEREAS, the Planning Commission duly noticed and conducted a public hearing on January 10, 2024, and forwarded a _____ recommendation to City Council;

WHEREAS, on February 1, 2024, the City Council duly noticed and conducted a public hearing.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Park City, Utah, as follows:

SECTION 1. MUNICIPAL CODE TITLE 15 – LAND MANAGEMENT CODE. The recitals above are incorporated herein as findings of fact. Municipal Code Sections INSERT are hereby amended as outlined in Attachment 1.

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED this 1st day of February 2024.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, Mayor

Attest:

City Recorder

Approved as to form:

City Attorney's Office

ATTACHMENT 1

15-2.17-2 Uses

Uses in the RCO District are limited to the following:

A. ALLOWED USES.

1. Secondary Living Quarters
2. Lockout Unit¹
3. Accessory Apartment²
4. Nightly Rental
5. Home Occupation
6. Child Care, In-Home Babysitting³
7. Child Care, Family³
8. Child Care, Family Group³
9. Accessory Building and Use
10. Conservation Activity
11. Agriculture
12. Parking Area or Structure with four (4) or fewer spaces
13. Recreation Facility, Private¹²
14. Allowed Uses in the Underlying Zoning District
15. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays⁴
16. Food Truck Location¹¹

B. CONDITIONAL USES.

1. Multi-Unit Dwelling⁵
2. Group Care Facility⁵
3. Child Care Center^{3,5}

- 25 4. Public and Quasi-Public Institution, Church and School⁵
- 26 5. Essential Municipal Public Utility Use, Facility, Service, and Structure⁵
- 27 6. Telecommunication Antenna⁶
- 28 7. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter⁷
- 29 8. Plant and Nursery stock products and sales⁵
- 30 9. Bed and Breakfast Inn⁵
- 31 10. Boarding House, Hostel⁵
- 32 11. Hotel, Minor⁵
- 33 12. Hotel, Major⁵
- 34 13. Private Residence Club Project and Conversion⁹
- 35 14. Timeshare Sales Office, off-site⁵
- 36 15. Office, General⁵
- 37 16. Office, Moderate Intensive⁵
- 38 17. Office, Intensive⁵
- 39 18. Office and Clinic, Medical⁵
- 40 19. Financial Institution, with and without drive-up window^{5,8}
- 41 20. Retail and Service Commercial, Minor⁵
- 42 21. Retail and Service Commercial, personal improvement⁵
- 43 22. Retail and Service Commercial, Major⁵
- 44 23. Transportation Service⁵
- 45 24. Retail Drive-Up Window⁸
- 46 25. Neighborhood Convenience Commercial⁵
- 47 26. Commercial, Resort Support⁵

- 48 27. ~~Gasoline~~ Service Station⁵
- 49 28. Cafe, Deli⁵
- 50 29. Restaurant, General⁵
- 51 30. Restaurant, Outdoor Dining⁹
- 52 31. Outdoor Event⁹
- 53 32. Restaurant, Drive-up window⁸
- 54 33. Bar⁵
- 55 34. Hospital, Limited Care Facility⁵
- 56 35. Hospital, General⁵
- 57 36. Parking Area or Garage with five (5) or more spaces⁸
- 58 37. Temporary Improvement⁹
- 59 38. Passenger Tramway Station and Ski Base Facility⁵
- 60 39. Ski tow rope, ski lift, ski run, and ski bridge⁵
- 61 40. Recreation Facility, Public⁵
- 62 41. Recreation Facility, Commercial⁵
- 63 42. Entertainment, Indoor⁵
- 64 43. Heliport⁵
- 65 44. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays¹⁰

66 C. **PROHIBITED USES**. Any Use not listed above as an Allowed or Conditional Use

67 is a prohibited Use.

68 ¹Nightly Rental of Lockout Units requires a Conditional Use permit.

69 ²Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

70 ³See Section 15-4-9, Child Care and Child Care Facilities.

71 ⁴Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City

Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed on the original Property set forth in the services agreement and/or Master Festival License.

⁵Subject to Master Planned Development approval. See Chapter 15-6.

⁶See Section 15-4-14, Telecommunication Facilities.

⁷See Section 15-4-13, Placement of Satellite Receiving Antennas.

⁸See Section 15-2.18-5 criteria for drive-up windows.

⁹Requires an administrative Conditional Use permit.

¹⁰Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed in an Area other than the original location set forth in the services agreement and/or Master Festival License.

¹¹The Planning Director or their designee shall, upon finding a Food Truck Location in compliance with Municipal Code Section 4-5-6, issue the property owner a Food Truck Location administrative approval letter.

¹²See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

HISTORY

Adopted by Ord. [00-51](#) on 9/21/2000

Amended by Ord. [02-38](#) on 9/12/2002

Amended by Ord. [04-39](#) on 9/23/2004

Amended by Ord. [06-76](#) on 11/9/2006

Amended by Ord. [2018-55](#) on 10/23/2018

Amended by Ord. [2020-45](#) on 10/1/2020

Amended by Ord. [2021-51](#) on 12/16/2021

Amended by Ord. [2022-08](#) on 4/28/2022

Amended by Ord. [2022-21](#) on 10/27/2022

Amended by Ord. [2023-16](#) on 4/27/2023

98 **15-2.18-2 Uses**

99 Uses in the GC District are limited to the following:

100 A. **ALLOWED USES.**

- 101 1. Secondary Living Quarters
- 102 2. Lockout Unit¹
- 103 3. Accessory Apartment²
- 104 4. Nightly Rental
- 105 5. Home Occupation
- 106 6. Child Care, In-Home Babysitting³
- 107 7. Child Care, Family³
- 108 8. Child Care, Family Group³
- 109 9. Child Care Center³
- 110 10. Accessory Building and Use
- 111 11. Conservation Activity
- 112 12. Agriculture
- 113 13. Plant and Nursery Stock production and sales
- 114 14. Bed and Breakfast Inn
- 115 15. Boarding House, Hostel
- 116 16. Hotel, Minor
- 117 17. Hotel, Major
- 118 18. Office, General
- 119 19. Office, Moderate Intensive
- 120 20. Office, Intensive

- 121 21. Office and Clinic, Medical and Veterinary Clinic
- 122 22. Financial Institution without a drive-up window
- 123 23. Commercial, Resort Support
- 124 24. Retail and Service Commercial, Minor
- 125 25. Retail and Service Commercial, Personal Improvement
- 126 26. Retail and Service Commercial, Major
- 127 27. Cafe or Deli
- 128 28. Restaurant, General
- 129 29. Hospital, Limited Care Facility
- 130 30. Parking Area or Structure with four (4) or fewer spaces
- 131 31. Parking Area or Structure with five (5) or more spaces
- 132 32. Food Truck Location¹⁰
- 133 B. **CONDITIONAL USES.**
- 134 1. Single Family Dwelling
- 135 2. Duplex Dwelling
- 136 3. Triplex Dwelling
- 137 4. Multi-Unit Dwelling
- 138 5. Group Care Facility
- 139 6. Public and Quasi-Public Institution, Church, and School
- 140 7. Essential Municipal Public Utility Use, Facility, Service, and Structure
- 141 8. Telecommunication Antenna⁴
- 142 9. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter⁵
- 143 10. Timeshare Project and Conversion

144	11. Timeshare Sales Office, off-site within an enclosed Building
145	12. Private Residence Club Project and Conversion ⁸
146	13. Financial Institution with a Drive-up Window ⁶
147	14. Retail and Service Commercial with Outdoor Storage
148	15. Retail and Service Commercial, Auto Related
149	16. Transportation Service
150	17. Retail Drive-Up Window ⁶
151	18. Gasoline Service Station
152	19. Restaurant and Cafe, Outdoor Dining ⁷
153	20. Restaurant, Drive-up Window ⁶
154	21. Outdoor Event ⁷
155	22. Bar
156	23. Sexually Oriented Businesses ⁸
157	24. Hospital, General
158	25. Light Industrial Manufacturing and Assembly
159	26. Temporary Improvement ⁷
160	27. Passenger Tramway and Ski Base Facility
161	28. Ski tow rope, ski lift, ski run, and ski bridge
162	29. Commercial Parking Lot or Structure
163	30. Recreation Facility, Public
164	31. Recreation Facility, Commercial
165	32. Recreation Facility, Private ⁹
166	33. Indoor Entertainment Facility

- 167 34. Heliport
- 168 35. Temporary Sales Trailer in conjunction with an active Building permit for
- 169 the Site.⁸
- 170 36. Fences greater than six feet (6') in height from Final Grade⁷
- 171 37. Household Pet, Boarding⁷
- 172 38. Household Pet, Daycare⁷
- 173 39. Household Pet, Grooming⁷

174 C. **PROHIBITED USES**. Any Use not listed above as an Allowed or Conditional Use

175 is a prohibited Use.

176 ¹Nightly rental of Lockout Units requires Conditional Use permit.

177 ²Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

178 ³See Section 15-4-9, Child Care and Child Care Facilities.

179 ⁴See Section 15-4-14, Telecommunication Facilities.

180 ⁵See Section 15-4-13, Placement of Satellite Receiving Antennas.

181 ⁶See Section 15-2.18-6 for Drive-Up Window review.

182 ⁷Requires an Administrative Conditional Use permit.

183 ⁸See Section 15-4-16 for additional criteria.

184 ⁹See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

185 ¹⁰The Planning Director or their designee shall, upon finding a Food Truck Location in compliance with

186 Municipal Code Section 4-5-6, issue the property owner a Food Truck Location administrative approval

187 letter.

188 HISTORY

189 *Adopted by Ord. [00-51](#) on 9/21/2000*

190 *Amended by Ord. [04-39](#) on 9/23/2004*

191 *Amended by Ord. [06-76](#) on 11/9/2006*

192 Amended by Ord. [14-57](#) on 11/20/2014
193 Amended by Ord. [2018-55](#) on 10/23/2018
194 Amended by Ord. [2020-45](#) on 10/1/2020
195 Amended by Ord. [2021-51](#) on 12/16/2021
196 Amended by Ord. [2022-08](#) on 4/28/2022
197 Amended by Ord. [2022-21](#) on 10/27/2022
198 Amended by Ord. [2023-16](#) on 4/27/2023

199 **15-2.19-2 Uses**

200 Uses in the LI District are limited to the following:

201 A. **ALLOWED USES.**

- 202 1. Secondary Living Quarters
- 203 2. Accessory Apartment¹
- 204 3. Nightly Rental
- 205 4. Home Occupation
- 206 5. Child Care, In-Home Babysitting²
- 207 6. Child Care, Family²
- 208 7. Child Care, Family Group²
- 209 8. Child Care Center²
- 210 9. Agriculture
- 211 10. Plant and Nursery Stock
- 212 11. Office, General
- 213 12. Office, Moderate Intensive
- 214 13. Office, Intensive

- 215 14. Financial Institution without drive-up window
- 216 15. Retail and Service Commercial, Minor
- 217 16. Retail and Service Commercial, Personal Improvement
- 218 17. Retail and Service Commercial, Major
- 219 18. Commercial, Resort Support
- 220 19. Hospital, Limited Care
- 221 20. Parking Area or Structure with four (4) or fewer spaces
- 222 21. Food Truck Location⁸
- 223 B. **CONDITIONAL USES.**
- 224 1. Multi-Unit Dwelling
- 225 2. Group Care Facility
- 226 3. Child Care Center²
- 227 4. Public and Quasi-Public Institution, Church, and School
- 228 5. Essential Municipal Public Utility Use, Facility, Service, and Structure
- 229 6. Telecommunication Antenna³
- 230 7. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter⁴
- 231 8. Accessory Building and Use
- 232 9. Raising, grazing of horses
- 233 10. Bed and Breakfast Inn
- 234 11. Boarding House, Hostel
- 235 12. Hotel, Minor
- 236 13. Private Residence Club Project and Conversion⁶
- 237 14. Office and Clinic, Medical and Veterinary Clinic

238	15. Financial Institutions with Drive-Up Window ⁵
239	16. Retail and Service Commercial with Outdoor Storage
240	17. Retail and Service Commercial, Auto-Related
241	18. Transportation Services
242	19. Retail Drive-Up Window ⁵
243	20. Gasoline Service Station
244	21. Café or Deli
245	22. Restaurant, General
246	23. Restaurant, Outdoor Dining
247	24. Restaurant, Drive-Up Window ⁵
248	25. Outdoor Event ⁶
249	26. Bar
250	27. Hospital, General
251	28. Light Industrial Manufacturing and Assembly Facility
252	29. Parking Area or Structure with five (5) or more spaces
253	30. Temporary Improvement ⁶
254	31. Passenger Tramway Station and Ski Base Facility
255	32. Ski Tow Rope, Ski Lift, Ski Run, and Ski Bridge
256	33. Recreation Facility, Public
257	34. Recreation Facility, Commercial
258	35. Recreation Facility, Private ⁷
259	36. Entertainment Facility, Indoor
260	37. Commercial Stables, Riding Academy

- 261 38. Heliports
- 262 39. Commercial Parking Lot or Structure
- 263 40. Temporary Sales Office, in conjunction with an active Building permit.
- 264 41. Fences and Walls greater than six feet (6') in height from Final Grade⁶
- 265 42. Household Pet, Boarding⁶
- 266 43. Household Pet, Daycare⁶
- 267 44. Household Pet, Grooming⁶

268 C. **PROHIBITED USES**. Any Use not listed above as an Allowed or Conditional Use

269 is a prohibited Use.

270 ¹Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

271 ²See Section 15-4-9, Child Care and Child Care Facilities.

272 ³See Section 15-4-14, Telecommunication Facilities.

273 ⁴See Section 15-4-13, Placement of Satellite Receiving Antennas.

274 ⁵See Section 15-2.19-8, Criteria for Drive-Up Windows.

275 ⁶Subject to an Administrative Conditional Use permit.

276 ⁷See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

277 ⁸The Planning Director or their designee shall, upon finding a Food Truck Location in compliance with

278 Municipal Code Section 4-5-6, issue the property owner a Food Truck Location administrative approval

279 letter.

280 HISTORY

281 *Adopted by Ord. [00-51](#) on 9/21/2000*

282 *Amended by Ord. [04-39](#) on 9/23/2004*

283 *Amended by Ord. [06-76](#) on 11/9/2006*

284 *Amended by Ord. [14-57](#) on 11/20/2014*

285 *Amended by Ord. [2018-55](#) on 10/23/2018*

286 Amended by Ord. [2020-45](#) on 10/1/2020

287 Amended by Ord. [2021-51](#) on 12/16/2021

288 Amended by Ord. [2022-08](#) on 4/28/2022

289 **15-3-11 Electric Vehicle Charging Stations**

290 A. ELECTRIC VEHICLE CHARGING STATIONS AND DIRECT CURRENT FAST

291 CHARGERS. Electric Vehicle Charging Stations and Direct Current Fast

292 Chargers are an Allowed Accessory Use in all Zoning Districts.

293 B. INFRASTRUCTURE. An Applicant shall provide Electric Vehicle Charging

294 Station Infrastructure for ~~twenty percent (20%)~~ fifty percent (50%) of the first

295 one hundred (100) required Off-Street parking spaces for Multi-Unit Dwellings

296 and non-Residential Development and for five percent (5%) of required Off-Street

297 parking spaces above one hundred (100).

298 1. The Electric Vehicle Charging Station Infrastructure shall be identified on

299 all construction documents submitted for review.

300 2. To put future Property Owners on notice of the Electric Vehicle Charging

301 Station Infrastructure, an Applicant shall provide information in Covenants,

302 Conditions, and Restrictions or other documents governing a homeowner

303 or master owners association for the Development and/or on the breaker

304 panel.

305 C. ELECTRIC VEHICLE - READY. Applicants are required to construct Private

306 Garages for Single-Family Dwellings, Duplexes, and Triplexes that are Electric

307 Vehicle - Ready.

D. INSTALLATION. An Applicant shall install Electric Vehicle Charging Stations for five percent (5%) of required Off-Street parking spaces for Multi-Unit Dwellings and non-Residential Development for the first 200 parking spaces.

1. The first Electric Vehicle Charging Station installed shall be a dual-port with one Charging Station that is ADA accessible. This dual-port shall count as one Charging Station. Dual-port Charging Stations installed thereafter shall count as two Charging Stations.

E. STANDARDS.

1. Location. Electric Vehicle Charging Stations shall not obstruct:

- a. Building access;
- b. Rights-of-Way;
- c. sidewalks or pathways;
- d. parking space dimensions; or
- e. the Sight Distance Triangle.

2. Signs. An Applicant shall install Electric Vehicle Charging Station signage that complies with the Federal Highway Administration Manual on Uniform Traffic Control Devices, as amended for use in Utah. An Applicant shall install signage as follows:

- a. At the point of entrance to direct drivers to the location of Electric Vehicle Charging Stations for Parking Structures with fifty (50) or more parking spaces.

b. At the point of entrance to direct drivers to the location of Electric Vehicle Charging Stations for Parking Areas with seventy-five (75) or more parking spaces.

c. For each Electric Vehicle Charging Station to indicate that such Station is for Electric Vehicle charging only.

3. User Information. An Applicant shall label each Electric Vehicle Charging Station with information regarding safety, voltage and amperage levels, usage fees if any, hours of operation, charging time limits, the contact information to report malfunctioning equipment or other issues, and cord management requirements.

4. Cord Management. An Applicant shall install Electric Vehicle Charging Stations that contain a retraction device or place to hang and store cords, cables, and connectors. Cords, cables, and connectors shall not obstruct Building access, sidewalks or pathways, parking spaces, or the Rights-of-Way.

5. Protection. An Applicant shall install wheel stops, concrete-filled bollards, or other device approved by the Planning Director to protect Electric Vehicle Charging Stations from damage by vehicles.

6. Snow Removal. An Applicant shall install Electric Vehicle Charging Stations that are safe for use in inclement weather. Cords, cables, and connectors shall be stored at least 24 inches above the ground. Property owners shall manage cords so that they do not impede snow removal and

shall remove snow from Electric Vehicle Charging Stations in a timely manner.

7. Maintenance. Property owners shall maintain Electric Vehicle Charging Stations in good condition, appearance, and repair. If an Electric Vehicle Charging Station is inoperable, the Property Owner shall replace the Charging Station within three (3) months.

F. SOLAR ENERGY SYSTEMS. Solar Energy Systems may be installed on permanent Parking Area Structures for Electric Vehicle Charging Stations in non-Historic Zoning Districts. Solar Energy Systems shall be incorporated in the roof of the permanent Structure and shall be mounted flush to the roof plane. Solar panels, solar devices, and Solar Energy Systems and mounting equipment shall use non-reflective finishes such as an anodized finish.

HISTORY

Adopted by Ord. [2020-48](#) on 11/19/2020

15-6.1-8 Building Height And Facades

A. **BUILDING HEIGHT**. With the exception of the Historic Commercial Business Zoning District, Affordable Master Planned Development Building Height shall comply with the underlying Zoning District Building Height for the perimeter Building Façade planes. Building Height is forty-five feet (45') from Existing Grade when the following criteria are met:

1. The Building includes a ten foot (10') stepback on all perimeter Building Façade planes along the Lot lines from the underlying Zoning District Building Height to the forty-five foot (45') Building Height;

2. Infrastructure is in place or can be updated to meet the increased demand; and
3. The Building complies with Building Façade variation requirements.

B. **EXCEPTIONS.** The following may exceed the Building Height:

1. Antennas, chimneys, flues, vents, and similar Structures may extend up to five feet (5') above the highest point of the Building to comply with International Building Code requirements;
2. Water towers, mechanical equipment, and Solar Energy Systems, when enclosed or Screened, may extend up to five feet (5') above the forty-five foot (45') Building Height when they are set back at least ten feet from the rooftop edge; and
3. Elevator Penthouses may extend up to eight feet (8') above the forty-five foot (45') Building Height.

C. **STEPBACK EXCEPTIONS.**

1. Chimneys not more than five feet (5') wide and projecting not more than two feet (2') into the stepback.
2. Roof overhangs or eaves projecting not more than two feet (2') into the stepback.
3. Window sills, belt courses, trim, exterior siding, cornices, or other ornamental features projecting not more than six inches (6") beyond the main Structure to which they are attached.
4. Rooftop Decks projecting not more than six feet (6') into the stepback.
5. Solar Energy Systems.

6. Green Roofs.
7. Rooftop gardens projecting not more than six feet (6') into the stepback.
8. Screened mechanical equipment, hot tubs, or similar Structures projecting not more than six feet (6') into the stepback.
9. Elevator penthouses and stairwells.

D. FAÇADE VARIATION.

1. Buildings greater than sixty feet (60') but less than one-hundred-twenty feet (120') in length must exhibit a prominent shift in the Façade of the Building so that no greater than seventy-five percent (75%) of the length of the Building Façade appears unbroken. Each shift shall be in the form of either a ten foot (10') change in Building Façade alignment or a ten foot (10') change in the Building Height, or a combined change in Building Façade and Building Height totaling ten feet (10').
2. Structures that exceed one-hundred-twenty feet (120') in length on any Façade shall provide a prominent shift in the mass of the Building at each one-hundred-twenty-foot (120') interval, or less, reflecting a change in function or scale. The shift shall be in the form of either a fifteen foot (15') change in Building Façade alignment or a fifteen foot (15') change in the Building Height. A combination of both the Building Height and Building Façade change is encouraged and to that end, if the combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.

419 3. The Façade length and variation requirements apply to all sides of a
420 Building.

421 E. Building Height in the Historic Commercial Business Zoning District shall comply
422 with Section 15-2.6-5.

423 HISTORY

424 *Adopted by Ord. [2021-10](#) on 2/25/2021*

425 *Amended by Ord. [2021-18](#) on 4/29/2021*

426 **15-6.1-11 Site Planning**

427 An Affordable Master Planned Development shall be designed to take into consideration
428 the characteristics of the Site upon which it is proposed to be placed. The Development
429 should be designed to fit the Site, not the Site modified to fit the project. The Applicant
430 shall address the following in the Site planning:

431 A. **CLUSTERED DEVELOPMENT**. Units shall be clustered on the most
432 developable and least visually sensitive portions of the Site. Open Space shall
433 separate the clusters. The Open Space should be designed so that existing
434 Significant Vegetation is maintained on the Site.

435 B. **GRADING**. Projects shall be designed to minimize Grading and the need for
436 large retaining Structures. Roads, utility lines, and Structures should be designed
437 to work with Existing Grade. Cuts and fills shall be minimized.

438 C. **TRAILS**. Existing trails shall be incorporated into the Open Space elements of
439 the project and shall be maintained in their existing location whenever possible.

440 Applicants may be required to grant the City a trail easement to connect

proposed trails with existing trails. Construction of new trails shall be consistent with the Park City Trails Master Plan.

D. **INTERNAL CIRCULATION**. Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the Affordable Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way. Private internal Streets may be considered for Condominium projects if they meet the minimum emergency and safety requirements.

E. **SNOW REMOVAL**. The Site plan shall include adequate Areas for snow removal and snow storage. The Landscaping plan shall allow for snow storage Areas. Structures shall be set back from any hard surfaces so as to provide adequate Areas to remove and store snow. Snow shall be stored on-Site, unless otherwise approved by the Planning Commission.

F. **TRASH AND RECYCLING**. The Site plan shall include adequate Areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. Convenient pedestrian Access shall be provided within the Affordable Master Planned Development to the trash and recycling containers. No Site plan with a Commercial Development or Multi-Unit Dwelling shall be approved unless there is a mandatory recycling program, which may include Recycling Facilities for the Site. Single Family Dwellings shall include a mandatory recycling program with curb side recycling, and may also include Recycling Facilities. The Recycling Facilities shall be identified on the Site plan to

accommodate for materials generated by the tenants, residents, users, operators, or owners of such Master Planned Development. Such Recycling Facilities shall include, but are not limited to, glass, paper, plastic, cans, cardboard or other household or commercially generated recyclable and scrap materials. Centralized trash and recycling containers shall be located in a completely enclosed Structure with a pedestrian door and a truck door or gate. The enclosed Structure shall be designed with materials that are compatible with the principal Structures in the Affordable Master Planned Development and shall be constructed of masonry, steel, or other substantial materials. The Structure shall be large enough to accommodate a trash container and at least two recycling containers to provide for the option of dual-stream recycling.

G. **TRANSPORTATION AMENITIES**. The Site plan shall include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.

H. **SERVICE AND DELIVERY**. Access and loading/unloading Areas must be included in the Site plan. The service and delivery should be kept separate from pedestrian Areas.

I. **LANDSCAPE AND LIGHTING**. A preliminary Landscaping plan must be submitted with the Affordable Master Planned Development Application. The Landscaping plan shall comply with all criteria and requirements of Section 15-5-5(N). All noxious weeds, as identified by Summit County, shall be removed from the Property in accordance with the Summit County Weed Ordinance prior to

issuance of Certificates of Occupancy. Lighting must meet the requirements of Section 15-5-5(J).

J. **SENSITIVE LANDS COMPLIANCE**. Applicants for an Affordable Master Planned Development that contains any Area within the Sensitive Land Overlay Zone shall conduct a Sensitive Lands Analysis and shall conform to Chapter 15-2.21.

~~[K. **CHILD CARE**. A Site designated and planned for a Child Care Center may be required for an Affordable Master Planned Development if the Planning Commission determines that the project will create additional demands for Child Care.]~~

~~[L.]~~ K. **MINE HAZARDS**. Applications shall include a map and list of all known Physical Mine Hazards on the Property and a Physical Mine Hazard mitigation plan.

~~[M.]~~ L. **HISTORIC MINE WASTE MITIGATION**. An Applicant for an Affordable Master Planned Development with Property that is located within the Park City Soils Ordinance Boundary shall submit a soil remediation mitigation plan and shall indicate areas of hazardous soils and proposed methods of remediation and/or removal subject to the requirements and regulations of the Municipal Code of Park City Chapter 11-15.

~~[N.]~~ M. **GENERAL PLAN REVIEW**. The Planning Commission shall review Affordable Master Planned Developments for consistency with the goals and objectives of the General Plan; however such review for consistency shall not alone be binding.

~~[O]~~ **N. HISTORIC SITES.** Applicants shall submit a map and inventory of Historic Structures and Sites on the Property and a Historic Structures Report prepared by a Qualified Historic Preservation Professional.

~~[P]~~ **O. DESIGN GUIDELINES.** The Planning Commission may require Design Guidelines for Affordable Master Planned Developments, including regulation of building design elements for Single-Family Dwellings and/or Duplex Dwellings, that specify:

1. Exterior cladding material;
2. Style, dimensions, and materials of a roof structure, roof pitch, and porch;
3. Exterior nonstructural architectural ornamentation;
4. Location, design, placement, and architectural styling of windows and doors; and
5. Location, design, placement, and architectural styling of a garage door.

HISTORY

Adopted by Ord. [2021-10](#) on 2/25/2021

Amended by Ord. [2022-16](#) on 5/26/2022

15-7.1-2 Procedure

No land shall be subdivided within the corporate limits of Park City, except those Subdivisions subject to Chapter 15-7.5, until:

- A. The Owner, Applicant and/or Developer or their Agent submit an Application for Subdivision to the Planning Commission through the Park City Planning Department;
- B. The Planning Commission holds a public hearing and approves the

532 application; and

533 C. The approved Subdivision Plat is filed with the County Recorder.

534 HISTORY

535 *Adopted by Ord.*

536 01-17 on 5/17/2001

537 *Amended by Ord.*

538 06-22 on 4/27/2006

539 **15-7.5 Administrative Subdivision Procedure**

540 **15-7.5-1 Applicability**

541 This Chapter applies to Subdivision Applications for Single-Family Dwellings, Duplexes,
542 or Townhomes.

543 **15-7.5-2 Administrative Land Use Authority**

544 The Administrative Land Use Authority for preliminary Subdivisions shall be the
545 Planning Commission and for final Subdivisions shall be the City shall be Planning
546 Director or designee.

547 **15-7.5-3 Definitions**

548 As used in this Chapter:

549 A. "Review Cycle" means the occurrence of:

- 550 1. the Owner, Applicant and/or Developer or their Agent submittal of a complete
551 Application for Subdivision to the Planning Department;
- 552 2. the Planning Department's review of that Application for Subdivision
- 553 3. the Planning Department's response to that Application for Subdivision, in
554 accordance with this Chapter; and

4. the Applicant's reply to the Planning Department's response that addresses each of the Planning Department's required modifications or requests for additional information.

B. "Subdivision Improvement Plans" means the civil engineering plans associated with required infrastructure and municipally controlled utilities required for a Subdivision.

C. "Subdivision Review" means preliminary Subdivision review by the Planning Commission and final Subdivision review by the Planning Department to verify that a Subdivision Application meets the criteria of the Municipal Code of Park City and all other applicable standards and specifications.

D. "Subdivision Plan Review" means a review of the applicant's Subdivision Improvement Plans and other aspects of the Subdivision Application to verify that the Application complies with the Municipal Code of Park City and applicable standards and specifications.

15-7.5-4 Preliminary Subdivision Review

A. **Pre-Application Meeting.** A pre-application meeting is not required for Subdivision Applications subject to this Chapter. If a pre-application meeting is requested for a Subdivision Application subject to this Chapter, the City shall, within 15 business days after the request, schedule the meeting to review the concept plan and provide initial feedback.

1. The Planning Department staff shall provide at the pre-application meeting or have available on the municipal website the following:

- a. copies of applicable land use regulations;
- b. a complete list of standards required for the project;

- c. preliminary and final application checklists; and
- d. feedback on the concept plan.

B. Preliminary Subdivision Review. No later than 15 business days after the day on which an applicant submits a complete preliminary Application for a Subdivision subject to this Chapter, the Planning Department shall complete the initial review of the application, including Subdivision Improvement Plans.

C. Planning Commission Review. The Planning Commission may receive public comment and hold no more than one public hearing for a preliminary Subdivision review.

D. Approval. If a preliminary Subdivision complies with the applicable Municipal Code of Park City regulations and all other applicable standards and specifications, the Planning Commission shall approve the preliminary Subdivision.

15-7.5-5 Final Subdivision Review

A. Public Hearing. Planning Director or designee staff conduct a public hearing for final Subdivision review.

B. Final Subdivision Review. No later than 20 business days after the day on which an Applicant submits a proposed final Subdivision, the Planning Department shall complete a review of the applicant's final Subdivision subject to this Chapter, including all Subdivision Plan Reviews.

C. Approval. The Planning Director or designee shall approve a final Subdivision if the final Subdivision complies with the Planning Commission's preliminary Subdivision approval, applicable Municipal Code of Park City regulations, and all other applicable standards and specifications.

15-7.5-6 Review Cycles

A. After reviewing the Application for Subdivision, the Planning Department may require:

1. additional information relating to an Applicant's plans to ensure compliance with the Municipal Code of Park City and approved standards and specifications for construction of public improvements; and
2. modification to plans that do not meet current ordinances, applicable standards or specifications, or do not contain complete information.

B. The Planning Department's request for additional information or modifications to plans under (A)(1) and (2) shall be specific and include citations to regulations, standards, or specifications that require the modifications to plans, and shall be logged in an index of requested modifications or additions.

C. Unless the change or correction is necessitated by the Applicant's adjustment to a plan set or an update to a phasing plan that adjusts the infrastructure needed for the specific development, a change or correction not addressed or referenced in a municipality's plan review is waived, except if the modifications or corrections are necessary to protect public health and safety or to enforce state or federal law.

D. If an applicant does not submit a revised plan within 20 business days after the Planning Department requires a modification or correction, the City shall have an additional 20 business days to respond to the plans.

E. After the Applicant has responded to the final review cycle, and the Applicant has complied with each modification requested in the City's previous review cycle, the City may not require additional revisions if the Applicant has not materially changed

the plan, other than changes that were in response to requested modifications or corrections.

F. Utah Code Section 10-9a-604.2(5)(c) limits Review Cycles to no more than four.

G. The Review Cycle restrictions and requirements of this Chapter do not apply to review of Subdivision Applications affecting property within identified geological hazard areas.

15-7.5-7 Applicant Reply to Planning Department Response

A. In addition to revised plans, an Applicant shall provide a written explanation in response to the Planning Department's review comments, identifying and explaining the Applicant's revisions and reasons for declining to make revisions, if any.

B. The Applicant's written explanation shall be comprehensive and specific, including citations to applicable standards and ordinances for the design and an index of requested revisions or additions for each required correction.

C. If an Applicant fails to address a review comment in the response, the review cycle is not complete and the subsequent review cycle may not begin until all comments are addressed.

15-7.5-8 Appeal

If, on the fourth or final Review Cycle, the Planning Department fails to respond within 20 business days, the City shall, upon the request of the property owner, and within 10 business days after the day on which the request is received, for a dispute arising from the Subdivision review, advise the applicant, in writing, of the deficiency in the Application and of the right to appeal the determination to the Planning Commission.

15-7.5-9 Applicability of Other Subdivision Chapters

647 All other Subdivision regulations in Chapters 15-7 through 15-7.4 apply to administrative
648 Subdivisions unless contradicted by this Chapter. In the event of a conflict, this Chapter
649 shall control.

650 **15-15-1 Definitions**

651 For the purpose of the LMC, certain numbers, abbreviations, terms, and words shall be
652 used, interpreted, and defined as set forth herein. Defined terms will appear as proper
653 nouns throughout this Title. Words not defined herein shall have a meaning consistent
654 with Webster's New Collegiate Dictionary, latest edition.

655 Unless the context clearly indicates to the contrary, words used in the present tense
656 include the future tense; words used in the plural number include the singular; the word
657 "herein" means "in these regulations"; the word "regulations" means "these regulations";
658 "used" or "occupied" as applied to any land or Building shall be construed to include the
659 words "intended, arranged, or designed to be used or occupied".

660

661 DIRECT CURRENT FAST CHARGER. A 480-volt Level 3 Electric Vehicle Fast
662 Charger.

663

664 SERVICE STATION. A gasoline service station and/or alternative fuel station that may
665 include Electric Vehicle Charging Stations and/or Direct Current Fast Chargers.

Planning Commission Staff Report

Subject: Bonanza Park Small Area Plan
Author: Rebecca Ward, Planning Director
Date: January 10, 2024
Type of Item: Work Session



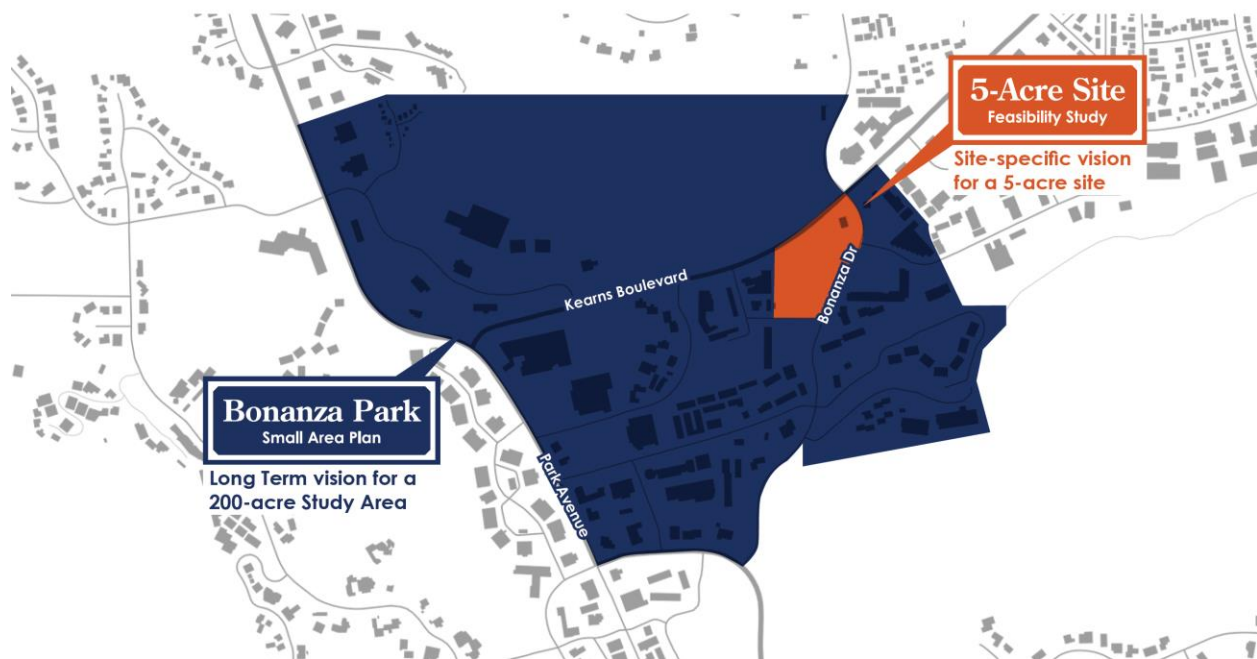
Summary

MKSK, the City's consultant for the Bonanza Park Small Area Plan, will present an overview of the planning process for discussion and Planning Commission input.

Background

On October 24, 2022, the City issued a Request for Proposals for [the Bonanza Park Small Area Plan](#). On March 2, 2023, the City Council approved a contract with [MKSK](#) and subconsultants [Future IQ](#) and [Fehr & Peers](#) to complete the plan ([City Council Agenda](#); [Minutes](#), p. 3). MKSK and subconsultants are also working on the Feasibility Study for the City-owned five-acre site at the intersection of Kearns Boulevard and Bonanza Drive, located within the Bonanza Park neighborhood. For more information on the planning initiatives, please visit the project website www.bonanzapark.com.

Two Planning Efforts | One Approach



Community Engagement

- The Mayor created an advisory group to represent a broad spectrum of City residents, advocates, employers, institutional partners, landowners, and other key stakeholders. The role of the advisory group is to support and augment the community engagement process, provide feedback to help the project management team craft a vision statement for the Small Area Plan, and to serve as a partner in the implementation of the adopted plan.

Advisory Group Members ▼		
■ Seth Adams	■ Elyse Kats	■ Joel Shine
■ Veronica Monroy Alvaro	■ Casey Metzger	■ Teri Whitney
■ John Burdick	■ Angela Moschetta	■ Charlie or Mary Wintzer
■ Craig Dennis	■ Deborah Rentfrow	
■ Mark J Fischer	■ Brian Richards	

- The consultants held a [July 19, 2023 community meeting](#).
- The consultants issued a survey.
- The consultants conducted stakeholder roundtables on July 20, 2023.
- The project management team led a neighborhood tour on October 18, 2023.
- The consultants held a [October 18, 2023 community meeting](#).
- The consultants issued a second survey.
- City staff continue to engage with the community, including the Senior Center, Historic Park City Alliance, the lodging and restaurant associations, the Prospector Square Property Owners Association, the Chamber, Park City High School students, young families, and community members who speak Spanish.

On August 29, 2023, the consultants shared the Phase I engagement results in a work session with the City Council ([Council Packet](#); [Minutes](#)).

Small Area Plan

The 200-acre Bonanza Park neighborhood is the City's geographic core. Intersected by major thoroughways—Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive—this neighborhood is important to the Park City entry experience. The City initiated neighborhood plans in the past, and while some guiding goals and policies are outlined in the 2014 General Plan—including creation of a mixed-use neighborhood

where locals live and work—the General Plan acknowledges the need for a Small Area Plan to address unique neighborhood characteristics and challenges.¹ For more information on the history of planning efforts for this area, the [August 29, 2023 City Council Staff Report](#) provides a summary, and [Exhibit B](#) to the Staff Report includes a general overview.

Previous neighborhood planning efforts focused on a Form Based Code (FBC). FBC, unlike the regulations in the Land Management Code that establish site-specific building and site design flexibility through the Master Planned Development process, codifies the form of the built environment, and may regulate elements like building locations and design, pedestrian and vehicle streetscape and circulation, and landscaping.² The Wasatch Front Regional Council³ provides [FBC](#) resources, including [photographs](#) that illustrate elements of the FBC built environment. To review the draft 2012 Bonanza Park Plan, please see Exhibit A. Ultimately, the 2012 Bonanza Park Plan and the FBC were not adopted.

The existing Bonanza Park neighborhood has a complicated street network that developed along historic rail lines, presenting challenges to pedestrian, bicyclist, transit, and vehicle connectivity. During peak times, the neighborhood becomes congested with traffic that builds up in surrounding roads. Also, green space is relatively limited, and much of the neighborhood is surface-level parking.

While there are challenges, as [the Phase I engagement results](#) indicate, the community cherishes many neighborhood features—local businesses and restaurants, proximity to the Rail Trail, grocery stores, community cultural centers—and the community believes the neighborhood has tremendous potential.

Looking ahead several years, many properties within the Bonanza Park neighborhood will likely be redeveloped. For example, the Engine House, an Affordable Master Planned Development in the heart of the neighborhood, is already under construction and will provide 99 affordable units and 24 market-rate units. It is possible that within the next five years, the City's five-acre property at the intersection of Kearns Boulevard and Bonanza Drive, The Yarrow at the corner of Kearns Boulevard and Park Avenue, Deer Valley's property at the intersection of Bonanza Drive and Lower Iron Horse Loop Road, and the Iron Horse District may redevelop. This planning process is an opportunity to capture the community vision for the neighborhood and shape the future of the entire 200-acre neighborhood in a way that achieves community goals.

¹ [General Plan](#), p. 170

² Planetizen's [What Is a Form-Based Code?](#)

³ The [Wasatch Front Regional Council](#) is an Association of Governments comprised of elected officials from Wasatch Front communities and convenes communities, provides technical expertise, and plans for multi-modal transportation, land use, and economic development.

The next steps in the MKSK planning process include:

- Analyzing potential future land use and traffic;
- Developing a land use and mobility plan; and
- Holding a final community meeting.

The Small Area Plan is proposed to supplement the General Plan as a guiding policy document for the neighborhood. The state requires Planning Commission review, public hearing, and a formal recommendation to the City Council, public hearing and final action for this process to impact future development.⁴

If the City Council adopts the supplement to the General Plan, implementing the plan will also require amendments to the Land Management Code. Currently, the neighborhood includes primarily General Commercial and Light Industrial zoning, regulations that shaped the existing conditions and may not align with the community vision for the future of the 200-acre neighborhood. Implementation of the plan will provide continued opportunities for the community to engage in the decision-making process as the Planning Commission reviews potential code amendments, conducts public hearings, and forwards a recommendation to the City Council.

The City was awarded a \$76,500 Technical Assistance to Governments grant from Mountainland Association of Governments (with a local \$8,500 match) to implement code amendments recommended through the Bonanza Park Small Area Plan. Mountainland Association of Governments issued a Request for Proposals and is assisting with finding a qualified consultant. The consultant will be scheduled to start work on the project pending adoption of the Bonanza Park Small Area Plan.

Please see Exhibit B to review the consultant's presentation. The project management team requests Planning Commission input on questions posed in slides 58 and 59.

Department Review

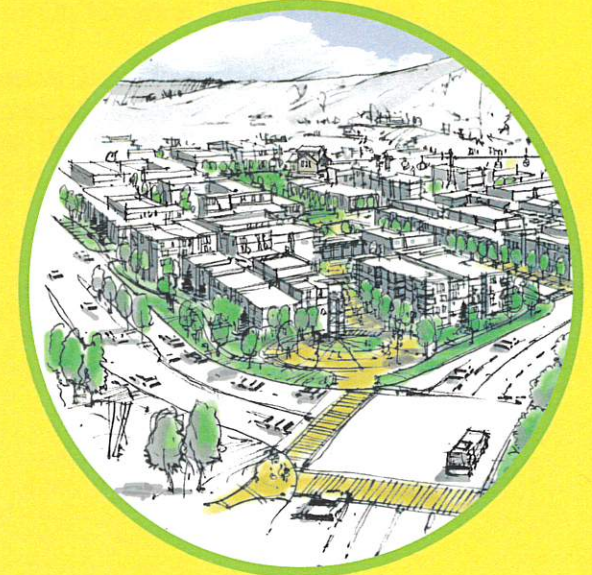
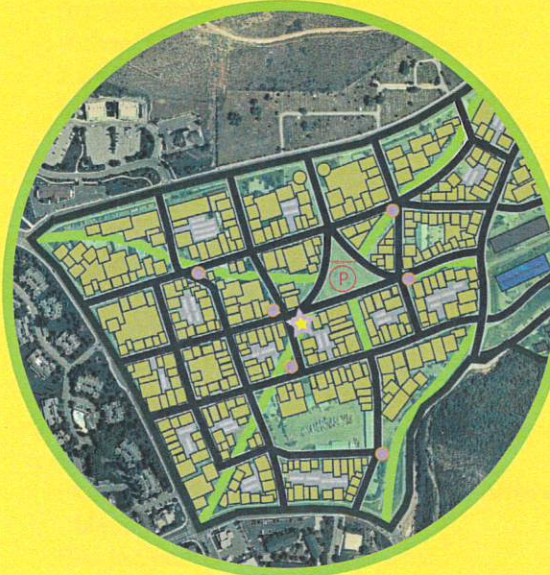
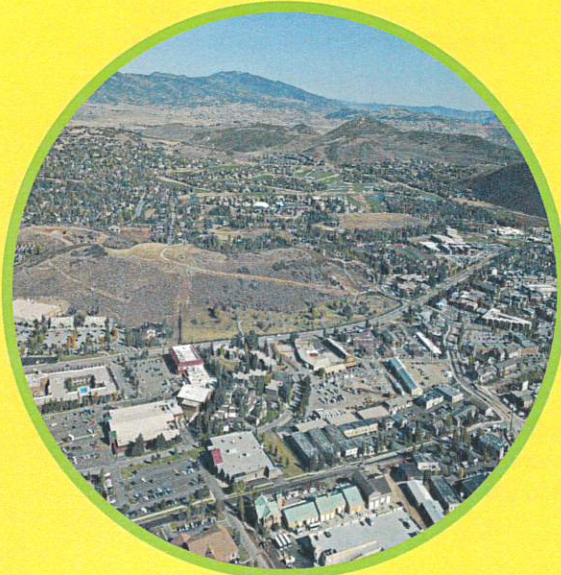
The Planning Department, Executive Department, and City Attorney's Office reviewed this report.

Exhibits

- A: 2012 Bonanza Park Draft Plan
- B: Consultant Presentation

⁴ Utah Code [Section 10-9a-404](#)

Bonanza Park - The Evolution of Place



Draft
Plan

The Planning Department
Park City Municipal Corporation
January 2012

Acknowledgements

We, the Planning Department:

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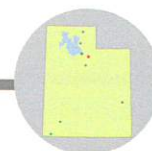
Jack Thomas and Ron Lee, Jack Thomas Associates

This report was developed using the State of Utah, Summit County, Wasatch County, and Park City GIS digital data; however the secondary product contained within this document is the result of the Planning Department's efforts.



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Growth is inevitable
and desirable,
but destruction
of community
character is not.
The question
is not whether
your part of
the world is going
to change.
The question
is how.

Edward T. McMahon,
The Conservation Fund



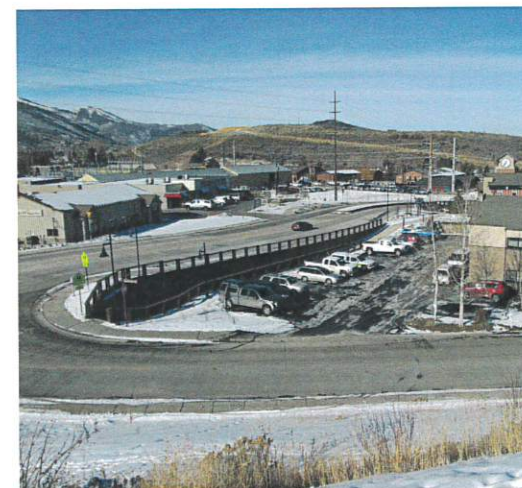
Preface

The growth of any city is typically manifested in the physical environment by the creation of new structures, the expansion of the transportation and infrastructure network, the emergence of a larger and more visible population, and the ongoing need for expanded parkland/open space. But a city is much greater than the sum of its parts – it is how these parts, or land uses, come together and create an environment of social, physical, and economic viability; the essence of a community.

The dawn of the 21st Century propelled Park City onto the world stage as the host of the 2002 Winter Olympics and images ranging from historic Main Street to the open expanses of Soldier Hollow to the immense banners and illumination covering Salt Lake City's downtown buildings to the Utah Olympic Park ski jumps are now known to virtually all winter enthusiasts throughout America. The success was the result of a regional approach that captured the world's attention. And yet it is this familiarity that creates both an opportunity and a challenge as the task of

developing a plan to meet the needs of the City's economically important tourists as well as the needs of the local community is endeavored upon.

The challenge of any plan in Park City is to establish a new paradigm that builds upon the successes of the past decade and continues to 1) develop the City's destination resort economy as well as 2) strengthen the community of residents that have made a lifestyle choice to call Park City home. This plan focuses specifically on the Bonanza Park District; the 100 acre (technically, just over 99 acres) neighborhood that is bounded by Park Avenue (SR 224), Kearns Boulevard (SR 248), Deer Valley Drive and Bonanza Drive (inclusive of the land to the east connecting to the Prospector Neighborhood). The impetus for this project began in June 2010 when the Planning Department presented an initial concept for the Bonanza Park District that incorporated a "grid" layout, mixed use development ideas, and Form Based Code (FBC) recommendations. Subsequent to this presentation, additional discussions and presentations took place as the District was examined in further



SMART GROWTH PRINCIPLES

Take Advantage of Compact Building Design

Create a Range of Housing Opportunities and Choices

Create Walkable Neighborhoods

Foster Distinctive, Attractive Communities with a Strong Sense of Place

Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas

Strengthen and Direct Development Towards Existing Communities

Provide a Variety of Transportation Choices

Make Development Decisions Predictable, Fair and Cost Effective

Encourage Community and Stakeholder Collaboration in Development Decisions

detail. Ultimately, the City Council and Planning Commission gave direction at a Joint Meeting on September 29th, 2011 for the Planning Department to move forward with the creation of a neighborhood plan for the Bonanza Park District.

The construct for the plan has been that of partnership from the beginning; a partnership with the residents who live in the District; a partnership with Mark Fischer, a property owner interested in redeveloping his property; a partnership with the other property owners, and a partnership with those Parkites who work within this District. To that end, the Planning Department held numerous public outreach meetings to gain a better understanding of the community's ideas and vision for this area. In addition, the recommendations made within this plan have also been guided by the Park City Community Vision plan that was completed in 2009.

Smart growth principles and new urbanist concepts are the basis for the Plan. This Plan envisions a neighborhood village concept that will serve the needs of all of Park City by creating not only economic

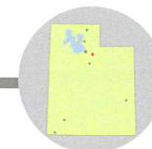
opportunities for existing and new residents but also offering them a place to live – a mixed-use and mixed income neighborhood. Whether the local ski resorts continue to grow or maintain a sustainable level of customer service, it is in the City's interest to provide opportunities for these workers to live close to where they work. The redevelopment of the Bonanza Park District offers the first real opportunity for the City to create mixed-income housing as a means to address existing residential demand (e.g. affordable housing for both service industry employees as well as professional level employees). The cost of pushing these workers out of the City and into Summit County or Salt Lake City is enormous. This cost directly impacts not only infrastructure expenses, but also indirectly contributes to environmental degradation and increased traffic/congestion in the City - a result of this spatial mismatch which forces workers to drive greater distances to/from work.

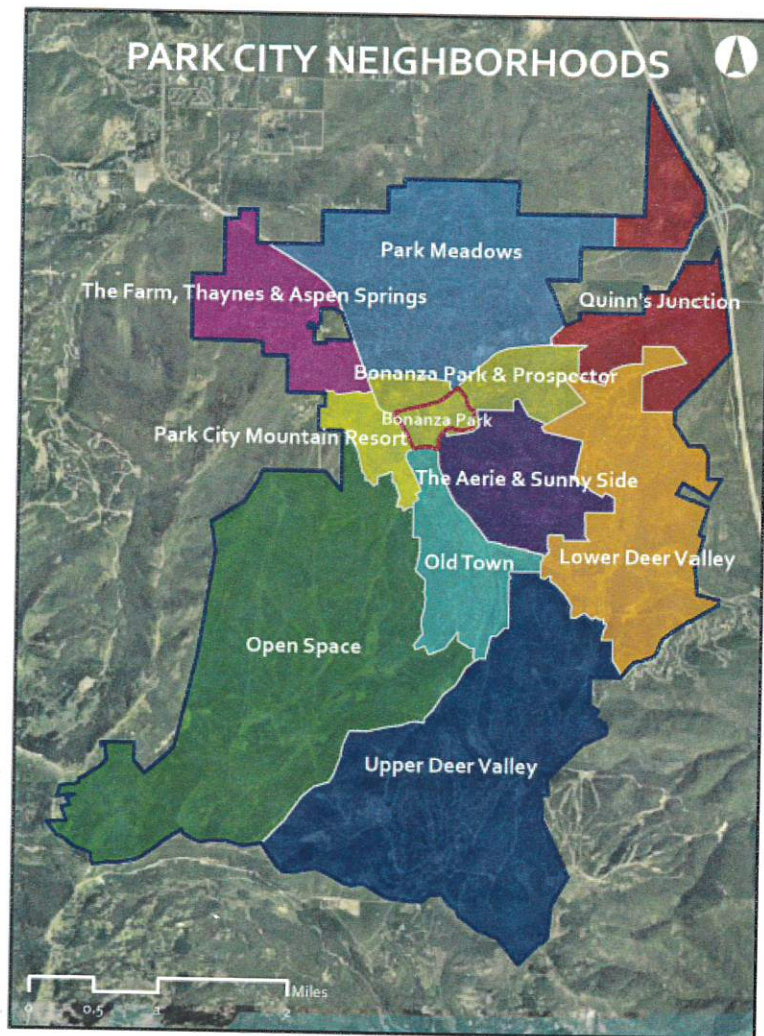
Given the scale of the impacts affecting or affected by the decisions made for Bonanza Park, this project is not intended to simply create a detailed mixed-use site

plan for the site's 100 acres, but rather to provide analysis for the need to rethink the way development and economic development are conducted within the City. The connection between land and economics is obvious at the micro level – money received for the sale of land is a one-time financial benefit for the City's coffers; however the long term economic benefits may be compromised by decisions made without appropriate analysis and planning.

This project intends to create the proverbial "win-win" result for all parties involved. The overall direction is clear; the model for the redevelopment of Bonanza Park must address the local needs of the community, complement historic Main Street, and supplement the resort economy. This report will provide a plan that integrates local neighborhood redevelopment into the existing fabric that is Park City. It will require increased densities for the Bonanza Park District, organized in a new road network that better connects existing and future residents to the City's other neighborhoods. It will utilize a series of incentives that result in a diverse neighborhood (both the ethnic and architectural

sense); incentives that are linked to a "give/get" ideology. It will provide for increased recreational space within the neighborhood; connected to a commercial core that fulfills both entertainment and service needs. All of this within walking distance to a proposed transportation hub that easily connects both residents and visitors to Kimball Junction and Main Street.





As the Planning Department continues its efforts on the General Plan, the focus has been on looking at the "parts" that comprise the "sum" -- the neighborhoods. They each have their own unique character, worthy of detailed analysis and recommendations.

Park City's Neighborhoods

Park City has nine (9) defined neighborhoods within its corporate boundaries. Each neighborhood represents a unique area of town that is separated from another by definable landmarks such as collector streets, creeks, streams, subdivision boundaries, or other natural features. The main purpose of organizing the City into neighborhoods is to help identify and address localized issues and needs as well as to accomplish the goals of the General Plan as recommended by the City Council. Individually identifying neighborhoods allows the City to focus on the needs, concerns of the residents, and the perceived problems within each. It also allows the City to better communicate to neighborhood residents, as well as to provide them with more useful information. For these reasons, the City has chosen to update the General Plan by focusing on individual neighborhoods. The end result is a comprehensive General Plan for the entire City, with specific Area Plans for neighborhoods in the process of developing or redeveloping, as needed.



Bonanza Park - The Evolution of Place

Bonanza Park and the Demographics

Park City is made up of nine (9) neighborhoods; the Bonanza Park district is within the Bonanza Park and Prospector Neighborhood. 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 99 acres; five times the area of the City's renowned Main Street Historic District (±18 acres).

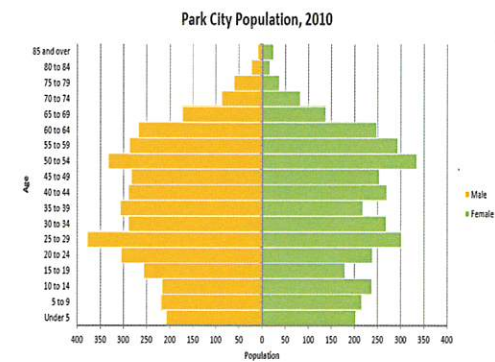
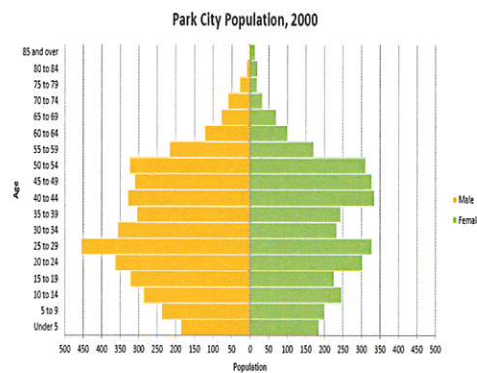
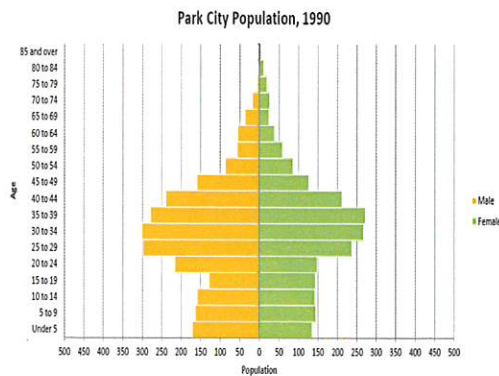
The Bonanza Park & Prospector neighborhood is unique within Park City. According to the

2010 Decennial Census, the Bonanza Park & Prospector neighborhood has the second largest number of residents in Park City. Approximately 2,543 people live in the neighborhood, nearly 34% of all Park City residents. It is inhabited by a younger population with the 25-29 year-olds age cohort being the largest cohort - accounting for nearly 12% of the neighborhood's population. Over half the neighborhood population was under 30 years of age; this neighborhood is the youngest neighborhood in the City.

The housing units in the Bonanza Park & Prospector neighborhood account for 15% of Park City's total housing stock. Of these 1,431 units, 51% are occupied, while the rest are vacant, primarily for seasonal use. Only two

other neighborhoods had higher occupancy rates: 1) the Farm, Aspen Springs & Thaynes neighborhood and 2) Park Meadows. 56% of the housing units in Bonanza Park & Prospector were renter-occupied units. These units account for 37% of all rental units in Park City, the largest of any neighborhood.

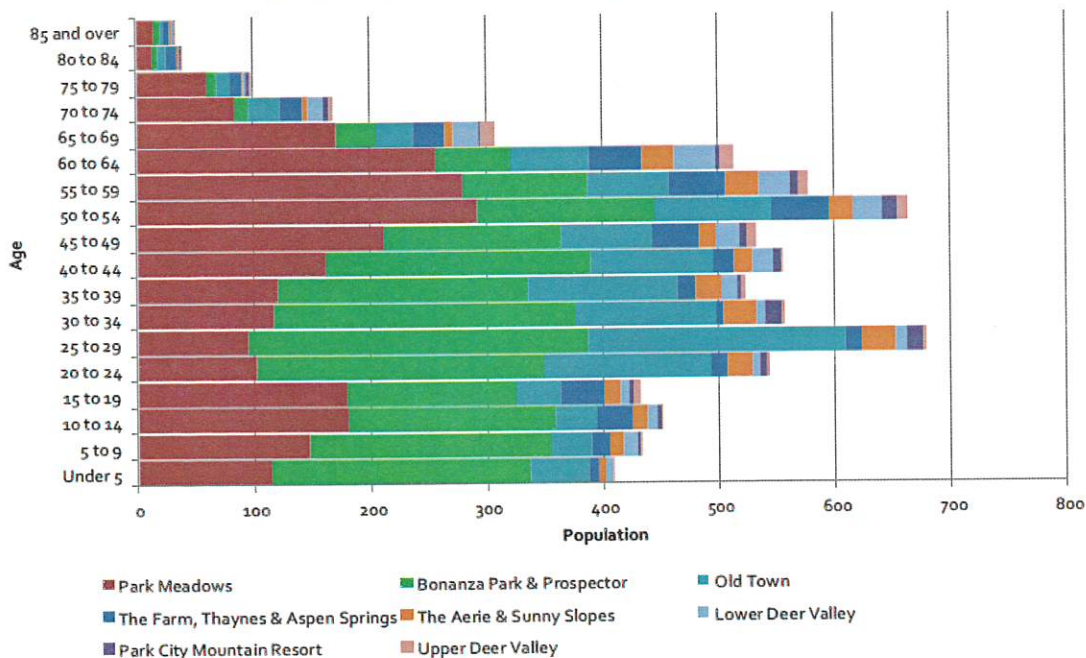
64% of households in the Bonanza Park & Prospector neighborhood are family households. This was the second highest percentage of family households, following Park Meadows. The majority of households in the neighborhood were two-person households; however, more five-person-and-over households were found in Bonanza Park & Prospector than any other neighborhood.



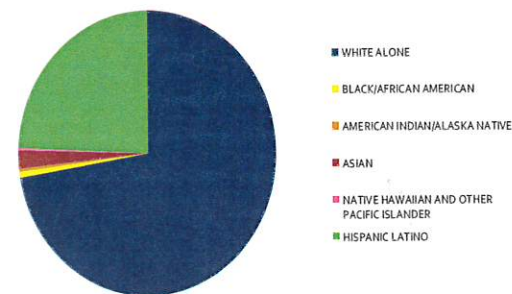
Bonanza Park & Prospector is the most diverse of Park City's neighborhoods. The largest racial group represented is Hispanic Latinos, who make up nearly one half of the neighborhood population. Three-fourths of the Hispanic/Latino residents of the City live in Bonanza

Park & Prospector neighborhood. In addition, the neighborhood has the largest population of Blacks/African Americans, American Indians/Native Alaskans and Asians of any neighborhood in Park City.

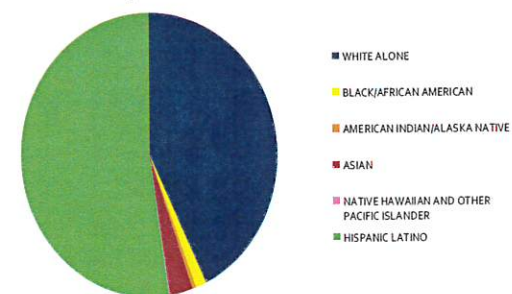
Park City Population Age Distribution



Racial Composition of Park City



Racial Composition of Bonanza Park & Prospector



Bonanza Park Now

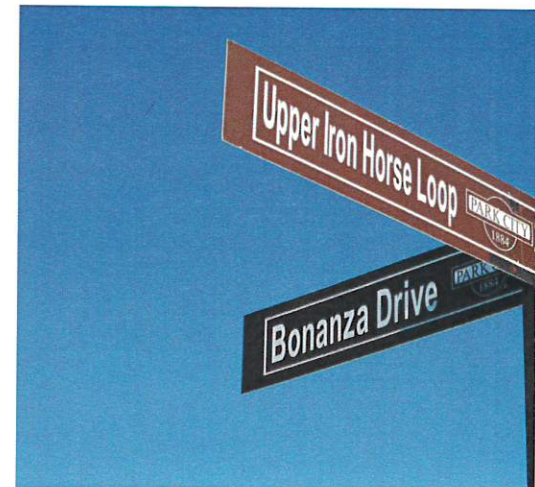
The Bonanza Park Neighborhood is located near the geographic center or “heart” of Park City, about 1.5 miles from Old Town’s Historic Main Street, east of Park City Mountain Resort, near Park City High School and within close proximity to the City’s Cemetery and the City owned Golf Course. Bonanza Park is the central link between the Park Meadows, Prosecutor, Lower Park Avenue and Thayne’s Canyon areas. The district is located at the junction of the two primary transportation corridors, providing easy access to I-80 and SR-40.

Prominent landmarks include the City’s Public Works building and yard, the Yarrow Hotel, Holiday Village, Fresh Market, Rite Aid pharmacy, Windy Ridge cafe, and the Rocky Mountain Power Substation. Natural features include the eastern edge/terminus of the “Rail Trail,” Silver Creek, and the northern edge of Masonic Hill. Bonanza Park is situated between Kearns Boulevard at the north end, southward to Deer Valley Drive, Park Avenue to the west extending to and including land east of Bonanza

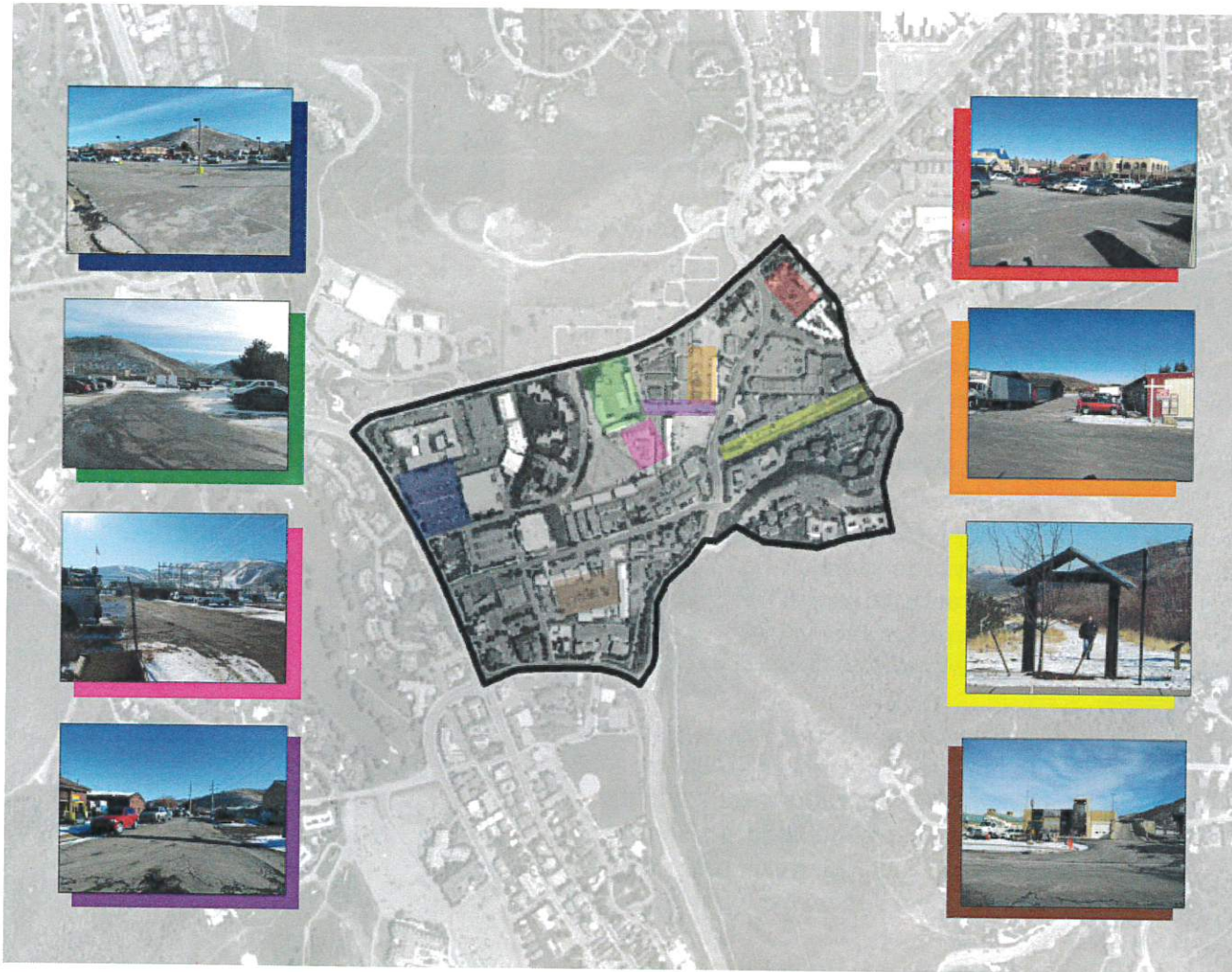
Drive. Intersecting streets include: Prosecutor Avenue, Iron Horse Drive, Munchkin, and Homestake Road.

The existing uses within Bonanza Park include a mixture of retail and service oriented commercial, automobile oriented commercial, higher density multi-family residential housing, warehousing and storage buildings. Bonanza Park contains a mixture of older non-historic structures as well as newer developments, vacant and undeveloped/under-developed parcels of land, elements of blighted and underutilized properties, all with a lack of connectivity between the main intersecting roadways and internal streets. Other than the entrance to the Rail Trail, there are no City-owned parks or large useable open spaces within the district.

Transportation within the Bonanza Park area can be characterized as “challenging” having little physical connectivity within the existing neighborhood, making the pedestrian and driving experience a hassle. From the outer edge of the district there is only one street that connects opposite east to west, Iron Horse Drive. Although



Existing Site Conditions



This map illustrates existing site conditions via photographs taken in color corresponding area on the map. Currently, there is a significant amount of land dedicated to parking lots; a land use that discourages pedestrian movement and connectivity in the district.

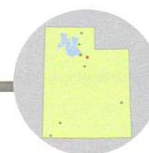
Bonanza Park is quite accessible via Kearns Boulevard from Quinn's Junction, and Park Avenue from Old Town and Kimble Junction, the challenge is the lack of internal travel options.

Through all of its pitfalls and challenges, Bonanza Park remains an extremely important neighborhood to Park City. It provides shopping opportunities to year-round locals and tourists alike. It provides relatively affordable housing to many within the service industry workforce. Within it are the two busiest street intersections in Park City: Deer Valley Drive/ Empire Avenue and Kearns Boulevard/ Park Avenue. It is the central link between several neighborhoods, and in many ways serves as the pivotal gateway into the into

Bonanza Park, comprised of almost 100 acres, currently contains almost 1.2 million square feet of development; with lodging, retail, and residential uses accounting for the largest percentage of this development.

Bonanza Park

Land use	Square Footage	Percentage
Lodging	249,998	21.2%
Retail	262,237	22.3%
Restaurant	62,876	5.3%
Auto Services	17,665	1.5%
Bank	25,235	2.1%
Medical	8,335	0.7%
Office	64,343	5.5%
Residential	283,546	24.1%
Public Works	26,514	2.3%
Institutional	6,430	0.5%
Recycle Utah/ Power	7,677	0.7%
Event Space	12,178	1.0%
Storage	128,587	10.9%
Mixed-Use (office/retail/residential)	22,423	1.9%
Total	1,178,044	100.0%



the Historic Park City District and resort areas of the City. This area has the opportunity to evolve into a great mixed-use district with vastly improved connectivity – "the evolution of place."

Park City's Facts and Figures

History:

Park City was incorporated in 1884. More than 1,200 miles of old mining tunnels wind through the surrounding mountains.

Location:

Park City is located 35 minutes east of the Salt Lake City International Airport

Elevation:

Within the city limits, altitudes range from 6,720 ft. to 8,460 ft. above sea level. The surrounding Wasatch Mountains rise to over 10,000 ft.

Snowfall:

Average snowfall is 143 inches in town and 350 inches at the resorts

Area Transportation:

Park City operates a FREE area-wide bus service between Deer Valley Resort, Main Street transit Center, Park City Mountain Resort and Canyons Resort. There is also a daily bus operated by Utah Transit Authority between Salt Lake City and Park City which costs \$5.50 per one-way trip.

Restaurants:

Park City has more than 100 restaurants and bars offering a variety of culinary options and price ranges.

Park City Town Totals:

(Canyons Resort, Park City Mountain Resort, and Deer Valley Resort)

Total Number of Lifts: 54

Total Number of Trails/Bowls/

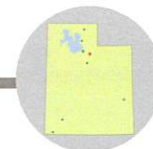
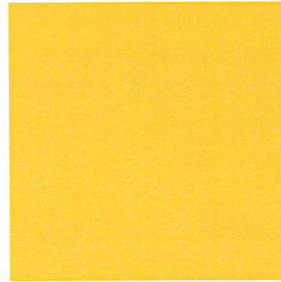
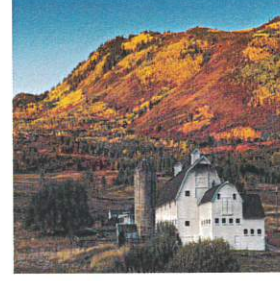
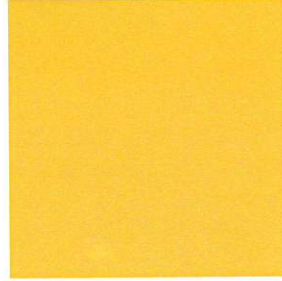
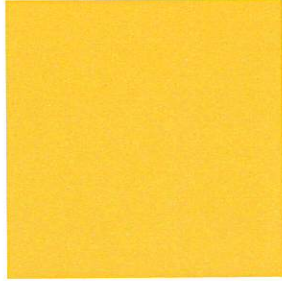
Pipes/Terrain Parks: 424

Total Skiable Acres: 9,326



Bonanza Park - The Evolution of Place

Park City



"Growth Is Coming!"

Envision Utah prepared a document entitled Wasatch Choice for 2040 - a Plan that was adopted in May 2010 notes the following:

We enjoy an unparalleled quality of life along the Wasatch Front. People from all over the world are drawn to our stunning scenery, rich opportunities, and friendly spirit.

As one of America's fastest growing regions, we cannot take our high quality of life for granted.

How we grow will affect how we and our children will live. Important choices face us, and the path we take will have long-term consequences.

Utah has been a national leader in collaboration and planning for the future of our communities. Will we continue to act with purpose, building on our regional vision?

Will we continue to work together today so our children and grandchildren can prosper in a good job, afford a home,

enjoy an active and healthy lifestyle, travel conveniently, access Utah's natural beauty, and live in safe, neighborly communities?

In the next 30 years, the population in Salt Lake, Davis, Weber, and Utah County will increase by 65%, adding another 1.4 million residents. Continuing past development patterns will adversely affect our quality of life. The way we develop our communities affects all aspects of our lives. If we continue the development patterns of the past few decades, the consequences will be severe.

The City of Sandy is working on an ambitious master plan for an 835 acre section of the City located between 9000 South and 10600 South Streets, and between the TRAX surface light-rail line and the Interstate-15 Freeway. The new concept builds upon a general land-use plan called Wasatch Choice for 2040, developed by Envision Utah and the Wasatch Front Regional Council for Weber, Davis, Salt Lake and Utah counties.

Sandy, which is often thought of as the quintessential American suburb, consists mainly of single-family homes, shopping malls and neighborhoods intersected by wide streets with little pedestrian and bicycles connectivity.

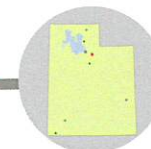
The new long-range plan seeks to abandon the previous planning methods in favor of villages with condos and apartments, offices and shops within walking distance, lots of green space, parks, trails and easy pedestrian and bicycle access to mass transit.



Growth Principles for a Bright Future (from Envision Utah's Wasatch Choice 2040 Plan)

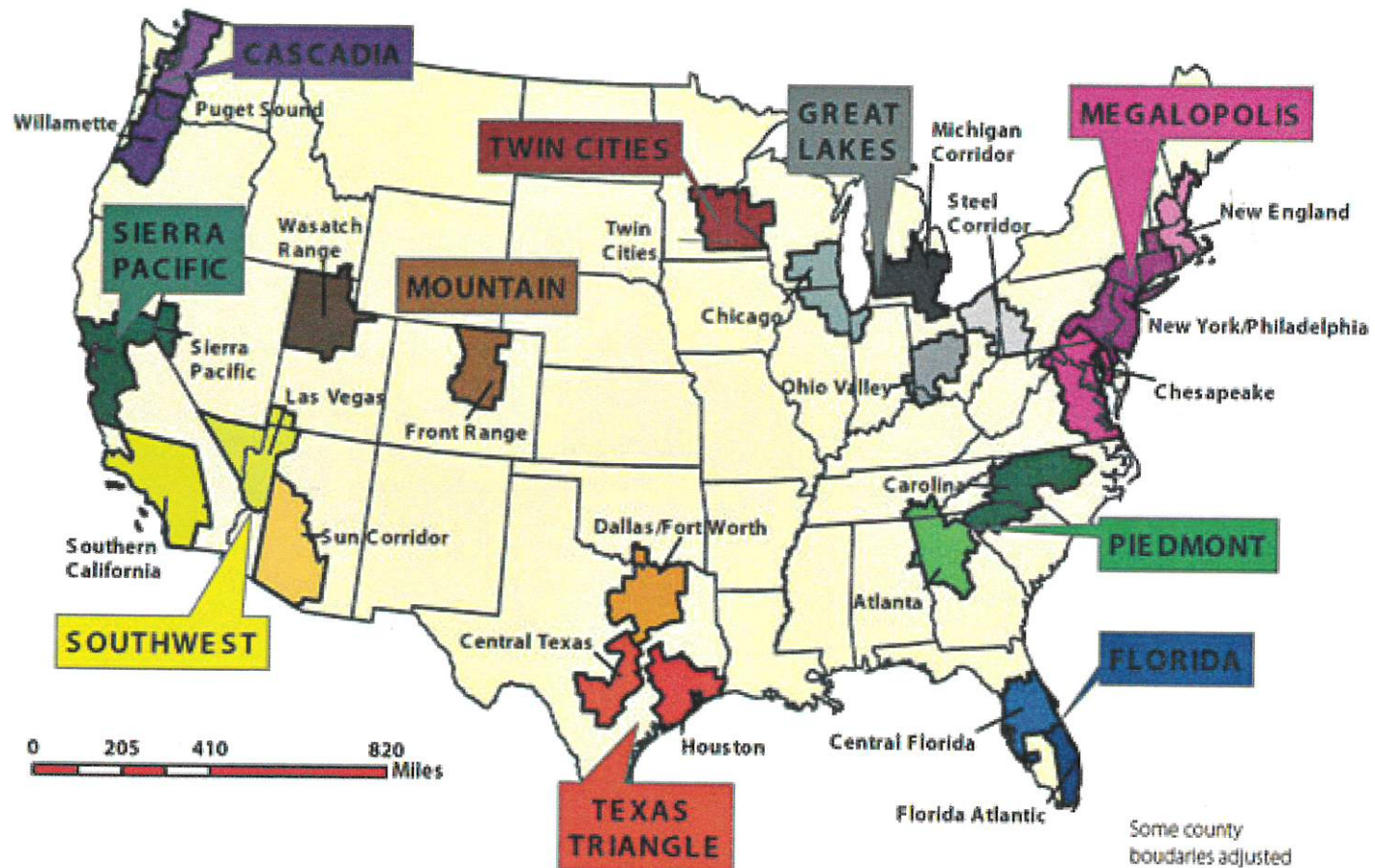
When we plan together—understanding the local and regional impacts of our land use and transportation decisions—we create thriving urban environments, friendly neighborhoods, and a prosperous region. Our nine regional growth principles, developed through extensive public input and adopted by elected officials, provide a common framework and regional benefits:

1. **Efficient Infrastructure.** Maximizing existing infrastructure and building more compactly and contiguously conserves green space, saves taxpayer dollars, and makes high-quality, lower-cost services available to us all.
2. **Regional Mobility (Transportation Choice).** With a balanced multi-modal transportation system, more transportation options, and jobs and services closer to home, we reduce the growth in per capita vehicles miles traveled, we spend less time in traffic and have more time for friends, family, and doing what we enjoy.
3. **Coordinated Planning.** Local land use planning and regional transportation investments impact one another. Coordination makes our communities healthy and connected and our region vibrant.
4. **Housing Choice.** Encouraging a variety of housing options, especially near transit and job centers, addresses market demand and makes living more affordable for people in all life stages and incomes.
5. **Health and Safety.** When our streets are walkable, interconnected, and safe, we lead healthier lives by walking and biking more and driving less. These streets also provide efficient access for emergency services. Trails and access to nature provide healthy recreational opportunities.
6. **Regional Economy.** Strategic transportation investments and land use decisions can encourage business investment and help secure jobs closer to home, so we can provide for our families and keep our dollars in our region.
7. **Regional Collaboration.** Broad involvement, information sharing, and mutual decision making preserve common values and encourage progress toward shared goals.
8. **Sense of Community.** Land use and transportation decisions that preserve our local heritage while valuing diversity enrich our community life, keeping our towns and cities beautiful and neighborly.
9. **Environment.** Protecting and enhancing air and water quality as well as critical and working lands also protects our health, safety, and quality of life for our kids and grandkids. Conserving water, energy, open space, and other resources is good for the environment and our economy. Coordinated trail systems will enhance access to areas of natural beauty and recreation.



Megapolitan America/48 States

Arthur Nelson and Rober Lang, in their new book "Megapolitan America" notes the importance of the 23 megapolitan areas to the future of the US in the global economy. Interestingly, the Mountain Megapolitan Region (inclusive of Summit County) is predicted to be the fastest growing region in the entire US - a growth rate of almost 60% between 2010 and 2040.



'vizh•ən

**something seen in a dream,
trance, or ecstasy;
a supernatural appearance
that conveys a revelation**

Community Visioning and Direction

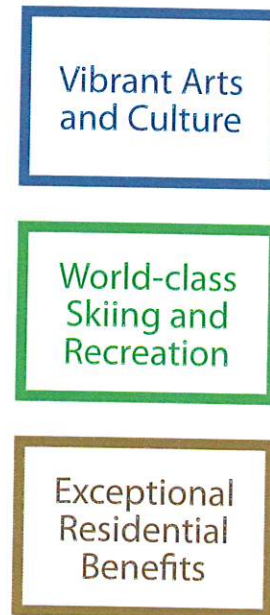
The Core Values

The Park City qualities identified through the Visioning process reflecting the core, or heart, of Park City are noted below. These core qualities are enduring and, if significantly altered, would impact the essence of Park City.



Unique Attributes

The qualities that make Park City unique and set Park City apart from other communities that may also have similar core qualities. These attributes may evolve and change over time.



The Influenced Levers

The levers work in an interconnected framework to "keep Park City, Park City" These four areas form a network of considerations that must be taken into account when analyzing how a project will effect Park City's system.

Environmental Impact: How will the proposed activity demonstrate responsible environmental stewardship?

Quality of Life Impact: How will the proposed activity contribute to "keeping Park City, Park City"?

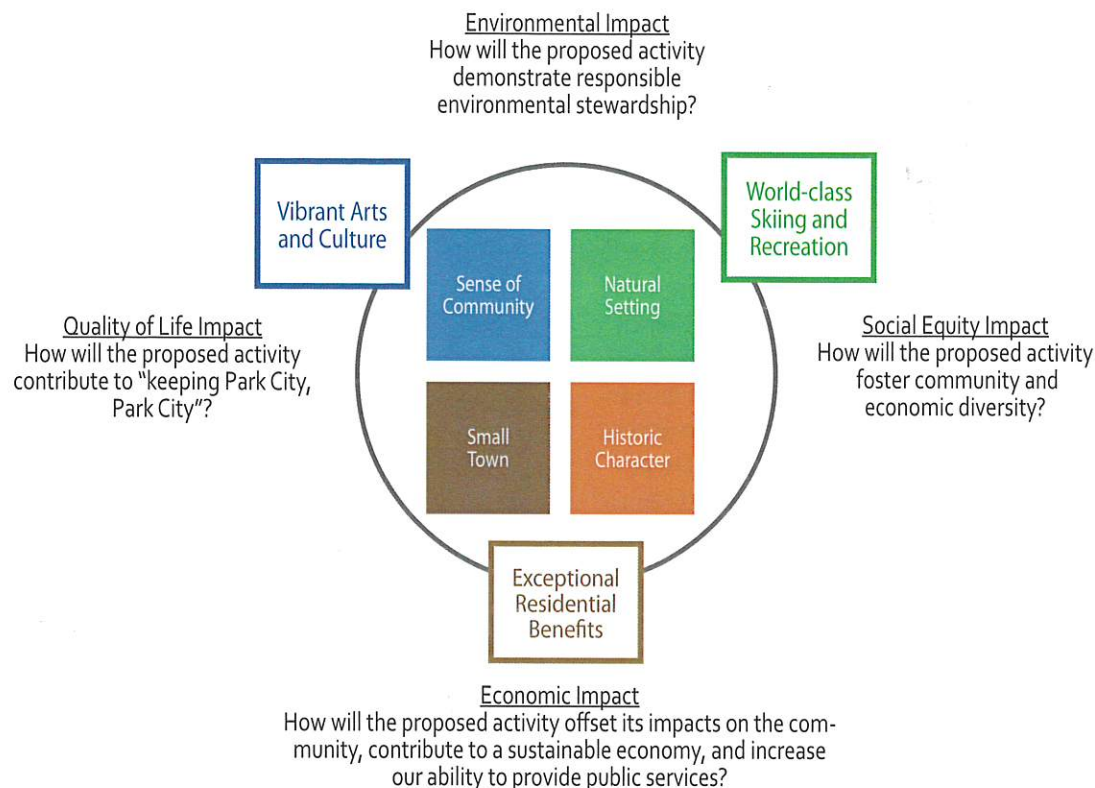
Social Equity Impact: How will the proposed activity foster community and economic diversity?

Economic Impact: How will the proposed activity offset its impacts on the community, contribute to a sustainable economy, and increase our ability to provide public services?

The Portfolio Approach

The Portfolio Approach recognizes that long-range planning must occur on a neighborhood level to keep the vision in balance. This methodology recognizes that the neighborhoods within Park City are unique in form and use, they are inter-dependent, and careful attention must be paid to how they influence one another. As in any system, its overall health is dependent on how the parts work together. If one part of the system is not functioning properly it can negatively impact other system overtime. The individual neighborhoods must complement each other to ensure citywide balance and health.

The Bonanza Park District is a commercial district. The only other commercial district in town is Main Street. The Area Plan recognizes the need for the Bonanza Park District not to negatively impact Main Street. Main Street currently acts as an Arts and Entertainment Commercial District. There is a mix of restaurants, bars, tourist gift shops, galleries, jewelry stores, etc... Bonanza Park currently serves as a commercial district in which residents



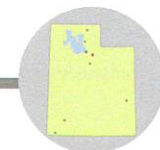
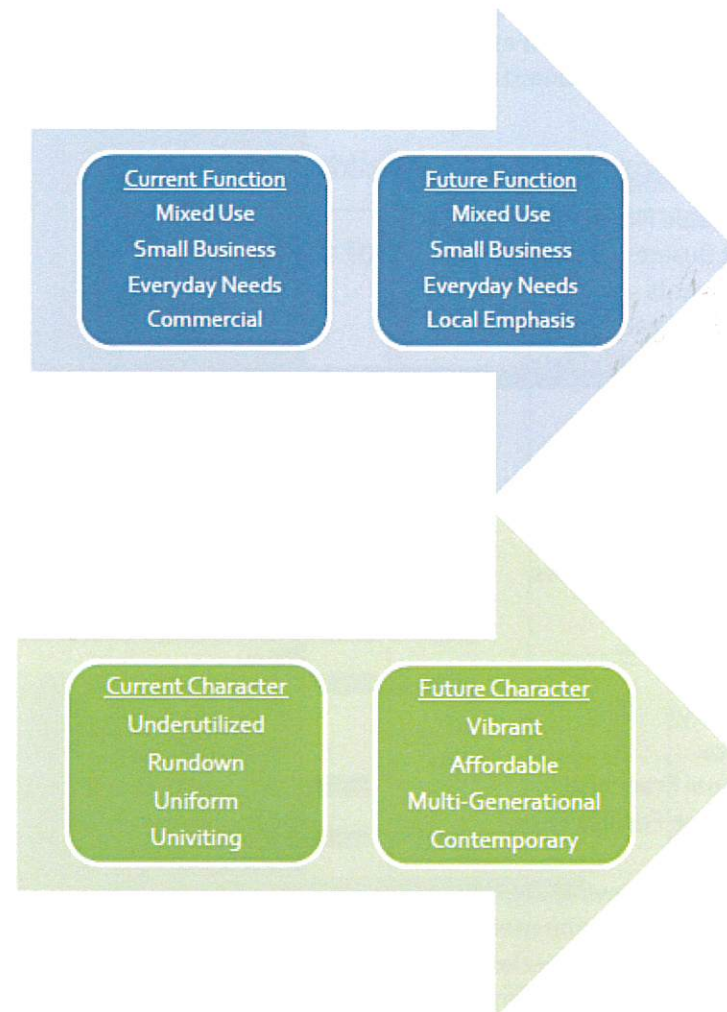
can purchase their day-to-day goods and services.

Within the Portfolio Approach, Bonanza Park has been identified as the "locals place to live and work." When making redevelopment decisions, special attention should be given to the core values Sense of Community and Small Town and the levers of Economy and Equity. As projects are designed, the developers should demonstrate how the core values are being protected and the levers are being influenced. Consideration should also be made for how a proposed commercial use in Bonanza Park will affect the Main Street commercial/entertainment area. Development in the Bonanza Park district should complement Main Street; support the local economy.



Direction from above...

The redevelopment, or evolution, of Bonanza Park builds upon the area's existing function. The area will continue to function as a "Local's Place" meeting the needs of the local residents, while creating a mix of business opportunities, a variety of housing options, and improvement to the public realm, resulting in vibrancy to the area. To create a vibrant local's place, new urbanism principles proposed within the Bonanza Park area plan include connectivity, mixed-use, walkability, mixed housing, increased density, green public transportation, shared open space, quality architecture and urban design, and traditional neighborhood structure. The City Council and Planning Commission met in a series of joint meetings in late 2011 to address a number of planning and development issues. Bonanza Park was specifically discussed in detail and the following illustrates the results of a survey the City Council and Planning Commission completed:



The Council and Commission members also noted the following when asked what they would like to see in Bonanza Park:

Encourage:

1. Locally-owned Commercial
2. Affordable Housing
3. Small Business Incubator
4. Apartments
5. Medium Sized Commercial
6. Multi-use facility/Expo
7. Parks
8. Campus

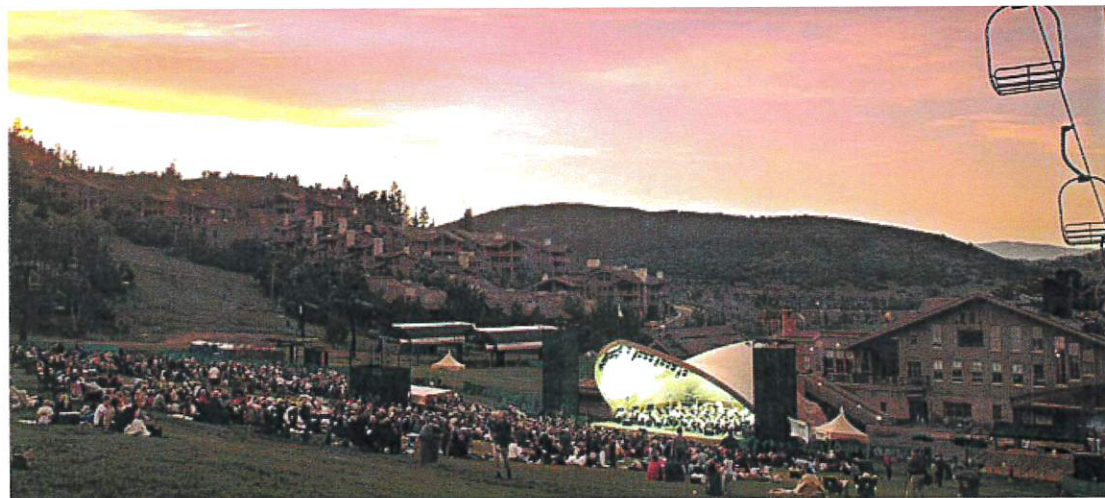
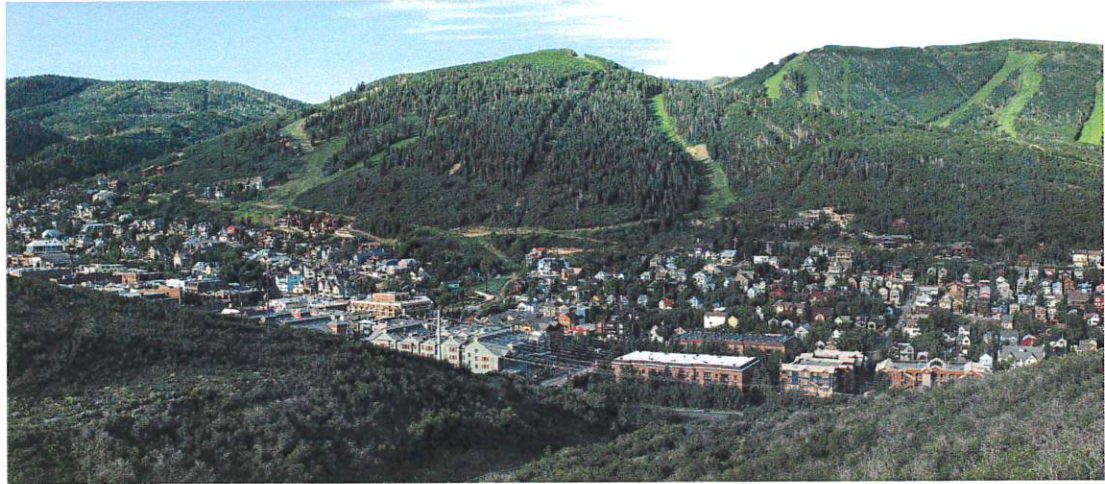
Discourage:

1. Museum
2. Single-Family Homes
3. Big Box
4. Nightly Rental

No where (in City):

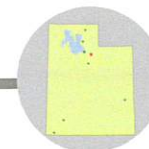
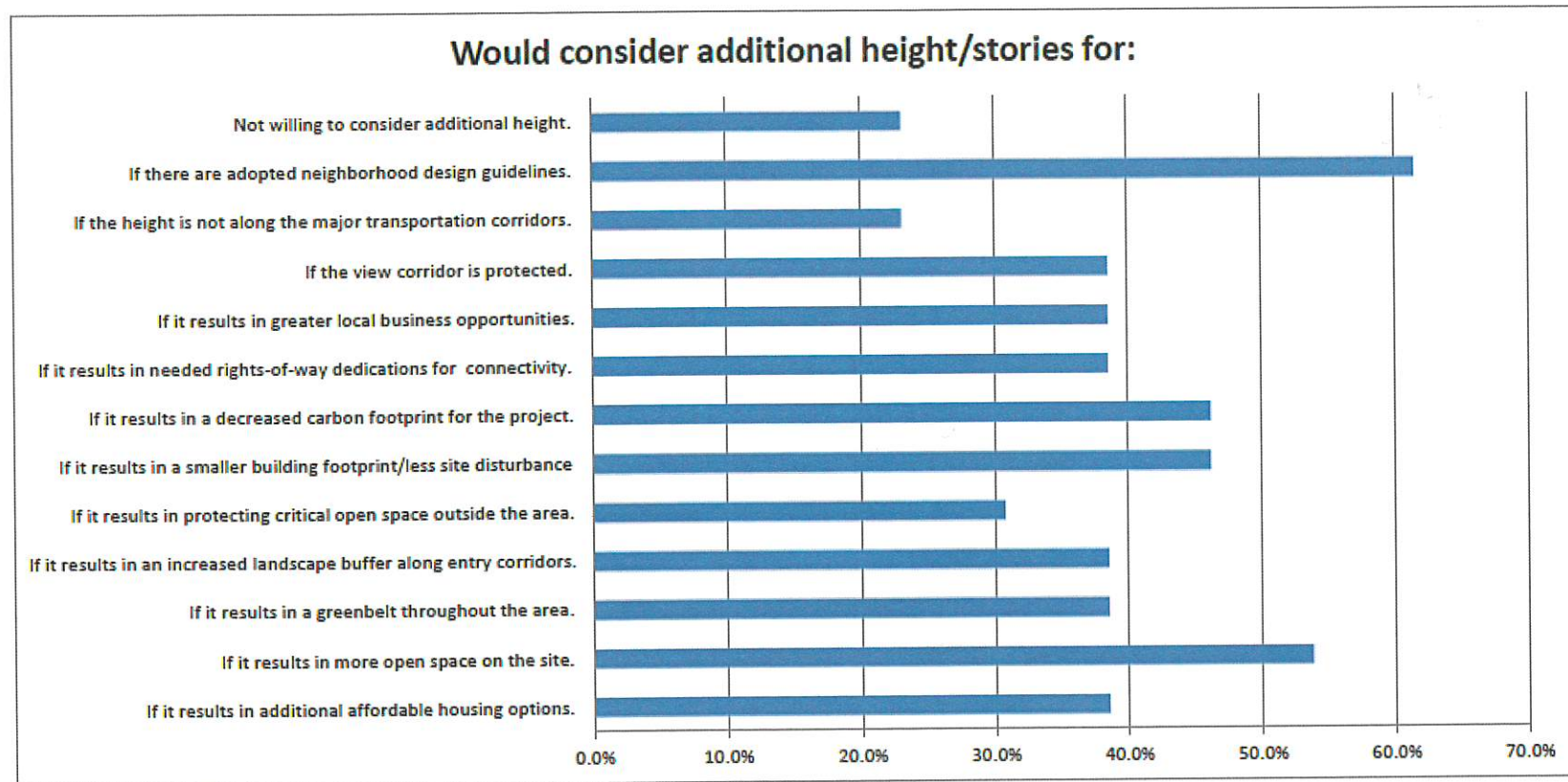
1. Big Box
2. National Franchise
3. Multi-Use Facility/Expo

The charts on the following page illustrate the Council and Commission members response to specific questions relative to the "gives and gets" for development.



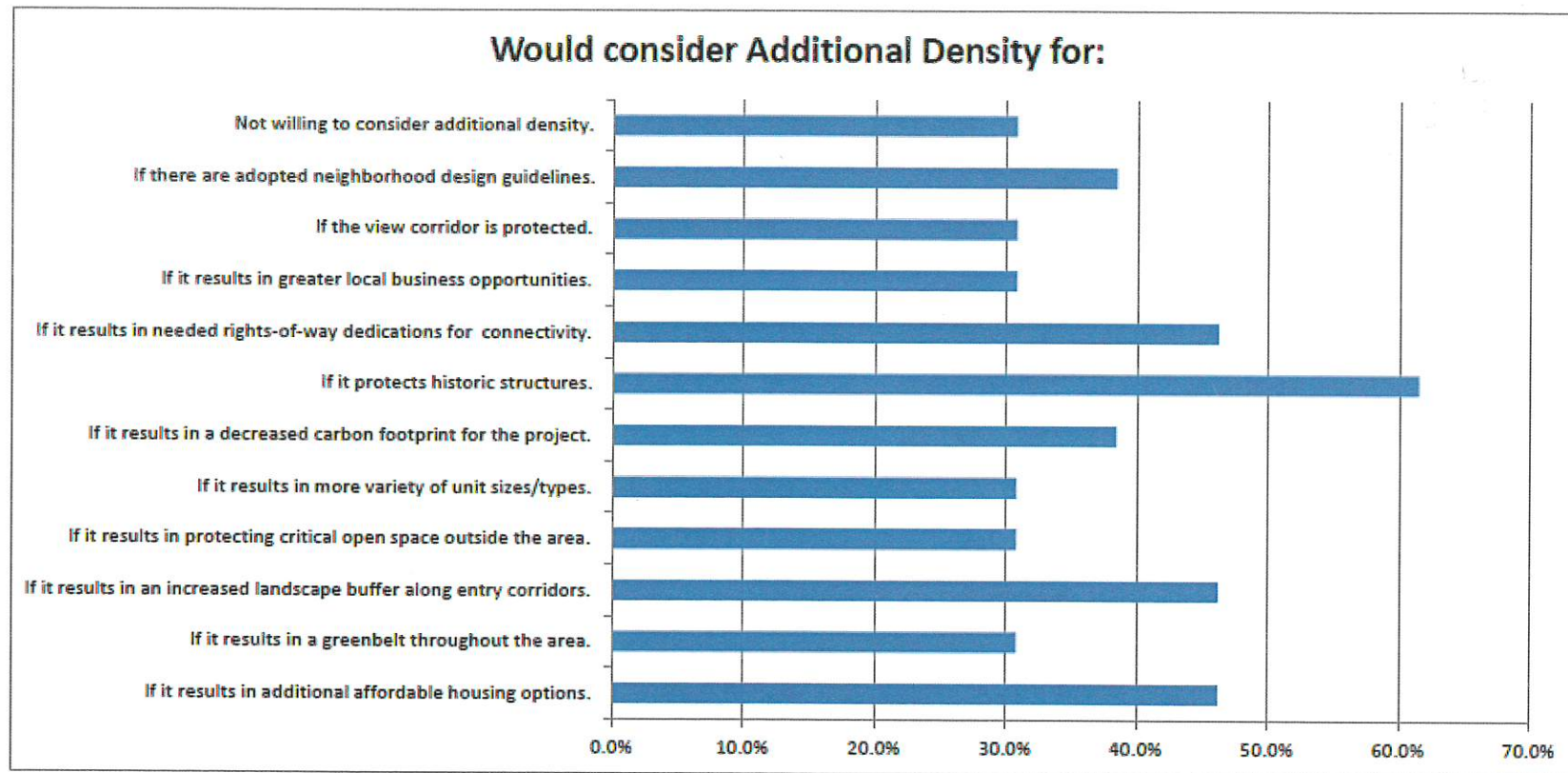
The following table was taken from the Survey that the City Council and Planning Commission took in September 2011

Under which conditions, if any, would you be willing to consider additional height/stories beyond the zone requirements?



The following table was taken from the Survey that the City Council and Planning Commission took in September 2011

Under which conditions, if any, would you be willing to consider increased density (measured in units per acre) beyond the zone requirement?

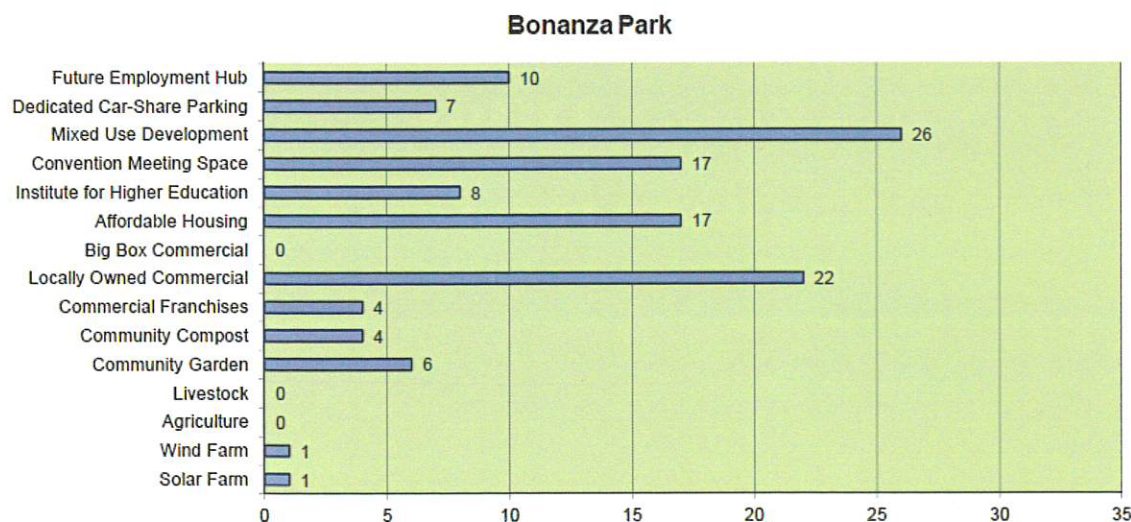


Resident and Stakeholder Input

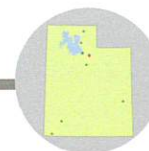
The planning process for Bonanza Park first came to the attention of the public in June 2010 when the Planning Department presented initial concepts to the City Council and Planning Commission. Since that time, there have been a number of General Plan public hearings before the Planning Commission that have addressed this district. The first of the two General Plan Public Outreach meetings were in July 2010; the public was invited to attend one of two evening sessions at the Eccles Center

to review the overriding goals of the General Plan and to "vote" on issues to help identify appropriate development opportunities in each neighborhood in the City. This was followed up with a charrette at City Hall in October 2011 that further focused future development discussions and required the participants to provide information to the Planning Department that would help identify the unique aspects of each neighborhood in the City. The results of the first public outreach are noted below.

Using this information, the Planning Department prepared a concept plan and associated recommendations for the Bonanza Park district and presented it for input to the residents, business owners, property owners, and employees of the district in November 2011.



This bar chart illustrates what the general public "voted" as important elements to be incorporated in the Bonanza Park district. These results were obtained as part of an overall General Plan public outreach that took place via two (2) meetings in July 2010.



Bonanza Park Stakeholder Input - Results

Commercial Owner in District: 72%

Residential Owner in District: 28%

What aspects of the Bonanza Park area plan do you support?

- In general "all" – going in good direction.
- Allow to be market driven so that we do not have ghost spaces.
- All of it!
- Improved connectivity between Bonanza Park, Old Town and Main Street.
- Zero lot lines so long as they are option for owners and not a man date.
- New road system and add central park with parking.
- Improved sidewalks and pedestrian corridors along Park Avenue.
- No eminent domain; private property rights upheld.

List ideas you have that could improve the draft Plan:

- Show all underground parking and the amount of asphalt that will be eliminated.
- Remove sidewalks along Park Avenue and create in a more serpentine fashion to give more space, safety and aesthetic beauty to this area; add bike lane along Park Avenue in the setback off of the street.
- Add a trolley on wheels that goes from Main Street to Old Town to Park City Hotel.
- Work on relationship to primary traffic patterns; there may be too many street cuts.



kə • 'myü • nə • tē

**an interacting population of
various kinds of individuals
in a common location**

The Planning Principles for the Bonanza Park District

1. Reconnect to the history of this locale while continuing to build upon “local” history.
2. Take a collaborative partnership approach to redevelopment among the City, property owners, local residents, and business owners within the district.
3. Actively promote inward migration into the redevelopment area rather than passively allowing outward migration and sprawl.
4. Protect view corridors and the connection to the mountains.
5. Improve internal circulation as well as enhance connectivity to the surrounding mobility systems.
6. Redevelop utilizing future-oriented, environmentally-conscious development practices.
7. Maintain the area as a commercial district with special emphasis on fostering economic development within the local resident population and existing businesses.
8. Establish Bonanza Park as an area where locals live, work, and play.
9. Address the housing and social needs of the neighborhood’s diverse population.
10. Create an authentic and lively district through design and attention to the public realm.

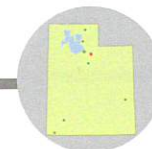
Principle 1 - Reconnect to the history of the locale

Bonanza Park, and the surrounding area, played a significant supporting role in Park City's history; in much the way it does today. This expansive area was once the location of fields and meadows before becoming an important hub for transportation, industry, and commerce. It also played an important role in bringing the community together for special events and sports.

Located north of the main town site, at the intersection of several mountain streams, the area known today as Bonanza Park, supported not only the industry and commerce of a vibrant mining town, but also agriculture and community events. Hay fields, lush pastures, and small truck farms contrasted to the deforested hillsides, billowing smokestacks, and heavy timbered mine structures characteristic of the narrow canyon area of the Park City town site and surrounding slopes. Land uses and activities that developed in the Bonanza Park area were necessary and supportive but could not be accommodated in the narrow canyons of town.



View looking north up Main Street in foreground with Bonanza Park and Park Meadows land in the background



On December 11, 1880, the much awaited rail service to Park City was finally a reality. The Ontario Mining Company supported by the Utah Eastern Railroad beat out, by a matter of hours, the great Union Pacific in laying tracks from Coalville to Park City. The arrival of not one, but two railroads, converging in the Bonanza Park area, supported a growing demand for fuel to run steam powered mine dewatering pumps and a booming population. The era of a horse drawn wagon transporting ore to the transcontinental railroad in Echo canyon and coal from the Coalville mines back to Park City was drawing to a close.

In 1870 the population of Park City was officially listed as 164. Upon incorporation as a Utah city in 1884 the population had grown to nearly 5,000 and by 1898, at the apex of the mining boom, more than 10,000 people called Park City home. Silver mining, and its economic rewards, added richness and diversity to Utah's (and Park City's) population (Thompson and Buck). By the early 20th century, Park City's population included several dozen nationalities, including English, Irish, Scots, Chinese, Greeks, Italians, Slavs, and Serbs.

Construction materials, food, and medicine traversed the Bonanza Park area, first by wagon, later by rail, and finally by automobile and diesel truck.

Early on railroads and later, highways, traversed this area providing the isolated mining town with vital connections to the County seat in Coalville and the metropolises of Salt Lake City and Heber City. The first shipment of Ford's "Tin Lizzies" arrived in Park City by railroad in 1909 and

by 1913 an auto road was under construction to connect Park City with the Heber Valley. This road is still in use today as Kearns Boulevard, a major entry corridor into Park City, skirting the northern edge of the Bonanza Park area. Remnants of the Y-shaped railroad track used as a switching yard are visible in the heart of the Bonanza Park area and serve as a reminder of the area's role in the history of Park City. A lumber yard and building supply store occupied this area for nearly a half a century,



Digital image copyright 2007, Park City Museum. All

supporting Park City's transition from a mining "ghost town" to an Olympic ski town.

As roads improved and the automobile gained popularity, a couple of well-known roadside businesses were established at the intersection of Highways 224 and 248 (near the current intersection of Park Avenue and Kearns Boulevard). These businesses quickly became part of the fabric of this area and were frequented by truckers, travelers and Parkites alike.

In the late 1930s, J.E. Jenkins, locally known as "Pop Jenks" constructed a roadside restaurant in the area. Today this site is now home to the Squatters Roadhouse Grill and Pub, a popular eatery catering to locals and tourists alike. A café known as Coffee John's, was a popular truck stop in the 1940s and 50s. Fred Ealy's gas station, constructed next to Pop Jenks café provided gasoline and auto services for travelers coming and going from Park City. Parkite Slat Thompson constructed a fuel distribution tank on the rail line near the switching yard and supplied fuel to local businesses and homes. The fuel was brought

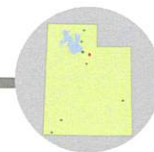
in by railroads. Mr. Thompson also ran a hotel of sorts in the area, a "cluster of four or five cabins, they were really in bad shape and to my knowledge got little or no guests," remembers Gary Kimball.

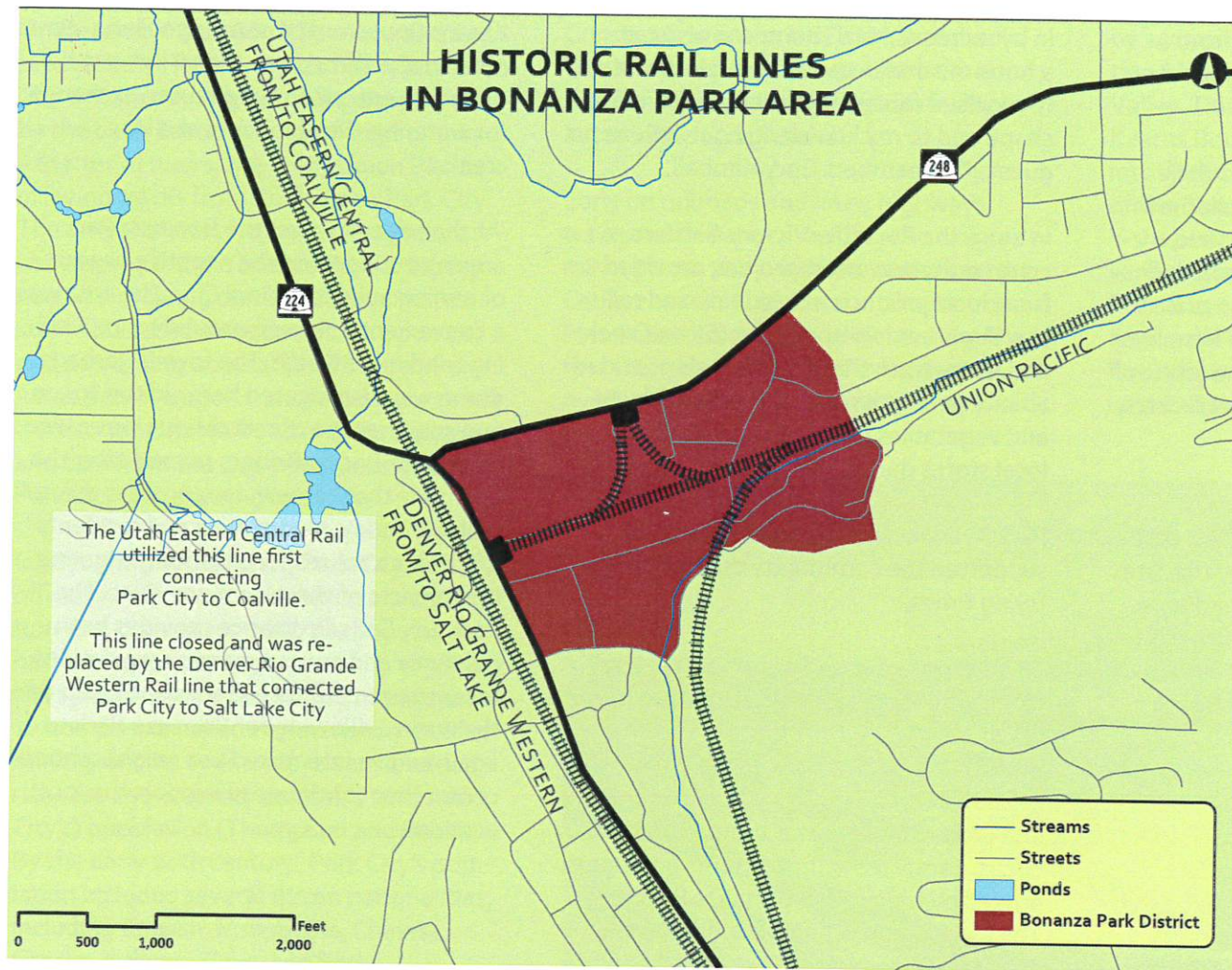
In 1943, the Park City Victory Gardens, a community war effort project, provided fresh local produce to residents and military suppliers. Poison Creek (Silver Creek) and water from the mine tunnels provided abundant irrigation for a variety of fruits and vegetables not readily available in local stores during the war rations era. These gardens, established along lower Park Avenue near today's Bonanza Park, supported the community during its more trying times.

A traveling circus and an annual carnival, along with local baseball games and horse drawn cart races, took place in the open fields at the north edge of town. The area provided Parkites with a place to recreate and come together as a community. The circus, complete with elephants and tigers, arrived by train to the Bonanza Park area. The big top was set up in fields near the current intersection of Park Avenue and

Kearns Boulevard. According to long-time resident Carl Workman, "local kids would get a free entry into the circus in exchange for watering the elephants at a local creek."

At the edge of town, the Bonanza Park area also supported the negative aspects of mining and life in Park City. The area was a convenient dumping ground for mill tailings and mine waste. The town's garbage dump was also located here. In the 1940s and 50s, the area of mill residue was called the P.B. or Pacific Bridge, named after the company that came in to reprocess the mill tailings. Today, landowners and residents of this area are responsible for mitigating the impacts of these past activities. The Park City Soils Ordinance provides both guidance and enforcement of regulations meant to remediate the soils and clean up the water...allowing for Bonanza Park to again evolve into mixed use neighborhood center that continues to support the local economy.





This map illustrates the where the historic train routes were located within and surrounding Bonanza Park. The importance of the area given its location at the junction of the two main State Roads is not new to the area; historically, it was at the center of the railroad connections.

‘pärt-nør-,ship

**a relationship resembling a legal
partnership and usually involving
close cooperation between parties
having specified and joint rights and
responsibilities**

Principle 2 - Form partnerships to create win-win opportunities

The Bonanza Park Area Plan was created by the City as part of an effort to take a collaborative partnership approach to redevelopment between the City, property owners, local residents, and business owners within the district. The Plan is intended to reflect the desires of the City Leaders for future redevelopment of the area, while also creating incentives to achieve greater community benefits than would otherwise be possible without such Plan. To actualize such expectations, the City has an obligation to make redevelopment in the area a

predictable, time-efficient, and supportive process.

The Area Plan also addresses the three primary challenges of the district including, contaminated soils, the disconnected road system, and the pending relocation/expansion of the Rocky Mountain Power substation.

Contaminated Soil

As early as 1880, the Bonanza Park area and adjacent areas were used to capture tailings in an effort to prevent tailing

CIVIC ENTREPRENEURIALISM

...emphasizes the role of local government and community organizations, in addition to the private sector, in the economic development process. The local government plays a central and hands on role in stimulating economic activity.

(American Planning Association)



from being carried by Silver Creek further downstream. In addition to the tailings ponds, several mills operated in the area as well as a rail yard. The Bonanza Park Area Plan is located in the Park City Soils District boundary. The Soils Ordinance requires all properties within its boundaries to be capped.

In addition to the capping requirements, the Soils Ordinance outlines procedures for gardening/landscaping and soils disposals. The City will act as an educational resource for property owners managing contaminated soils. City Staff is available to developers for technical assistance regarding soils. The City is also looking into Brownfield Redevelopment funding at both the state and national level to assist developers with cleanup of the industrial sites and soils.

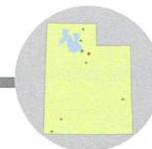
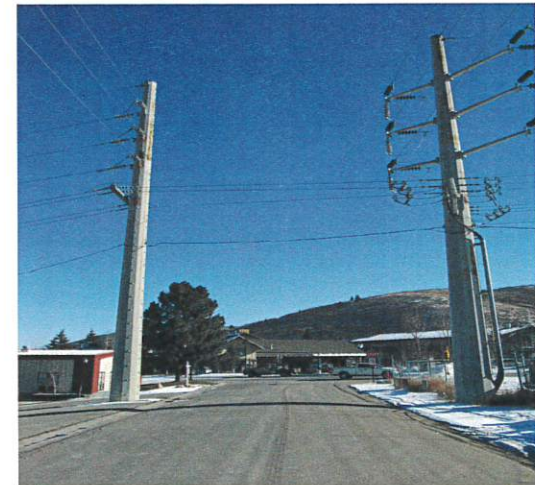
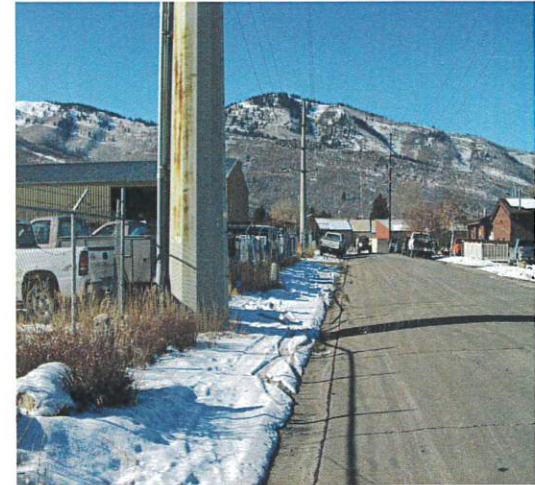
Power Station

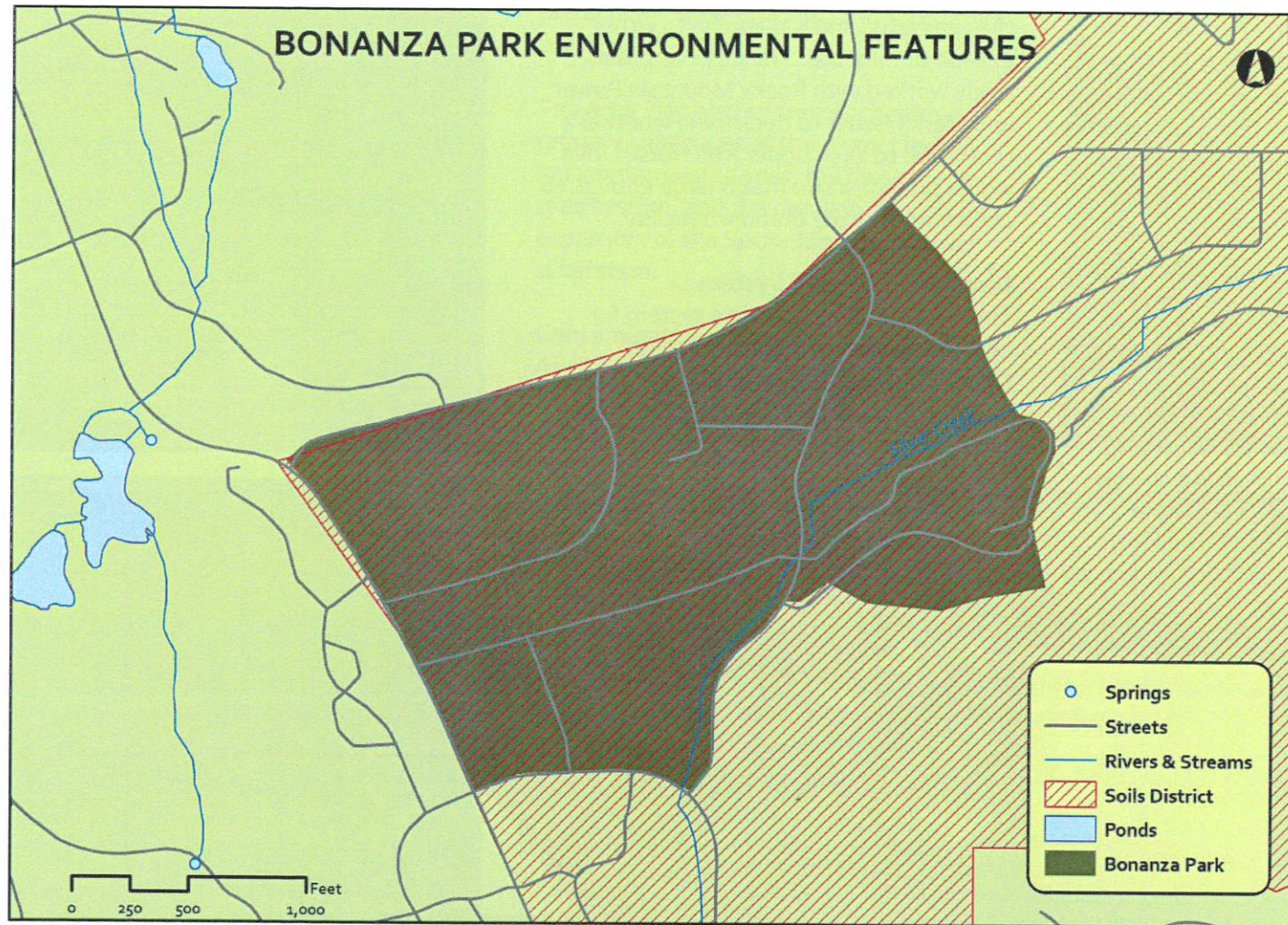
The City is currently working with Rocky Mountain Power to find the least impactful solution to the expansion of the Rocky Mountain Power Substation. The utility company has notified the City that it will have outgrown the current location by

the year 2013, and is planning to either expand or relocate. The City has proactively worked with Rocky Mountain Power and Mark Fischer to determine whether a relocation to 1555 Upper Iron Horse Drive would provide a site that is large enough to accommodate the proposed facility.

Disconnected Road System

The area plan creates a grid system for connectivity of pathways and roads throughout the area. This place-making creates significant improvements for pedestrians, bicyclists, vehicles, and public transit.





This map illustrates that the entirety of Bonanza Park is located within the City's Soils District - the area of identified contaminated soils that must be remediated. Once the site of significant tailings dumping, the need for continued attention to clean up is apparent.

In an effort to facilitate redevelopment in the Bonanza Park district, the following incentives are recommended for consideration:

1. Fast Tract Review

All applications that choose to redevelop utilizing the Base Plan or Incentivized Plan will be ensured a review before the Planning Commission within 60 days of complete application submittal.

2. Extended Approvals

Planning approvals for projects that choose to redevelop utilizing the Base Plan or Incentivized Plan (specifics are noted in a later chapter) will not expire for four (4) years. After the four (4) year period, a developer may apply for an extension through an administrative application within the Planning Department for an additional two (2) years.

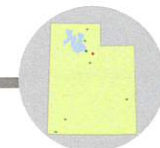
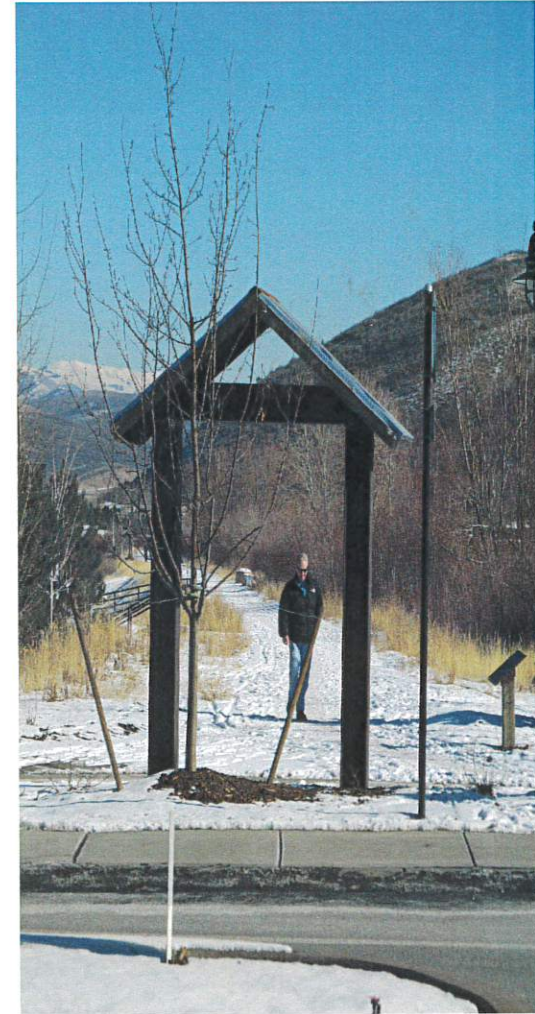
3. Cost Savings

Environmental Grants: Upon approval of an Environmental Grant, the City will match the developer for

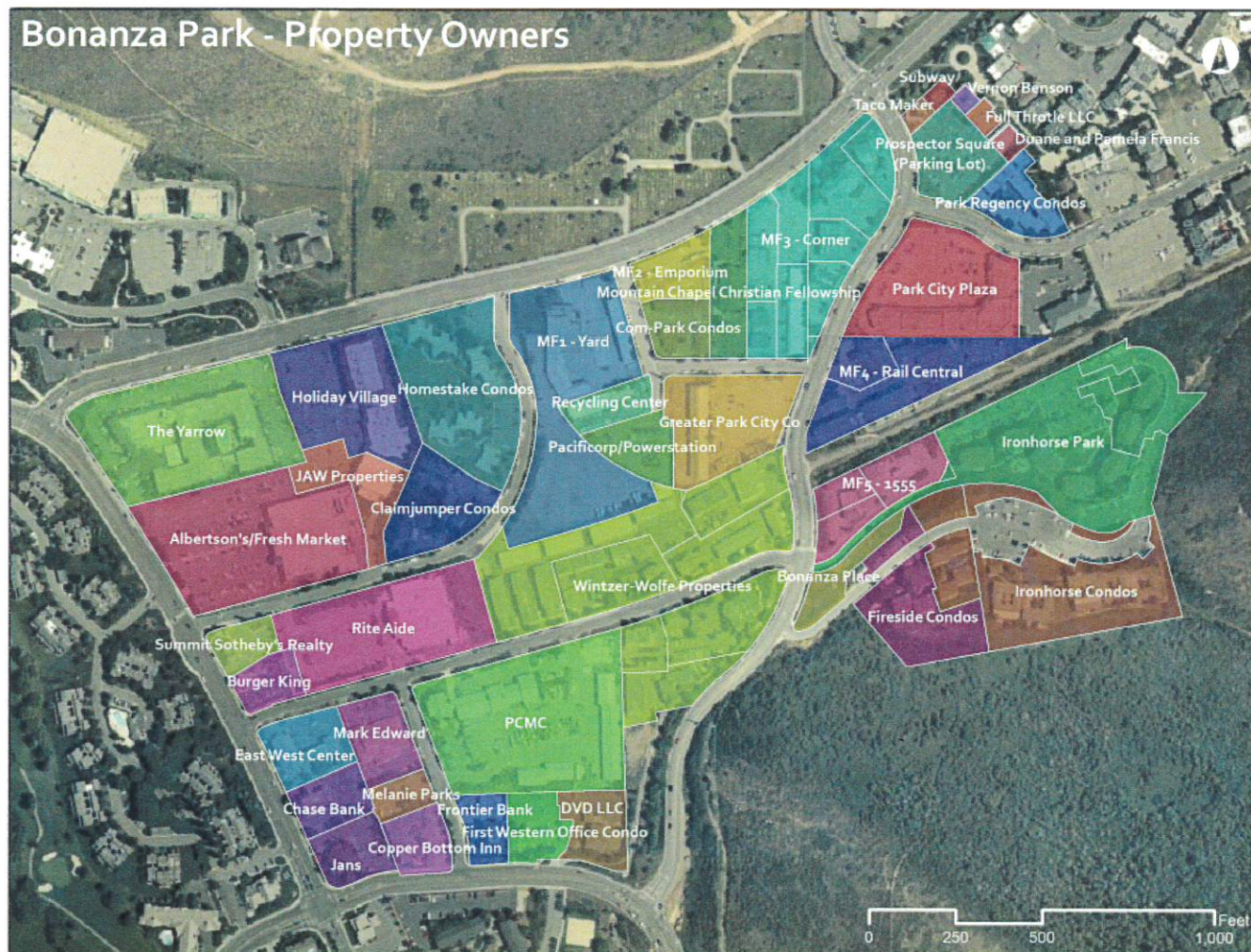
half of the costs associated with energy savings analysis and/or program certification fees.

4. Place-Making

The Area Plan creates an enhanced public realm with new public parks and walkways. Place-making is an asset which enhances the community experience and property values. The City encourages the developer to continue the process of working with the community toward place-making. The City is available to assist in the effort to host community outreach activities if the developer chooses to do so.



Bonanza Park - Property Owners



This map illustrates the property ownership in the Bonanza Park district - there are a few property owners that own significant acres of land; Mark Fischer in the northeast quadrant, Wintzer-Wolfe in the central area, Fresh Market to the west, the Yarrow to the northwest, and Rite Aid in the west central section of the district. All are partners as we look to redevelop the neighborhood.

Principle 3 - Actively promote inward migration

Redevlopment is a sustainable planning practice that utilizes existing development areas rather than expanding into undeveloped land. By encouraging greater density and compact growth within the Bonanza Park district, there will be increased supply to absorb demand that would otherwise locate outside of the City's boundaries...resulting in the protection of the natural setting within and around Park City.

The Bonanza Park district will be redeveloped as the most dense neighborhood in Park City. The District is a receiving zone for the Transfer of Development Rights (TDR) "development credits" from Treasure Hill and Old Town. The Area Plan creates allowances for increased height and decreased setbacks to allow greater density in return for community benefits, such as attainable housing, the use of TDR development credits, assisted living facilities, business incubation space, etc.

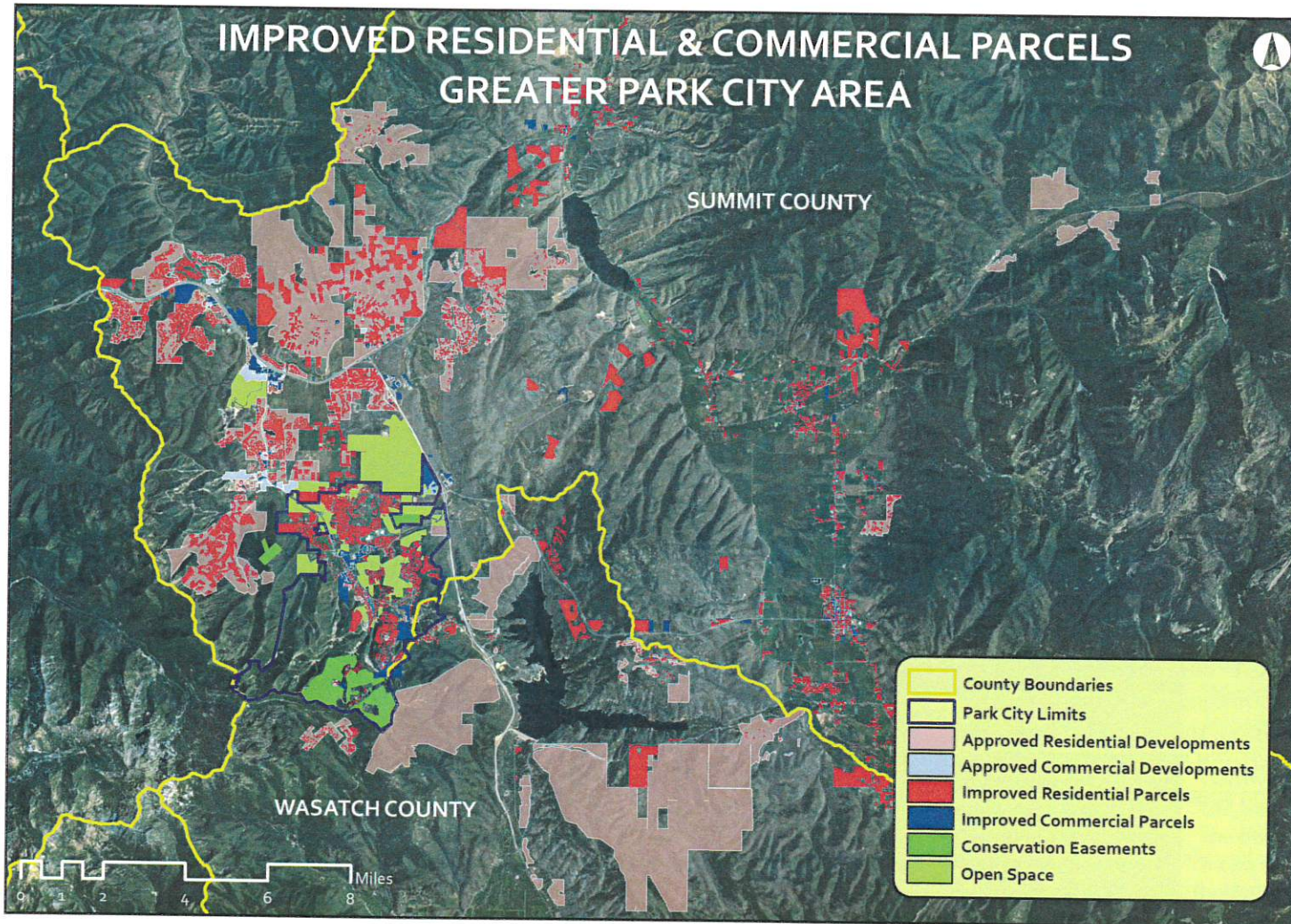
Parkites identified as a key visioning theme: "Promote balance, managed and

sustainable growth," stressing a strong desire to reduce sprawl while balancing internal growth within Park City and protecting the core values. Also identified during the Park City Visioning was a need to "support and promote diversity in people, housing, and affordability." Increased density in the Bonanza Park District is a sustainable growth strategy that will result in: protected open space, reduced vehicle miles traveled (VMT), increased opportunities for locals to live and work, a reduction in economic leakage to neighboring communities, increased quality of life, and a more efficient utilization of public investments and services.

**Market analysts
suggest that
one-third of
Utahns will want to live in
walkable neighborhoods,
close to school,
church,
the grocery store,
and other
services.**

**(Sources: RCLCO,
Wasatch Front
Development Trends,
Nov. 2007;
Nelson, 2009).**





This map illustrates the current trend toward sprawl in Summit and Wasatch Counties - the dark red color indicates the *existing* development pattern. The light red color illustrates *pending* development (this is indicated more clearly on the next map). To be clear, the new development is following the old patterns.

The Regional Challenges

The greater Park City area will experience tremendous growth in the coming decade and beyond. Pending development projects in Summit and Wasatch Counties total 10,256 residential units, 3,564 commercial units, and 8,857 mixed-use units, or 23,470 units in total (as of December 2011).

Northern Wasatch County has approved the largest amount of entitled development with 12,175 residential and mixed-use units. The majority of the projects in Wasatch County will affect the mostly vacant lands surrounding the Jordanelle Reservoir.

Pending developments in Western Summit County (inclusive of the Snyderville Basin) total 6,938 residential units and 1,782 commercial units. Canyons Resort will experience the most development, growing by 3,320 residential and 568 commercial units; however, growth will occur throughout the Snyderville Basin from Jeremy Ranch and Summit Park in the west, Promontory in the east to Canyons Resort in the south.

Currently, Park City has a build-out capac-

ity (not only entitled, but also including undeveloped parcels) of an additional 2,128 residential units and 447 commercial units. This accounts for approximately one-tenth the total 23,470 units pending in the surrounding region. To compete with these developments and to mitigate the demand for growth outside its boundaries, the City will have to infill space within existing neighborhoods. Redirecting growth inward to underutilized areas, such as Bonanza Park, will increase housing opportunities for locals, prevent sprawl and the problems it creates (e.g. traffic congestion and increased vehicle miles travelled) while increasing the efficiency of City service and public transit.

The map on the following page illustrates the pending developments (approved) in Summit and Wasatch Counties. It is worth noting that the area of proposed development totals 32,724 acres; Park City has 11,608 acres within its City boundary.

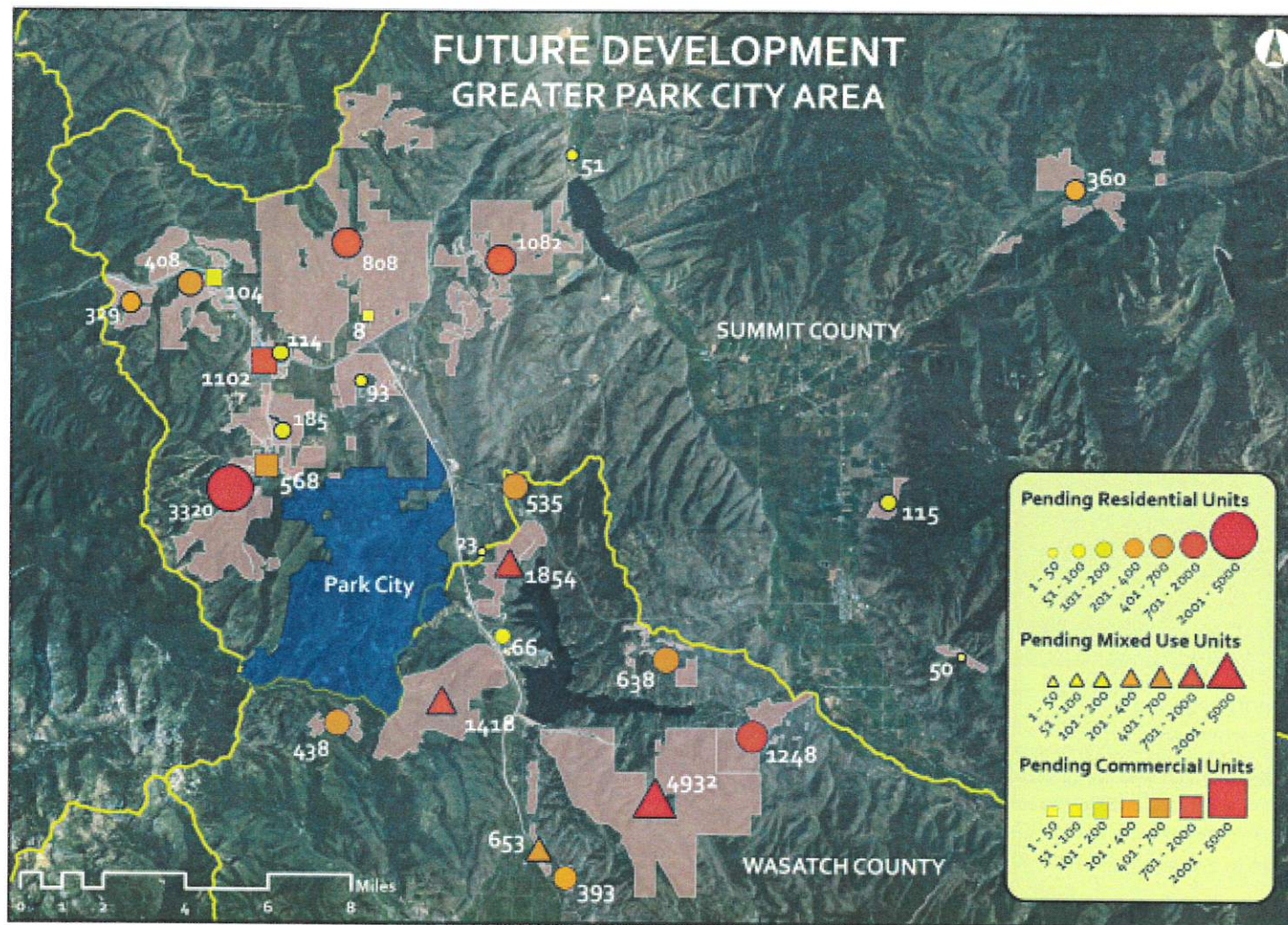
Future Development in Park City - The Breakdown

Park City has the capacity to accommodate more residential development. Currently the City is approximately 81% built-out with the potential for an additional 2,128 residential units – 53% of this residential development (1,132 units) will occur within approved Master Planned Developments (MPDs) and Conditional Use Permits (CUPs).

Regarding commercial development, an additional 447 units can be built; 85% (379 units) will occur within approved Master Planned Developments (MPDs) and Conditional Use Permits (CUPs).

The remaining residential and commercial growth will occur via the infill of vacant parcels in existing subdivisions and/or the appropriate zoning districts.





The light red color indicates approved developments in both Summit and Wasatch Counties, with the corresponding number of units approved for each area. The table on the next page totals these units and notes the acres of land that will be utilized by this development (note: for comparative purposes, the Summit County developments, in square feet, have been converted to UEs).

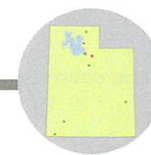
The current housing data
for Summit and
Wasatch Counties
2010:

Summit County	26,545 units
Wasatch County	10,577 units
Total	37,122 units

Summit County (broken down by area):

Snyderville (west of SR 40 & North of I-80)	9,778 units
Park City	9,471 units
Rural	7,296 units

	PENDING/ENTITLED UNITS	ACRES DEDICATED TO PENDING UNITS
PARK CITY	2,575	867
Residential	2,128	698
Commercial	447	169
WESTERN SUMMIT COUNTY	8,720	18,576
Residential	6,938	18,191
Commercial	1,782	385
NORTHERN WASATCH COUNTY	12,175	13,281
Residential	3,318	2,065
Mixed-Use	8,857	11,216
TOTAL	23,470	32,724



Principle 4 - Protect and enhance view corridors

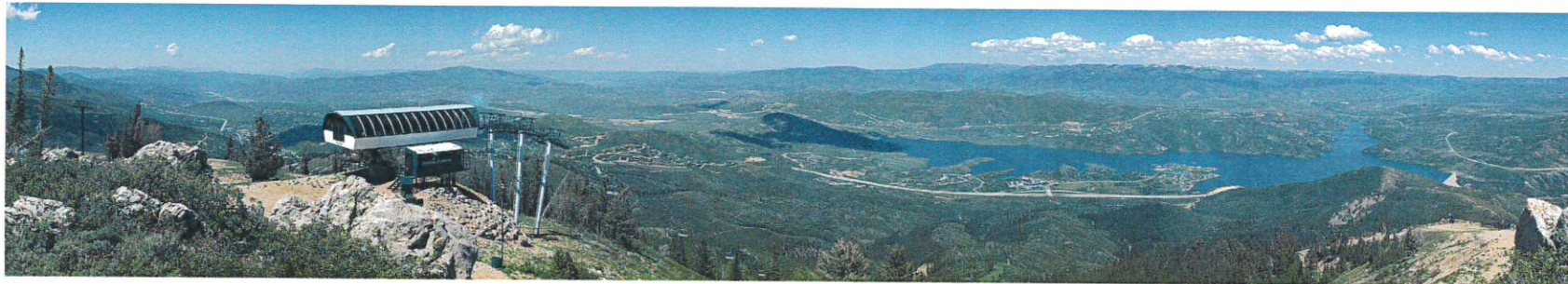
The Bonanza Park District is centrally located in Park City and is the first commercial district visitors see when arriving into town. Careful consideration has been given to the view corridors within the area plan to ensure that additional density is respectful of the mountain views and sense of arrival into Park City. The natural setting of the mountains is a Park City core value (per the Vision Park City community outreach project in 2009) which must be protected and enjoyed well into the future. By maintaining view corridors, residents and visitors reconnect to the natural setting upon arrival into Park City and the district. These view corridors are a means to bring the natural beauty of the area's geography into the proposed neighbor-

hood village center.

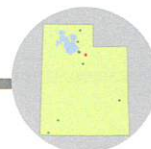
The edges of the Bonanza Park District along Park Avenue, Kearns Boulevard, and Deer Valley drive are located within the Frontage Protections zone (FPZ). The FPZ was created to preserve and enhance the rural resort character of Park City. Within the area plan, developers have the option to decrease the required width of the FPZ, but are required to provide a densely vegetated buffer within the FPZ. The FPZ area currently lacks a true vegetation buffer encompassing the district. The increased vegetation, as proposed, within the FPZ will soften the edge of the district while allowing additional density within the area. The area plan protects view corridors via the introduction of pathways and

roads; the pathways have been created to frame views of Bald Mountain and Jupiter Bowl from specific locations.

The map on the following page shows the critical view corridors as identified through field research. All redevelopment projects within the area plan must provide the Planning Commission with view shed analysis along all street right-of-way and from the critical view points as identified. Computer generated view shed analyses of the pedestrian and vehicular experiences related to new projects are required during the Master Planned Development review process. Landscape plans for the vegetation within the FPZ are also required; landscaping should be designed to preserve and enhance the rural resort character of Park City.



The primary view corridors are indicated in red - these are views in and out of Bonanza Park that should be preserved if possible - views to the mountains and in toward the heart of the district.



Views outward from within the district



Principle 5 - Improve internal circulation and connectivity

Currently, the Bonanza Park district area lacks internal connectivity. While situated along the only two State roads that carry all vehicular traffic into Park City, the internal roads are not connected, therefore pedestrian and vehicular navigation is cumbersome and indirect. The Bonanza Park area plan includes a new grid pattern connecting all parts of the district in an effort to provide a more intuitive pattern of movement, decrease vehicle miles traveled (VMT), and improve the pedestrian/automobile experience.

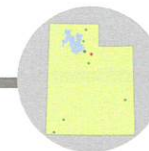
The grid is a design pattern that has stood the test of time for managing additional density while supporting a quality of life and enhanced aesthetic experience. The grid allows the pedestrian and the car many options while moving through a neighborhood. With more options comes the ability to increase density within a block, while dispersing the impacts of increased density among many different streets and increasing public transit demand and the ability to walk.

The 2011 Park City Traffic and Transportation Master Plan (T&TMP) identified two new alternatives within the Bonanza Park district to help relieve the current congestion issues at State Road 224 (Park Avenue) and Deer Valley Drive. Both options were new north-south connections through the Bonanza Park district. As this area plan becomes actualized, further consideration should be given to the identified bus rapid transit (BRT) route through the area as a possible route for throughput with less traffic calming measures.

Pedestrian and bicycle movement is viewed equally as important as vehicular movement within the Bonanza Park district. As such, traffic lanes are proposed to be shared with bicycles, sidewalks should be a minimum of eight (8') feet wide and bike/pedestrian-only pathways cross the street grid in an organic pattern that mimics the natural winding trails that are characteristic of Park City.

Street	From	To	Peak HOUR Volumes	
			Average Peak	Peak-Peak
SR-224	Kearns Blvd	Empire Ave	1,200	2,445
SR-224	Empire Ave	Bonanza Dr	730	1,500
Bonanza Dr	SR-224	Kearns Blvd	895	1,595
Kearns Blvd	Bonanza Dr	SR-224	680	1,720

As part of the 2011, Park City Traffic and Transportation Master Plan prepared by InterPlan, the noted traffic counts were made for all rights-of-way surrounding Boananza Park.



The 2011 Traffic and Transportation Plan

The Park City Traffic and Transportation Master Plan, completed by InterPlan and adopted in 2011, sets forth various goals to improve connectivity, reduce congestion and vehicle miles travelled (VMT) and encourage the use of alternative modes of transportation in Park City and the surrounding area. The strategy to achieve these goals includes the construction of park-and-ride lots at Kimball Junction and Richardsons Flat, creating high-occupancy vehicle (HOV) lanes on State Roads 224 and 248, and creating a transit hub in the Bonanza Park District.

Adding HOV lanes to Roads 224 and 248 will reduce congestion by encouraging commuters to carpool. In addition, HOV lanes will increase the efficiency and speed of bus services from the park-and-ride lots at Kimball Junction and Richardsons Flat into Park City. The Bonanza Park Transit Hub will serve as an important connection between the Park City Mountain Resort, Old Town, and Deer Valley Transit hubs. Multi-modal routes between/among these hubs will help to reduce traffic volume along Deer Valley Drive and Park Avenue.

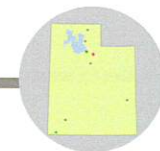
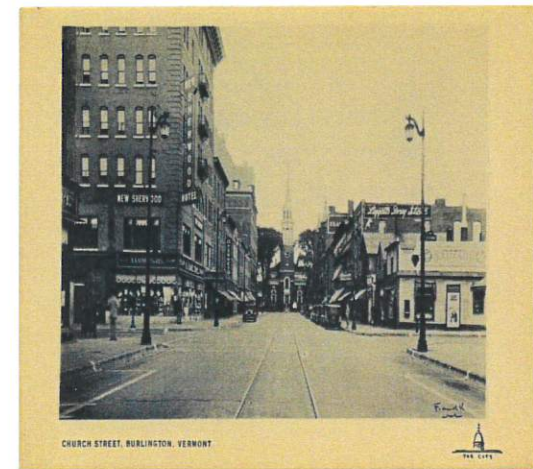
Park City 2011 Traffic and Transportation Master Plan Goals

- GOAL 1: Park City will have a multimodal transportation system with complete streets and balanced availability of pedestrian, bicycle, transit and auto travel.
- GOAL 2: Park City's residents, workers, visitors and guests will have access to convenient transit for circulation throughout the City.
- GOAL 3: Park City's residents, workers, day visitors and overnight guests will have efficient, direct and convenient regional transit connections from and to area resorts, Salt Lake and Utah Counties, and other communities of the Wasatch Back.
- GOAL 4: Park City will have a complete and well-connected network of trails, bicycle lanes and sidewalks that supports safe, convenient and pleasant walking and bicycling to accommodate the needs of residents, visitors, and guests for short trips within the City and surrounding neighborhoods.
- GOAL 5: Mobility and accessibility in Park City will be as good or better than today while achieving a net reduction in the amount that each person drives a car.
- GOAL 6: Park City's street network will be well maintained, with streets that are not significantly wider than today and without a significant increase in lane mileage.
- GOAL 7: Park City's transportation system will contribute positively to public health and quality of life by achieving a high level of travel safety and by creating an environment that supports active living.
- GOAL 8: Park City's transportation system will contribute positively to improved environmental, social and economic sustainability of the community.
- 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.
- GOAL 10: Park City will use system management and demand management techniques to minimize the financial burden and environmental impact of local transportation facilities.

T&TMP Goal #4 states "Park City will have a complete and well-connected network of trails, bicycle lanes and sidewalks that supports safe, convenient and pleasant walking and bicycling to accommodate the

needs of residents, visitors, and guests for short trips within the City and surrounding neighborhoods." The right-of-way prescriptions noted in the table are recommended for the district.

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
INTERSECTION	2 – 8' Sidewalks
	Curb extensions
THE SPUR	Textured Crosswalks
	Street Dining & Vendor Sales encouraged
	1-12' Sidewalk along building façade
	2 – 10' Travel Lanes
	1 – 8' Parallel on-street parking

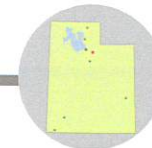


The existing street network does not allow for connectivity within the District

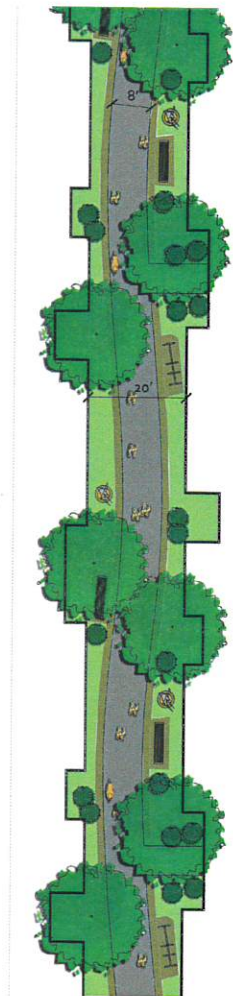


Bonanza Park - The Evolution of Place

The numbers noted below correspond to plan views on the following pages; the letters correspond to section view on the following pages



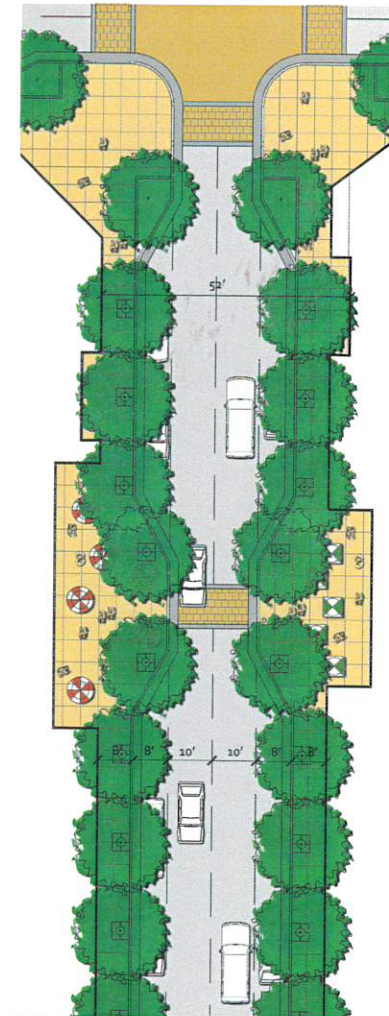
- 1** Plan view of proposed 20' wide bike/pedestrian path



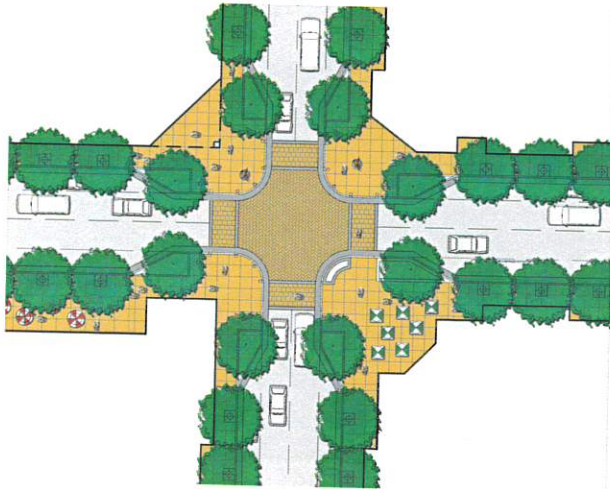
- 2** Plan view of proposed road adjacent to the Spur Park area



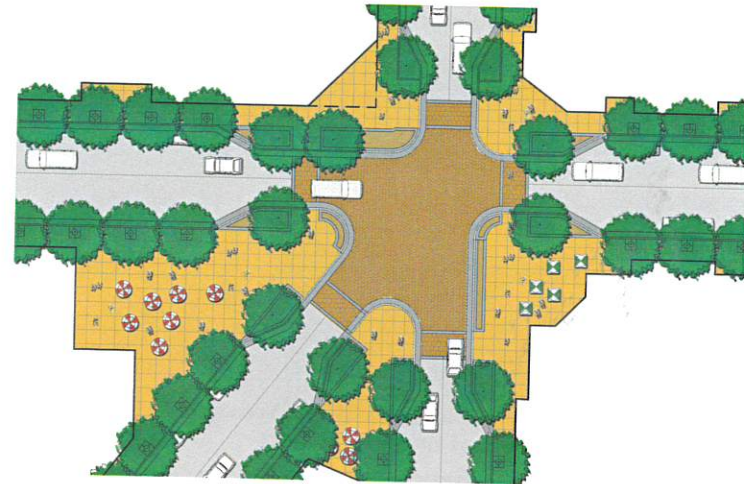
- 3** Plan view of typical street with corner accentuation



4 Plan view of proposed four-way intersection with pedestrian amenities



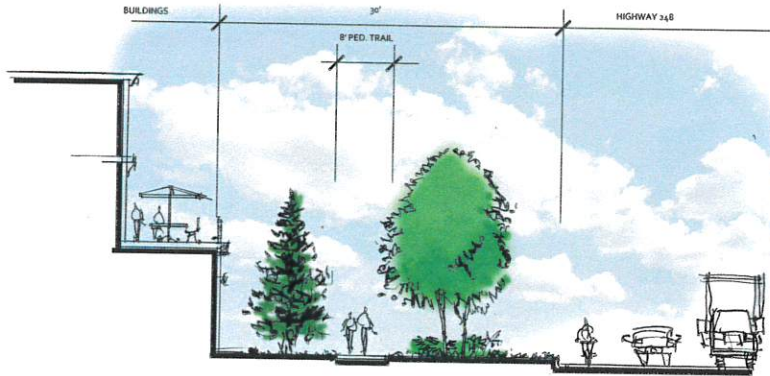
5 Plan view of proposed five-way intersection with pedestrian amenities - plaza



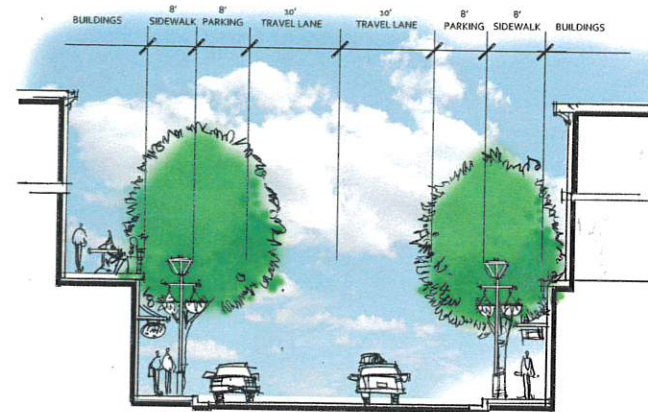
The plan views of the proposed street intersection layouts include bulb-outs to provide additional space for pedestrian circulation, street amenities, and safety from vehicles. The cross walks are noted as a separate paving pattern from the through street. The five-point intersection on the right illustrates the unique plaza areas that are possible within such a configuration.



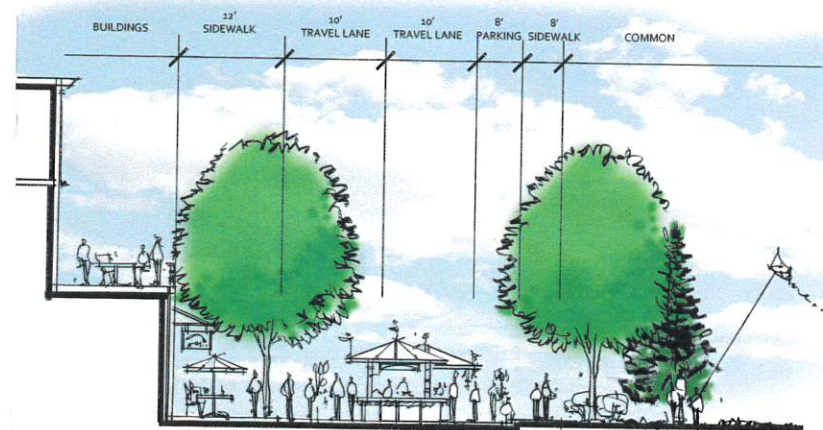
a



b



C



Biking as an Integral Part of Transportation

Park City's residents pride themselves in the outdoor recreational opportunities. Biking is a relaxing past time for many residents and visitors during the warmer months. There are more than 20 miles of trails within Park City that connect to more than 160 miles of backcountry trails.

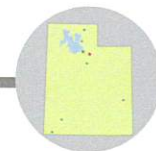
As shown in the existing paved trails map, Bonanza Park is centrally located without cohesive road bike trails. The area along Park Avenue between the Kearns/SR 248 intersection and the Deer Valley Drive intersection, known as the "Jan's to Dan's" corridor, is being re-designed as part of a specifically focused study that will be coordinated with the Bonanza Park Area Plan. The design will create a safe pedestrian/bicycle route along the Jan's to Dan's corridor. This Area Plan creates an internal layer of shared pedestrian/bike trails within the Bonanza Park district which will connect to the "Dan's to Jan's" corridor design. The new trail system will be a long awaited improvement to one of the most challenging areas of town for

pedestrians and bicyclists. The trails will have an urban influence with public art, interactive displays, and places to sit and relax programmed into the design. They will be utilized by residents to recreate, to reconnect with the natural setting, and to experience place through art and interactive displays.

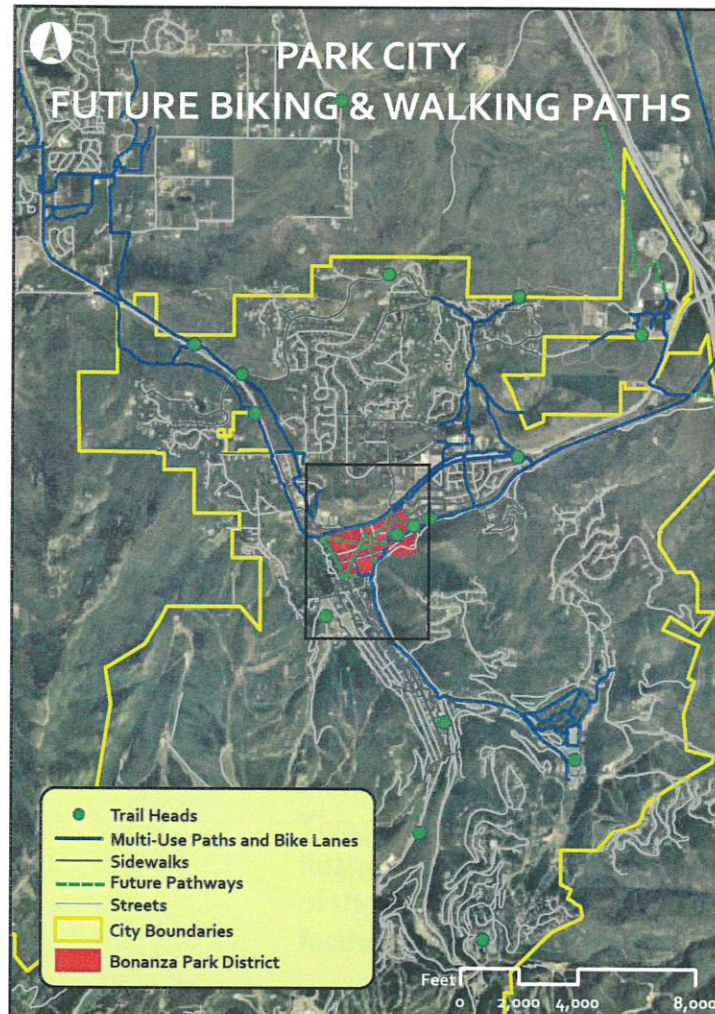
As stated in the 2011 Park City Traffic and Transportation Master Plan, "as gateway corridors, both SR 224 and SR 248 include remote parking as well as transit opportunities. On SR 224, PCMR serves as a secondary capture point for event-related parking and transit service. A more formal transit transfer facility should be considered in PCMR in the future. Bonanza Park has also been suggested as a more formal transit transfer location servicing SR 248 (and possibly SR 224)... Off-site facilities with available parking and convenient transit may allow for a public-private partnership which balances supply and demand in a manner that minimizes the burden on the transportation system." (Chapter 6, Page 8)

The Bonanza Park Area Plan includes a

new transit hub located near The Spur. The Spur will reconnect with its past function playing a major role in transportation and connectivity with a parking structure located beneath it and a transfer station/transit hub along the edge. From the central spur, residents and visitors will have direct public transportation to Main Street, the resorts, and the greater park city area. The hub will act as a transfer station for the city buses, similar to the hub at Park City Mountain Resort. The long-range transportation plans for the Spur include a new tramway/gondola connecting the Spur to Park City Mountain Resort. This would allow for easy access to/from Bonanza Park and the resort without requiring a vehicle.



With more than 20 miles of trails within Park City that connect to more than 160 miles of backcountry trails, the fact that there are no trails that go through Bonanza Park is unfortunate. The Area Plan strongly recommends this connectivity be made.



sə-ˈstā-nə-bəl

**of, relating to, or being a method
of harvesting or using a resource
so that the resource is not
depleted or permanently
damaged**

Principle 6 - Redevelop in a sustainable manner that “leeds” the nation

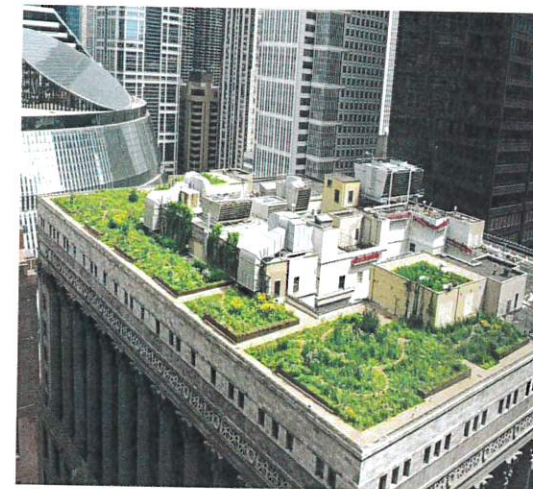
The Bonanza Park Area Plan applies future oriented, environmentally conscious development practices to the redevelopment of the neighborhood. This Principle focuses on the ability to mitigate Park City’s contribution to consumptive land use patterns and increased air pollution through environmentally responsible site planning and design. The Vision Park City levers work within an interconnected framework to “keep Park City, Park City.” These four levers form a network of ideals that must be taken into account when analyzing how a project will affect Park City’s “system.” The Vision results identify “the environment” as one of the levers; therefore during project review, the environmental impacts must be assessed. The developer must answer the question: How will the proposed activity demonstrate responsible environmental stewardship?

Many of the principles identified in the area plan reflect those emphasized by the US Green Building Council’s Leadership in Energy and Environmental Design for Neighborhood Development (LEED-

ND) rating system. LEED-ND evaluates neighborhoods on a variety of principles within three categories: Smart Location and Linkage (SLL), Neighborhood Pattern and Design (NPD), and Green Infrastructure and Buildings (GIB). The Bonanza Park Area Plan incorporates all of the most highly rated LEED-ND principles, plus a few extras, from each of these categories.

LEED ND Category 1: Smart Location and Linkages

Choosing the right location for development is the first step in creating sustainable neighborhoods. Redevelopment of old sites offers the best approach to minimizing environmental impacts, since it reduces the demand to build on open space and other environmentally sensitive land. Another important consideration is the neighborhood’s proximity to other areas in the city, referred to as “linkage”. The Bonanza Park area plan creates the morphology of the area into a sustainable neighborhood with new blocks, complete streets and connectivity to the surrounding neighborhoods.



Locations with Reduced Automobile Dependence:

Pathways and streets should link the neighborhood to places to which residents are able and willing to walk, bike or take

public transit. Buildings throughout the neighborhood should provide storage and parking for bikes to encourage greater use. The Area Plan provides more options to walk, bike or take public transit safely and efficiently within the neighborhood.

Criteria for LEED ND Category 1	Points
Smart Location and Linkages	
Smart Location	Required
Imperiled Species and Ecological Communities	Required
Wetland and Water Body Conservation	Required
Agricultural Land Conservation	Required
Floodplain Avoidance	Required
Preferred Locations	10
Brownfield Redevelopment	2
Locations w/Reduced Automobile Dependence	7
Bicycle Network and Storage	1
Housing and Jobs Proximity	3
Steep Slope Protection	1
Site Design for Habitat/Wetland & Water Body Conserva	1
Restoration of Habitat/Wetland and Water Bodies	1
Long-Term Cnsrvtn. Mgmt. of Habitat/Wetlands & Water	1

The construction of a transit hub will improve public transit access to Bonanza Park, reducing residents' dependence on automobiles. In addition, requirements for new developments to provide bicycle storage and parking will encourage biking as an alternate mode of transportation. Four crucial roads, Deer Valley Drive, Park Avenue (SR 224), Bonanza Drive and Kearns Boulevard (SR 248) border Bonanza Park. Its connection to these important thoroughfares facilitates walking, biking or taking public transit to many important commercial and employment zones in and around Park City.

Habitat/Wetland Site Design, Restoration and Long Term Conservation Management:

Within Bonanza Park, there is little evidence of the original natural environment other than Poison Creek, along the southeast section and serves as a natural break between the vehicular movement on Bonanza Drive and the pedestrian/bike trail to the west of the creek. The area has been utilized for industry and general commercial since the late 1800's and is character-



ized by an array of shopping centers, vast parking lots, and smaller condominiums developments. No natural habitat exists that supports any endangered or threatened wildlife in the area. The one stream, Poison Creek, flows down from City Park, along and under Bonanza Drive, and along the rail trail staying along the south-east edge of the district. Consistent with the Sensitive Lands Overlay (SLO) zoning district; future development should not be built within 50' of the waterway unless such has been previously and developed. The LEED-ND standard suggests increasing the setback to 100'. Developers must also consider the high water table within Bonanza Park and should follow best practices for redevelopment within a 100 year floodplain area.

LEED ND Category 2: Bonanza Park Area Plan: Neighborhood Pattern and Design

Walkable Streets

The area plan for Bonanza Park creates the type of walkable, livable neighborhood

envisioned by LEED-ND. A new street grid will improve the internal connectivity of the area; new pedestrian pathways will augment this connectivity, encouraging more pedestrian movement within Bonanza Park, as well as providing connections to adjacent neighborhoods. Within the

Criteria for LEED ND Category 2	Points
Neighborhood Pattern and Design	
Walkable Streets	Required
Compact Development	Required
Connected and Open Community	Required
Walkable Streets	12
Compact Development	6
Mixed-Use Neighborhood Centers	4
Mixed-Income Diverse Communities	7
Reduced Parking Footprint	1
Street Network	2
Transit Facilities	1
Transportation Demand Management	2
Access to Civic and Public Spaces	1
Access to Recreation Facilities	1
Visitability and Universal Design	1
Community Outreach and Involvement	2
Local Food Production	1
Tree-Lined and Shaded Streets	2
Neighborhood Schools	1

right-of-way, sidewalks, trees, and visible crosswalks further promote walkability.

Compact Development

Buildings will have no setback requirements, allowing development to utilize space most efficiently. The ability to develop within the entire building envelope on a property encourages underground parking by ensuring increased returns within the building rather than necessitating costly parking lots - all resulting in more cost effective underground parking. It further allows for increased flexibility in building shapes, massing, heights, etc.

Mixed-Use Neighborhood Center and Mixed-Income Diverse Community

The area is zoned as General Commercial, which permits onsite live/work and multi-family housing. Height restrictions ensure that new buildings can only be three (3) stories tall; however, the Incentivized Plan allows for one (1) to two (2) additional stories if, among other things, the developer is willing to construct affordable housing onsite. Diversity is encouraged with

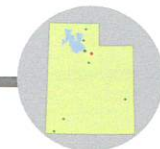
requirements for affordable and attainable housing by incentivizing a broad range of housing prices and therefore allowing Parkites of all backgrounds to live in Bonanza Park.

Access to Civic and Public Spaces

A new park in the center of the neighborhood will encourage community cohesion by providing residents a place to socialize and recreate. The Incentivized Plan grants developers additional square footage for community gardens or greenhouses. These amenities will not only promote good health, but increase interactions and cooperation among Bonanza Park residents.

"By redefining our individual and cultural priorities, we can create a more satisfying sustainable American Dream. When our priorities shift, we'll all benefit from a greater focus on taking care of things... Our personal health, families, communities, and environment will all be richer when we change just a few basic assumptions."

David Wann



LEED ND Category 3: Green Infrastructure and Buildings

Certified Green Buildings

The LEED green building rating system evaluates buildings based upon site sustainability (SS), water efficiency (WA), energy and atmosphere (EA), materials and resources (MR), indoor environmental quality (IEQ) and innovation of design (ID). LEED assigns a rating based on the number of credits a building accrues in each of these categories. In addition, LEED awards extra credits for fulfilling unique regional requirements. The levels of LEED certification are Certified, Silver, Gold and Platinum. Green buildings are more energy efficient, have healthier indoor air quality and use sustainable, reused or repurposed material in their construction. Reusing and renovating existing structures is another important approach to reducing the amount of energy and resources used in a building's construction. The Bonanza Park Area Plan requires that any developer choosing to acquire additional density within the incentivized plan must be LEED certified. Any developer build-

Criteria for LEED ND Category 3	Points
Green Infrastructure and Building	
Certified Green Building	Required
Minimum Building Energy Efficiency	Required
Minimum Building Water Efficiency	Required
Construction Activity Pollution Prevention	Required
Certified Green Buildings	5
Building Energy Efficiency	2
Building Water Efficiency	1
Water-efficient Landscaping	1
Existing Building Use	1
Historic Resource Preservation and Adaptive Reuse	1
Minimized Site Disturbance in Design and Construction	1
Storm water Management	4
Heat Island Reduction	1
Solar Orientation	1
On-Site Renewable Energy Sources	3
District Heating and Cooling	2
Infrastructure Energy Efficiency	1
Wastewater Management	2
Recycled Content in Infrastructure	1
Solid Waste Management Infrastructure	1
Light Pollution Reduction	1

ing a LEED certified structure will receive a fast-tracked review by the Planning Department.

Water Efficient Landscaping

As water is a precious resource in Park City, all projects will be required to contain features to conserve water. Exterior landscaping will have to use low-water Xeriscape options to conserve water used for irrigation.

Solid Waste Management Infrastructure

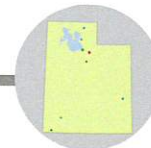
Mixed-use, commercial and multifamily residential buildings must have recycling stations, the size of which will be determined by the expected number of residents or the commercial square footage. Since many of the development projects in Bonanza Park will be redeveloping the area, the potential for waste is large. Construction sites must have waste management and recycling plans that account for both the demolition and construction of buildings.

Light Pollution Reduction

To prevent light pollution, outdoor lighting must be Dark Skies compliant per the Park City Municipal Land Management Code and, ideally, energy efficient LEDs would be utilized

Additional requirements for new construction include stormwater management, solar orientation, wastewater management and the use of recycled materials in the building's construction.

Green building and LEED certification do not necessarily increase the cost of a building. In fact, the actual cost of a green building is about as hard to predict as that of a non-green building. The total costs of a LEED building can vary widely. In 2007, Davis Langdon, a construction consulting firm, compared the cost per square foot of academic buildings, laboratory buildings, libraries, community centers and ambulatory care facilities seeking LEED certification with those not seeking LEED certification. For each building type, they found no significant difference between the cost per square foot of LEED seeking buildings and non-LEED seeking buildings. Additionally, there was no discernable difference in the cost per square foot between the different levels of certification. Simply, they concluded that buildings can be expensive, whether they are LEED seeking or not. It appears that the cost of green building has a lot more to do with the design and location of the building, than with the sustainable features it incorporates to achieve LEED certification.



'mar•kət

**a natural social structure
developed by any economic or
economically-oriented human
interaction to facilitate the
exchange of rights, services or
product ownership**

Principle 7 - Foster economic development for the residents

Theoritically Speaking...

Of the nine predominate theories of Economic Development, the following three (3) are the most applicable to the Park City market...and none is a perfect fit.

Economic Base Theory

The fundamental ideology of this theory is that sectors of the regional economy are assigned to either the basic (export) sector or the nonbasic (local) sector. The essential dynamic of the theory is the response of the basic sector to external demand for local exports (e.g. recreational amenities), which, in turn, stimulates local growth. The economic base multiplier transmits change in output, income, and employment from the basic sector to the entire regional economy. The theory's major strengths are 1) its popularity as a basis for understanding economic development in North America, and 2) its simplicity as a theory or tool for prediction. Its major weakness is its inadequacy as a theory for understanding economic development

(its focus is simple growth), especially in the long term. The Economic Base Theory strongly supports attracting industry through recruitment and place marketing. While Park City enjoys the benefits of "exporting" its recreational amenities, PCMC does not control this economic sector and does not actively recruit corporations looking to build additional such amenities.

Growth Pole Theory

Growth pole theory treats industries as the basic unit of analysis, one that exists in an abstract economic space. Economic development is the structural change caused by the growth of new propulsive industries. Propulsive industries are the "poles" of growth, which represent the essential dynamic of the theory. Growth poles first initiate, then diffuse development. Park City, with the assistance of a Federal Grant in the early 1960s, grew from a "has been" mining town to a recreational destination and world class ski resort. This recreational "focus" could arguably be considered the new growth "pole" that has dominated Park City's economic development endeavors over the past 25 years.

Entrepreneurship Theories

The basic category of economic development is the entrepreneurial function as embodied in the entrepreneur. Development itself proceeds as changes in firms and industries result in more resilient, diverse local economies. The essential dynamic driving the development process is innovation. Fundamentally, people make development happen. This is the simple strength of this theory. This theory could be considered the precursor to Richard Florida's book "The Rise of the Creative Class" – a construct that notes that innovation is the key driver to countries' (or more accurately, "global" cities") success in the 21st Century economy. Therefore, the most general application is to support an environment favorable to entrepreneurs.

(Malizia & Feser, Understanding Local Economic Development, 1999)



Supplementing the "Golden Goose"

Park City is known as a world class ski resort; a "real" community with a historic Main Street that serves as the entertainment heart of the area's three major ski resorts. It is also a City that is very educated, with many successful entrepreneurs finding the City to be a good "lifestyle choice" community. Assuming that the American Renaissance in the 21st Century will be the result of innovation, Park City should focus its economic development efforts on the latter two economic theories: the Growth Pole Theory and Entrepreneurship Theories. That is to say, continue to support the ski and outdoor recreational industry while also beginning to promote innovation opportunities that diversify the City's economy. The wealth of knowledge that resides in the community is a tremendous asset that could be tapped as a resource to begin an Innovation District (with business clustering) or assist in the start-up of a Business Incubator in Bonanza Park.

CREATING JOBS SO THE PEOPLE WHO LIVE HERE CAN WORK HERE

Park City is a unique ski town that is close to a metropolitan that maintains a diversity of jobs. A resident within Park City can choose to commute to Salt Lake City to fulfill their career objectives at a higher-paying wage while living in Park City for the quality of life and outdoor recreational opportunities. According to the recent CZB Balanced Growth Study, Park City lags in job wages when compared to Salt Lake City or neighboring Summit County.

Park City has taken a progressive step in its housing strategy to measure housing needs based on the local workforce wages. Rather than basing housing needs on the Area Median Income (where income may be generated outside of Park City), the City bases housing needs on Summit County's workforce wages. Park City is challenged with seasonal employment, yet has the desirability for entrepreneurs/creatives to want to live here. By incentivizing opportunities for entrepreneurs launch their creative endeavors within a Business Incubator, local jobs are created and employment

opportunities are diversified. Housing challenges are therefore addressed from two directions within the Area Plan, by creating higher-paying jobs and increasing housing opportunities.

Within the 2011 Park City Year-Round Economic Generator Study, DesignWorkshop concluded that launching a business incubator in the community could be successful due to "the significant pool of connected and highly educated entrepreneurs and professionals in Park City coupled with proximity to Salt Lake City and interest by Utah Colleges and universities in fostering the growth of startups." A Business Incubator Center is typically a center, run by a non-profit organization, which provide support to fledgling businesses in a variety of industries, either in terms of providing a physical location in which a number of businesses operate and share common area space (including items such as copiers, computers, etc.), or in terms of providing business planning assistance or mentoring to young companies. The role of the non-profit organization is typically to maintain the facility, connect entrepreneurs to investors, and provide business resources.



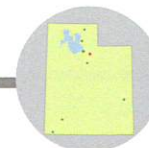
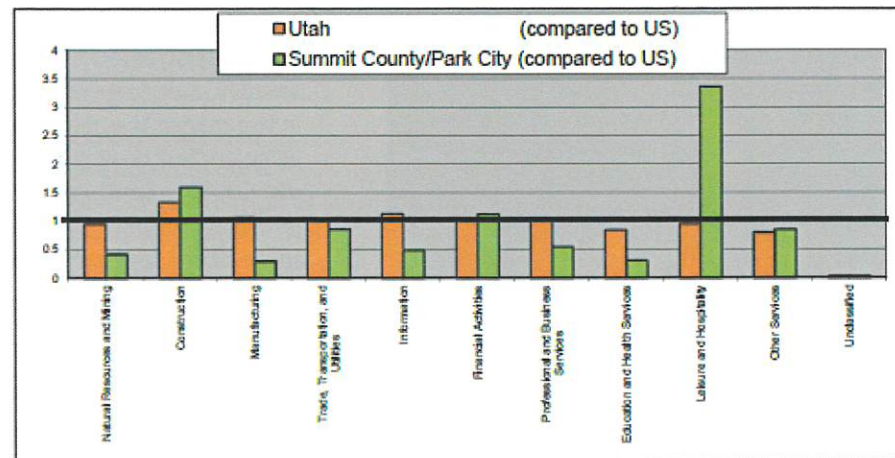
Why Supplement?

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 NAICS data (the next data set will not be available until 2012 for NAICS). 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) and compared to its region (Utah). 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 State. 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 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

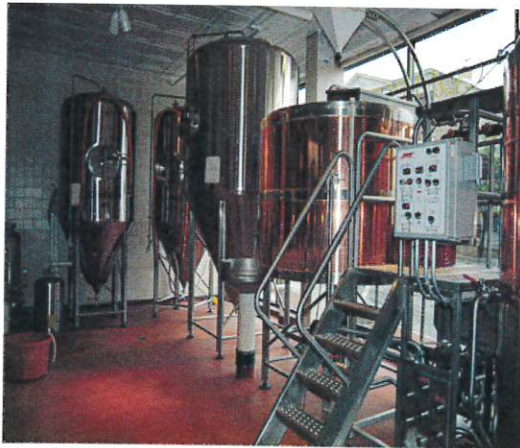
Park City's economy is heavily dependent upon the service sector industry; an industry that is relatively low-wage - in an expensive housing market.

Industry	Utah (compared to US)	Summit County/Park City (compared to US)
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



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 is warranted based upon this analysis.

Opportunities for professional live/work developments exist in Bonanza Park, if planned and incentivized accordingly. Additionally, the challenge of "spatial mismatch" (separating jobs from where employees live) is significant in Park City due to a high number of low-wage jobs in the Leisure and Hospitality industry; Bonanza Park has a future in addressing this issue.



Economic Diversification

Based upon the findings from the Design Workshop Year Round Economic Generator Study, the following outlines some potentially viable development scenarios for the Bonanza Park district:

- Mixed-use developments combining a small to mid-size grocery or pharmacy outlet with associated retail, office, and residential space. The size of these developments could vary widely, but generally could range from 50,000 to 100,000 square feet in total, depending upon the number of uses and tenants integrated into the final site plan.
- A brewery restaurant, combined with a smaller scale brewery production facility in the rear of the restaurant, developed as an anchor tenant for the Bonanza Park district. This combination of restaurant / pub and production facility could emulate some of the tourism-related breweries in other communities in the West (including O'Dells and New Belgium breweries in Fort Collins, Colorado and similar popular breweries in the Pacific Northwest). This development could attract tourists to Park City who wish to take brewery tours and would likely attract a significant number of both day skiers and destination skiers in the Park City market. The larger acreages available for potential redevelopment in the Bonanza Park district make this area the logical location in town for a brewery that includes a somewhat larger production facility coupled with a restaurant and gift shop. This concept could include from 20,000 to 40,000 square feet of total space.
- An Innovation District that includes office space as well as adjacent retail, service and residential uses within the Bonanza Park district. The retail components could complement the office and employment uses within the district and include restaurants, coffee shops, and service retail (such as dry cleaners, copy shops, etc.). Associated service uses could include offices for FedEx, banks, and other uses that support nearby businesses. Nearby residential uses could include apartments, condominiums, and live-work units that combine residential space with areas for small businesses. As noted, the size of potential Innovation Districts can vary significantly, from a few acres to several hundred acres. The exact

size of a potential district within Bonanza Park would depend upon the ability of a particular developer to assemble various parcels and the demonstrated need for incubator space in the future.

- A Business Incubator facility, perhaps integrated with adjacent retail or residential properties. As noted, a business incubator could range from space within an existing office building to an area that spans more than a few blocks. A potential development scenario for Bonanza Park would combine a business incubator facility with retail including small restaurants or service retail, or a range of residential properties including multi-family units.

- A branch or satellite facility for a higher educational institution, integrated within or adjacent to retail, office, or residential uses. A potential higher educational facility could be housed within a potential mixed-use development within Bonanza Park that includes these varying uses. The size of the overall mixed-use development could vary significantly, from a few acres up to several dozen acres.

- A culinary school coupled with an adja-

cent restaurant (5,000 – 10,000 square feet)

- A campus for a performing arts festival that integrates office and potential retail uses (including a gift shop and food and beverage) along with space for theatrical or musical practice and exhibition. This space could be used to provide additional performance space during the Sundance festival and could serve as space for year-round education and development of new film or theatrical productions. The size for such a campus could vary widely, from 5,000 to 10,000 square feet on the low end to as much as 40,000 square feet on the high end).

- A conference facility coupled with retail and office uses serving convention or meeting attendees or companies that provide services for meetings or conferences. As noted, the size for convention or conference facilities could vary widely, and the exact size of this development scenario would depend on the ability of a particular developer to secure various parcels and integrate additional uses (such as retail or office) along with meeting space.

In the Spring of 2011, Conventions, Sports and Leisure International (CSL) completed the "Feasibility Study of a Potential New Multi-Use Events Center in Park City." The study concluded that if a Multi-use facility were built within Park City, it should include the following key aspects:

1. Multipurpose Hall

- 60,000 SF subdividable, column-free, concrete floor
- Minimum of 35-foot ceiling heights
- Utility floor grids, independent loading vs. public access, climate control

2. Breakout Meeting Space

- Up to 10,000 SF of breakout meeting space
- Lower ceiling heights, subdividable, carpeted
- Could serve office space purposes (i.e. Sundance)

3. Sufficient pre-function, support and storage space

4. Assumption of purchase of 6 @ 120' x 80' portable hardwood floor courts (allowing for 6 full size baseball courts and 12 full-sized volleyball courts), plus other necessary equipment

5. While much of the event space will be flexible, basic and multipurpose in nature, exterior design and aesthetics much match "Park City" quality levels



Community Development Area (CDA)

While Park City created the State's first Redevelopment Area (RDA), the Main Street Redevelopment Area in 1978 (the first in the State), and followed with the Lower Park Avenue Redevelopment Area in 1981, the State of Utah no longer allows for the creation of new RDAs. That does not mean that many of the tools associated with an RDA can no longer be utilized, under Utah Law, Park City (through its Redevelopment Agency) can create a Community Development Project Area or CDA. A CDA is an economic development tool which allows the City to capture a specified portion (tax increment) of the property taxes from new growth in a specific geographic location. In a CDA, the City and all other public entities must "opt-in" on a property tax rebate if they see fit. Incentives are awarded as a percentage of the tax increment created by the development. These incremental taxes can be used to promote economic development within a specific area, such as Bonanza Park, through such things as the funding of:

- Public infrastructure

- Development incentives; and
- Land acquisition, etc.

Property included in a CDA will not experience any direct tax impact from being included in the CDA. The mechanics of a CDA affect the end-use of new tax dollars in future years but have no real effect on raising or lowering the tax rate in the area. The only potential tax impact from a CDA would be the indirect increase to property values from surrounding growth within the area that might occur because of the success of the CDA.

In the case of Bonanza Park, the southern portion of the district is within the City's Lower Park Redevelopment Area and, therefore, development in this area could qualify for redevelopment incentives (e.g. gap financing, low-interest financing, infrastructure assistance, etc.). A CDA might be a viable option for the northern portion of the district, but is subject to approval by the various taxing entities.

Economic Clusters

Utah's Economic Cluster Initiative is designed around proven economic principles where collaboration among organizations offers sustainable advantages to local economies.

What are Economic Clusters?

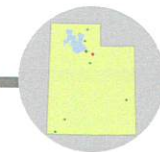
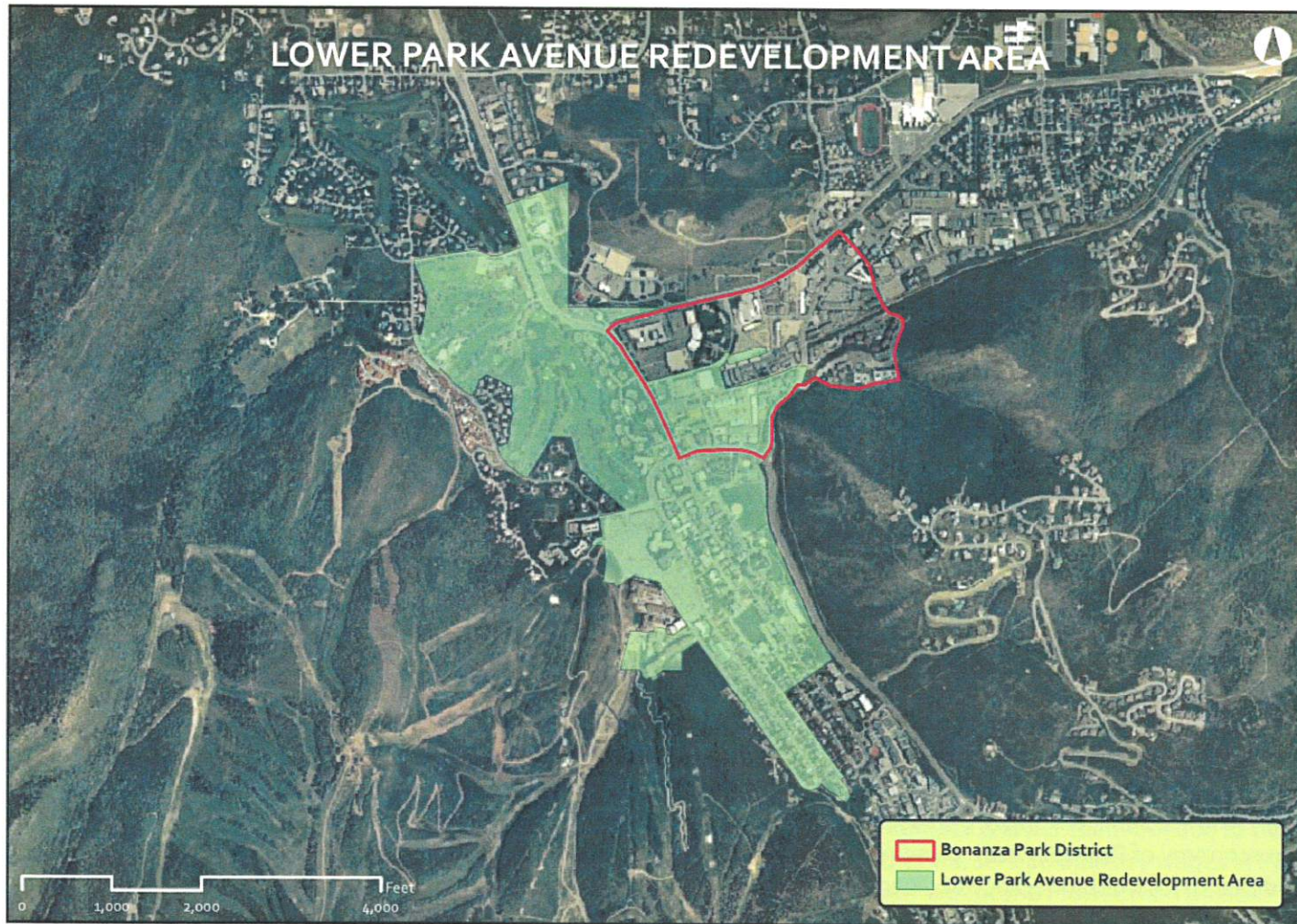
Economic clusters are groups of related businesses and organizations within industry sectors whose collective excellence and collaboration provide a sustainable competitive advantage.

How will Government Facilitate Economic Clusters?

The Governor's Office of Economic Development serves as a catalyst to align necessary resources and policies that contribute to successful economic clusters. The key is to bring industry, research, capital, talent, technology and government together around industry sectors that possess the greatest return on investment for the State. Businesses which align with clusters are highlighted when applying for State incentives.



A portion of the Lower Park Avenue Redevelopment Area overlaps the Bonanza Park district. Possible incentives are available to those areas of the district that fall within the RDA boundary.



Principle 8 - A place for locals to live (and work and play)

The livability of Park City is directly affected by the availability of a sufficient amount of housing affordable to all residents. A diversity of housing types and prices allows residents to move within the community from one housing type to another, for example from an apartment to a condominium to a single-family home reflecting changing life styles and circumstances. This can translate directly into neighborhood, community, and regional stability. A community that can rely upon access to adequate housing choices near employment centers and services will be less mobile and more involved within their community.

The redevelopment of Bonanza Park offers significant opportunities to address the identified needs for housing variety and affordability. A variety of housing styles and price points contribute to the vibrancy and diversity of the community. Without housing options, the community will likely lose the service workers that sustain the economy of Park City year round, in addition to losing the vibrancy of diverse

cultures and lifestyles. When workers live elsewhere and commute into Park City – what Planners term Spatial Mismatch – there is a negative impact on traffic and travel times as well as air quality.

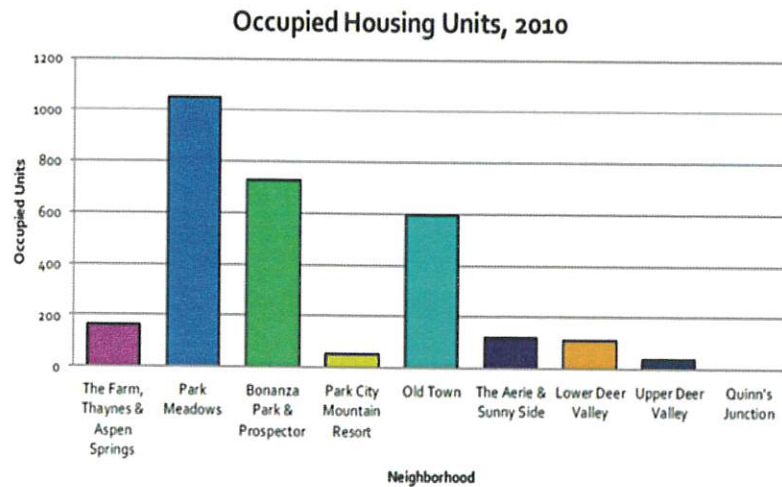
Over the past decade, trends have established themselves that threaten the future of Park City as a place for locals to live. These trends include the rise of secondary housing, the increased gap between income and home prices, the lack of apartment rental units, and the lack of mid-range housing (priced \$300,000 – \$450,000). This creates a shortage of lifecycle housing for our aging community, causing instability. Lifecycle housing and community diversity are directly influenced by housing affordability and having housing options.

Within the current General Plan rewrite, Park City is being analyzed on a neighborhood level (nine have been identified within Park City). The Bonanza Park/Prospector neighborhood is one of three neighborhoods within Park City in which the majority of residents are primary residents. It is also one of two neighborhoods in which the majority of the population

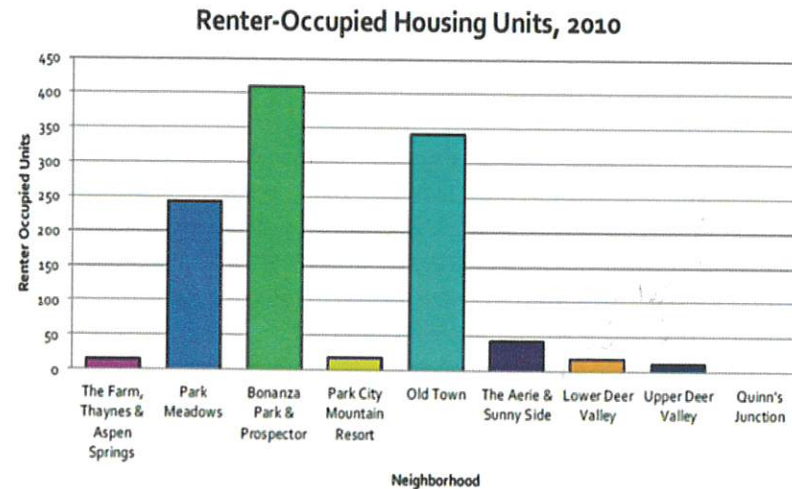
Affordable Housing

The US Department of Housing and Urban Development (HUD) considers housing costs – rent plus basic utilities, or mortgage, tax and insurance payments – affordable when they consume no more than 30 percent of a household's income. By this measure, affordability is a relative concept that can be applied to people of all income levels. The implication is that low- and moderate-income households who pay more than 30 percent of their gross income for housing are more likely to have to defer or cutback on purchases of other important necessities such as medical care and clothing. This is the most basic and most frequently used measure of housing affordability. It is a useful, simple and easy to understand measure of affordability.





Source: US Census Bureau, 2010 Decennial Census



Source: US Census Bureau, 2010 Decennial Census

rents rather than owns. To keep this segment of the population within the Bonanza Park district, affordable rental units that do not allow nightly rentals are encouraged in this district. The one type of nightly rental that is encouraged within the district is a true hotel along the periphery of Kearns and Park Avenue to create more jobs and therefore more local dollars recycling through the Park City economy. At a maximum, nightly rentals should be limited to no more than 15%-20% of a development's housing units and require the approval of a

Conditional Use Permit (CUP).

The standard benchmark by which to define low- and moderate-income is as a percentage of the Area Median Income (AMI), which is calculated annually by HUD for jurisdictions across the nation. The 2011 AMI for three-person household in Summit County is \$99,270. Park City uses a similar measure for defining income groups, substituting AMI with the Median Workforce Wage based in Summit County. The median workforce wage is a measure

of income derived from jobs in Summit County. In comparison, the AMI reflects all earned income of residents regardless of where the income was earned. Basing housing needs on local wages supports the goal of creating housing opportunities for people to work and live in Park City. The Median Workforce Wage for a three-person household in Summit County is \$53,378 (this number is lower than AMI due to the fact that the service-industry wages in Park City are significantly lower than those of other sectors of the economy).



Defining Affordable Housing Needs in Park City

Similar to other resort/destination communities, the income spectrum of affordable housing is much greater in Park City due to the resort influence and desirability. The gap between housing prices and area median income has continued to grow with the median home price rising dramatically and household income increasing only marginally. The current median real estate value to median income ratio is 9.36 (CZB 2011).

FOOTNOTE

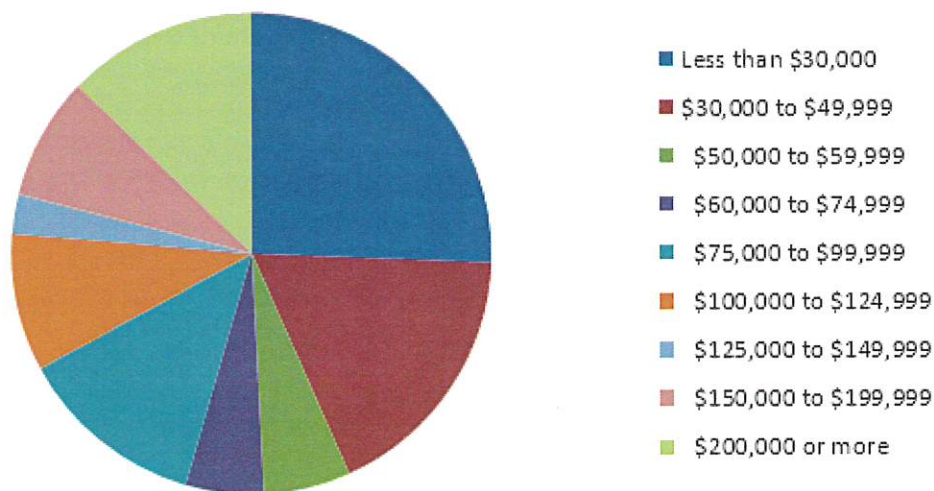
This means that the median home price is 9.36 times the median household income. Typically, housing is within reach for purchase if it is priced at three (3) times the household income. In the past decade, there were very few opportunities for ownership for moderate-income household (80% of AMI) with zero opportunity for single-family homes and only 16.8% of condos within their buying power (Wood, 2010).

Traditionally, the need for affordable hous-

ing opportunities is considered an issue primarily affecting low-income individuals and families. Traditionally, affordable housing programs target lower income households at or below 50% AMI. In resort and destination communities, housing af-

fordability is also of concern to moderate and middle-income earners. The growing trend throughout the nation is toward encouraging a variety of housing types, tenure, and price options to accommodate an economically diverse work force and

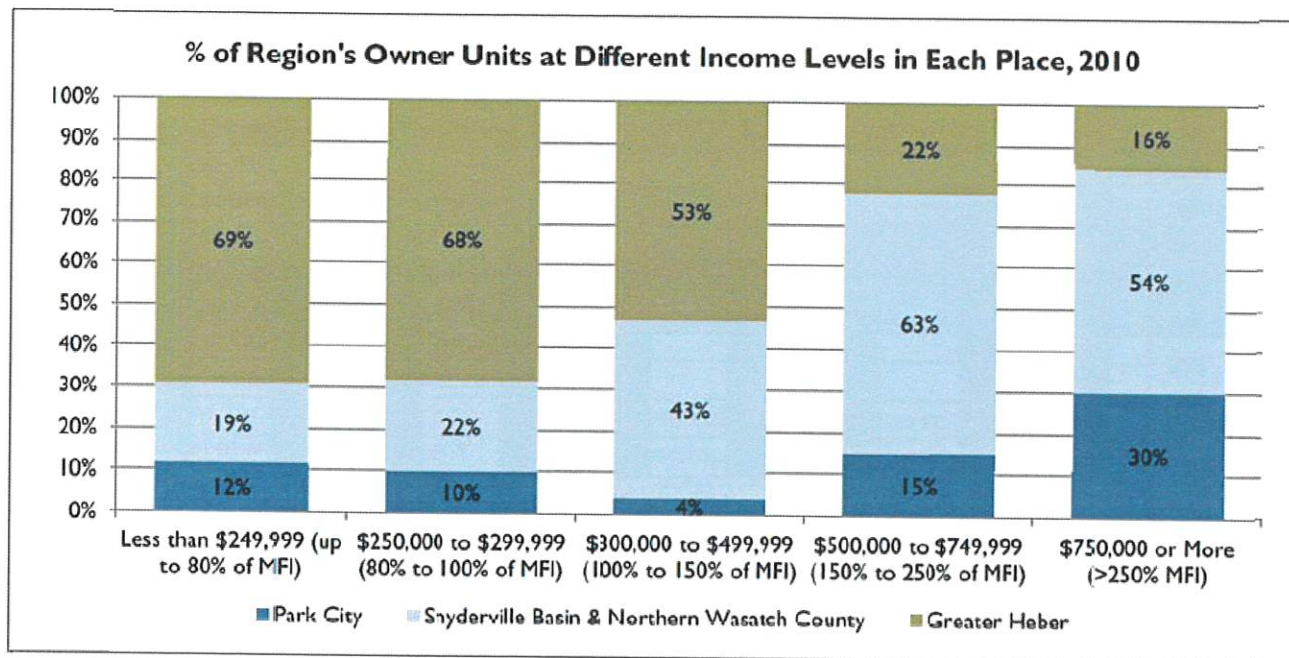
Park City 2006-2010 Household Income,
American Community Survey



community. Within the Bonanza Park Area Plan, the term "Attainable Housing" will be utilized to cover the segment of the population up to 328% of Median Workforce Wage (175% of AMI).

In the 2011 Park City Balanced Growth Study, CZB identified that "of all price points, Park City provides the least housing for households at 100% to 150% of the median family income. Just 4% of the region's

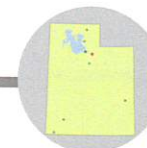
owner units valued between \$300,000 and \$499,999, were in Park City in 2010." This scarcity creates a void in the housing ladder that forces residents hoping to move into this range to move outside the Park



Sources: 2006-2010 American Community Survey 5-Year Estimates, czbLLC

Note: "Snyderville Basin" is defined as the portion of the Park City County Subdivision outside of Park City; "Northern Wasatch County" is defined as the Northern Wasatch County Subdivision; "Greater Heber" is the combination of three county subdivisions – Heber City East, Heber City South, and Heber City West.

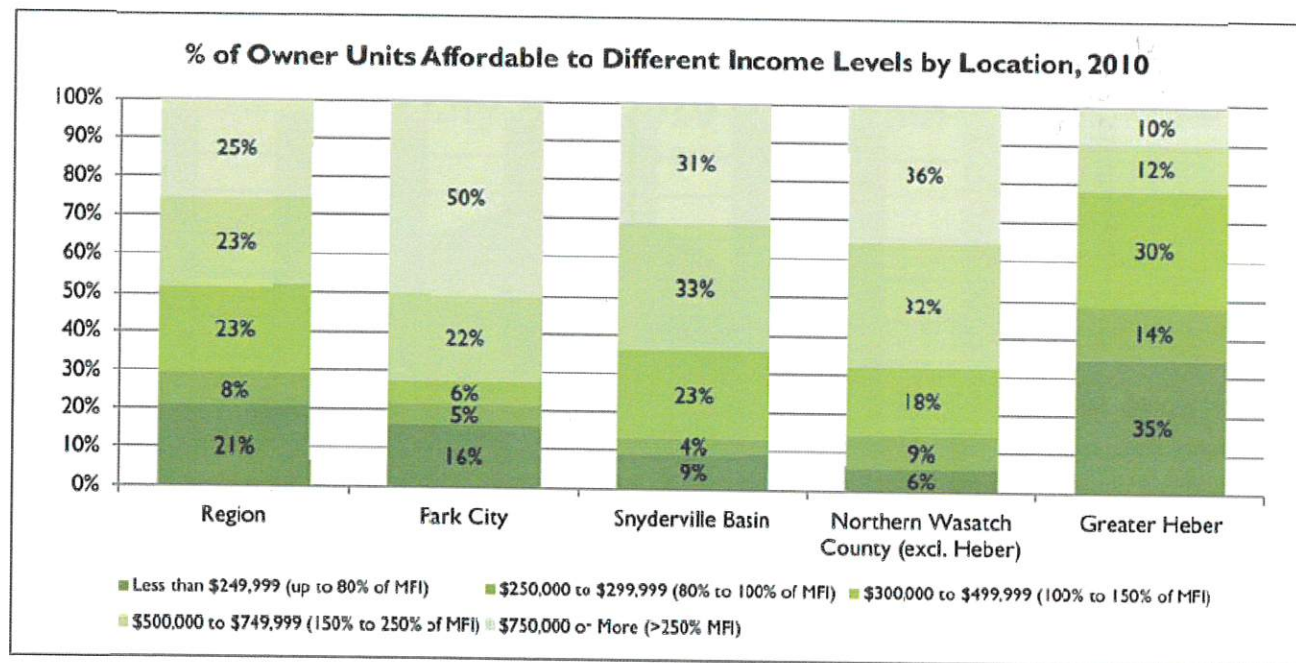
This graph illustrates the percent of housing stock in Park City, Snyderville Basin, and Greater Heber. Noticeably deficient in Park City is housing stock in the \$300,000 - \$500,000 range. Conversely, 30% of the >\$750,000 housing stock in the region is located in Park City.



City limits or remain in their current housing that does not meet their needs. This includes established families that desire to upgrade as well as empty nesters looking to downsize and remain in the community.

This gap in housing product jeopardizes the stability of the community and life-cycle housing opportunities.

This graph illustrates the housing cost disparity that exists throughout the region; a greater percent (25%) of the region's housing stock is valued at >\$750,000 than is valued below \$249,000 (21%). This issue leads to workers living further away from their place of employment; an unsustainable practice.



Options for Addressing Housing Affordability in Bonanza Park

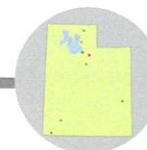
The Bonanza Park Area Plan includes a variety of housing options and price-points. This will address the concern among residents that the City is lacking in both affordable housing opportunities as well as overall diversity in housing stock (as cited in the 2011 Citizen Satisfaction Survey). The current housing policy (2007) in Park City requires annexations and master planned developments to provide affordable housing equal to 15 percent of the total approved market rate residential and/or housing for approximately 20 percent of the employees created through commercial development. Within this policy, the target income for rental units is 100 percent (\$53,378) of Median Workforce Wage; for ownership housing the target income is 150 percent (\$80,000) of Median Workforce Wage.

An alternate option for addressing local housing needs has been created. The Bonanza Park Area Plan housing option gives developers the option to create a mix of affordable and attainable housing as

Bonanza Park Housing Options				
Requirement: Minimum 25% of Floor Area				
Tier	Target Workforce Wage	Maximum Workforce Wage	Distribution of Units within Project	Targeted Income Range in 2011
1	100% WFW	125% WFW	10%	\$53,378 - \$66,722
2	125% WFW	150% WFW	20%	\$66,722 - \$80,067
3	150% WFW	175% WFW	40%	\$80,067 - \$93,411
4	175% WFW	225% WFW	15%	\$93,341 - \$120,100
5	225% WFW	328% WFW	15%	\$120,100 - \$175,080

outlined below. This option requires that the developer build the affordable/attainable mix at 25% of the overall floor area of the building, rather than the 2007 housing policy (15 – 20%). The range of housing in the Bonanza Park Area Plan housing option is consistent with the needs identified in the 2011 Balanced Growth Study; up to 328% Median Workforce Wage (175% of AMI). To further incentivize this mix

of units, fee waivers of up to \$5,000 may be requested per affordable housing unit. The Bonanza Park Area Plan incentivizes developers to build their affordability requirements on site with options for greater height allowances and decreased setbacks within the FPZ.



Option for Multifamily Apartment Units

The Bonanza Park Area Plan creates an incentive for apartment units within Bonanza Park. Apartments are a building with multiple units that are owned by an entity. They are not owned independently like a condominium, and therefore produce more rental opportunities. As identified within the 2010 Housing Market Assessment, two important features of housing development over the past decade in Park City are "(1) the total absence of new apartment units and (2) the high concentration of second homes. Over 80 percent of the new residential units built from 2000 to 2009 were second homes." To help curb the trend of an absence of new apartment units, the Incentivized Plan creates an option for builders to receive a 10 percent increase in square footage for building a true apartment product (deed restricted) which includes onsite affordable housing requirements and prohibits the conversion of the units to condominiums. The incentive has been put into place to help developers absorb the initial cost for the long term investment. Apartment rental opportunities are necessary to maintain diversity in

Bonanza Park.



This article appeared on December 22, 2011 and noted the hottest markets in the Greater Park City area - Bear Hollow, Silver Springs, Trailside Park, and Kimball Junction areas. The market in the area is strongest for condos/housing priced between \$250K and \$500K.

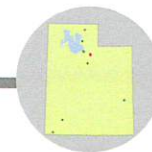
Park City, Utah has 21 real estate neighborhoods which make up the greater Park City area. Sales volume for single family homes and condominiums in these areas are showing strong increases versus last year and some areas currently have very low inventory levels.

The four hottest real estate market areas in Park City are in the Snyderville Basin area near Canyons Resort. The unit sales for 2011 versus the current for sale inventories for the Sun Peak/ Bear Hollow, Silver Springs, Trailside Park and Kimball Junction areas all correlate to less than six month's inventory.

The current supply of single family homes compared to the sales in 2011 (absorption rate) of Park City's 21 areas correlate to less than one year's inventory. The numbers are skewed slightly toward lower priced homes in Park City as inventory levels of homes under \$500K are at less than 8 months' supply while homes ranging from \$500K-\$1M show a 9 month supply. Inventory levels for homes between \$1M and \$2M is about one year while the supply of homes priced over \$2M would take over 3 years to sell at current sales rates. Areas that have an abundance of homes listed for sale at over \$2M which have a multi-year supply include Empire Pass, The Colony, Glenwild, and Deer Crest. Lower Deer Valley also has years' worth of single family homes for sale given the current sales rates. Areas with absorption rates less than one year (in addition to the four mentioned as the hottest areas) include Park Meadows, Upper Deer Valley, Prospector, Pinebrook and Jeremy Ranch.

Condominium sales in Park City were strongest for prices below \$500K with nearly 200 sales being between \$250K and \$500K. Condominiums priced below \$250K made up the second strongest price range with over 150 sales. The absorption rate (current supply divided by average monthly sales) for condominiums priced between \$500K and \$1M is over 2 years while the rate for condominiums between one and two million dollars approaches a 3 year supply. Neighborhoods with a relatively tight supply of condominiums include Park Meadows, Canyons Resort, and Prospector. Kimball Junction, Bear Hollow, Jeremy Ranch and Pinebrook all have less than 6 months' worth of supply at this year's sales rate.

YouInParkCity.com Group (22 Dec 11)



Principle 9 - Address the housing and social needs of the district's diverse population

"Diversity" and "Lifelong Community" are not common terms related to ski towns. Park City is a unique resort community with privately owned development lands, a close metropolitan employment hub, and outstanding community amenities. These attributes have created a true community within a ski town with a diversity of residents. Many who live in this town would consider it a "lifestyle choice" community – meaning they have chosen to live here because of the amenities and would like to be able to continue to live here as they age.

Aging In Place

Our resident population is aging; the largest age segment of the Park City population is the 25 – 29 year olds, followed by the 50 -54 year olds. The baby boom generation is the segment of the US population born between 1946 and 1964, during the post-World War II era. The Park City decennial population trends are reflective of the large baby boom population. In 2011, the first of the baby boom genera-

tion (born 1946) stepped into their senior years.

As baby boomers become seniors, a new focus on planning for baby boomer retirement has become a national trend with a focus on lifecycle housing and lifelong communities. A primary tenant within a sustainable community is the lifelong resident. Sustainable communities must have housing options for residents during all stages of their life.

The Lifelong Parkite

Park City offers many of the elements of lifelong community, especially those attributed with recreation and nature. The greatest challenge for older residents within the community is housing. As discussed previously, housing has become out of reach for many of Park City's existing residents over the past 20 years. The Bonanza Park Area Plan recognizes the large gap in housing affordability and the impact this gap has on the local residents. Without affordable options, life-long residents and cultural diversity is threatened.

"The more successfully a city mingles everyday diversity of uses and users in its everyday streets, the more successfully, casually (and economically) its people thereby enliven and support well-located parks that can thus give back grace and delight to their neighborhoods instead of vacuity."

Jane Jacobs - "The Death and Life of Great American Cities"



Seniors prefer to remain in their communities. Changing healthcare needs, loss of mobility, financial concerns, home maintenance and increasing property taxes, present significant impediments to the simple desire for seniors to age in place (M. Scott Ball, Aging in Place). As seniors' needs change, it is often necessary to move into housing that is smaller, single floor use, easier to maintain, and closer to everyday needs. Housing to serve this population should be addressed in Bonanza Park.

As the baby boomers begin to become seniors, there is an active, mature community that would like to age in place in Park City. Yet, as the baby boomers become empty nesters and retirees, many desire to downsize both in terms of square footage and cost. With the sky rocketing real estate values over the past two decades, the idea of downsizing to save is not an available alternative within the City limits (due to the limited supply of affordable housing - the gap in the housing ladder). As indicated in the 2009 Vision Park City survey results, one of the most common reasons Park City's residents leave Park City is for more affordable housing options.

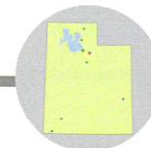
The Bonanza Park Area Plan attempts to change this trend and create housing options through a new attainable housing program. Developers are incentivized to create more residential units within a broader range of affordability onsite. The incentivized plan allows developers to exceed the height limit to build onsite units. It also introduces a greater range capturing not only affordable units (at or below 50% AMI) but also units up to 175% of AMI. This will create a greater variety of housing opportunities, including options for baby boomers to downsize into.

The Area Plan also recognizes the lack of assisted health care alternatives for seniors. There are currently no assisted living facilities within the City limits. The Area Plan incentivizes additional square footage allowances for developers choosing to build an assisted living facility.

The Area Plan is designed with many principles that are desirable for aging in place; including mixed use, walkability, incentives for a new community center, and a public park – all elements that support vibrant, healthy communities. The Area

What makes a lifelong community

- A wide range of housing types and prices, including affordable and attainable housing, condominiums, apartments, co-housing, assisted housing, and high-end penthouses.
- Access to shops, programs, services, technology, and transportation.
- Safe, attractive, and walkable mixed use neighborhoods.
- Daycare for children and seniors.
- Cultural and recreational opportunities.
- Multi-generational interaction, community center, and gathering places.
- A healthy, attractive outdoor environment.
- Access to locally grown food and farmer's markets.
- Parks with playgrounds, shade, benches, games, and art.
- Opportunities for life-long learning, volunteering, and independent living.
- Access to the greater community.
- Energy efficiency and stable economic base.
- Employment for a wide range of ages and backgrounds.



Plan promotes multi-generational interaction with a focus on improving the public realm. The Area Plan has been designed to enhance a vital sense of connection and belonging for all residents. At the root of lifelong communities is the desire to "age in place" and to stay connected to the community throughout one's life.

Cultural Diversity

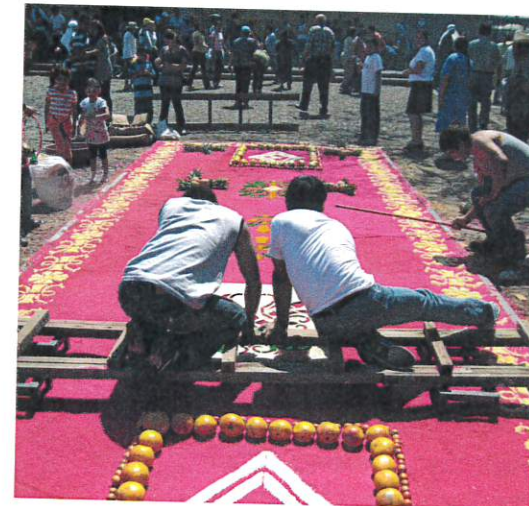
The Bonanza Park/Prospector Neighborhood is the only neighborhood in Park City in which the majority of the population is not white. According to 2010 Census data, the neighborhood is dominated (52%) by the Hispanic/Latino community. Furthermore, it is generally assumed that Hispanic/Latino population is underrepresented in the Census due to potentially inaccurate reporting of household sizes. The Bonanza Park/Prospector neighborhood is one of two (2) neighborhoods (Old Town) in which the majority of the residents rent.

As a part of the redevelopment process, it is essential that the current residents are not displaced through gentrification. To keep the current diversity, there must be a

range of housing opportunities reflective of the existing conditions. Currently the area includes multifamily apartment buildings and condominiums. The Area Plan incentivizes affordable housing on site, greater options for affordable/attainable housing, and multifamily apartment rental units (not deed restricted).

The second ingredient to maintaining diversity during redevelopment is to influence design that is desirable for the local population. In a 2005 study by Michael Mendez, many parallel design traits of both Latin cultures and new urbanism were documented. Mendez explains that the Latin culture focuses on socializing and therefore favors designs which create more opportunities to socialize, such as a front porch or neighborhood park. Other new urbanist design standards that support Latin cultural traits include: compact density (small lots and multifamily units), a focus on public amenities (parks and public transportation), affordability, and a mix of land uses (residential/commercial). Latin cultures have adapted to American design, utilizing the available semi-private spaces (porch, driveway) to socialize. The Bonan-

za Park Area Plan creates a flexible design framework that must be incorporated into all new building/landscape designs during redevelopment. The design framework focuses on the public realm with attention given to authenticity, human scale, contemporary design, and place making.



Principle 10 - Create an authentic district via good design

One of the greatest challenges to the redevelopment of an area is creating authenticity. The 2009 Vision Park City document created a framework that helps define Park City's personality, spirit and character. The Bonanza Park design framework has been created to allow for architects to create buildings and public spaces that are authentic to Park City. When planning to build in the Bonanza Park District, design teams must be thoughtful to consider how the site, the building, and the spaces in-between create an authentic place reflective of Park City.

Authenticity is essential to the success of any redevelopment area; the challenge with building new is typically one of scale. 21st Century development practices tend not to be piecemeal or organic - large tracts of land are often developed at a single point in time and, as a result, can result in a horizontal streetscape pattern that has no unique identity or appearance of change of function. This lack of authenticity is often seen in suburban development. This type of development should not be

permitted within the Bonanza Park district.

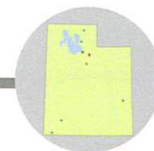
In addition to the actual design of structures, developers are encouraged to further subdivide properties into smaller lots within the Bonanza Park district. Further subdivision will result in increased diversity of design and phased development over time - all of which lead to authenticity.

Park City's core values: Sense of Community, Natural Setting, Small Town, and Historic Character are qualities identified throughout the Visioning process reflecting the core, or heart, of Park City. These core qualities are enduring and, if significantly altered, would affect the essence of Park City. Within redevelopment, it is these core values that must be reinforced throughout the design to continue creating the "place" we know as Park City.

The Bonanza Park Design Framework creates an overarching goal of creating authenticity through the three design criteria of: human scale, contemporary design, and place making. Each of the criteria is further explained through words and photo imagery within this Principle.

**"The longer
I live the more
beautiful life
becomes. If you
foolishly
ignore beauty,
you will soon
find yourself
without it.
Your life will
be impoverished.
But if you
invest in
beauty, it will
remain with
you all the days
of your life."**

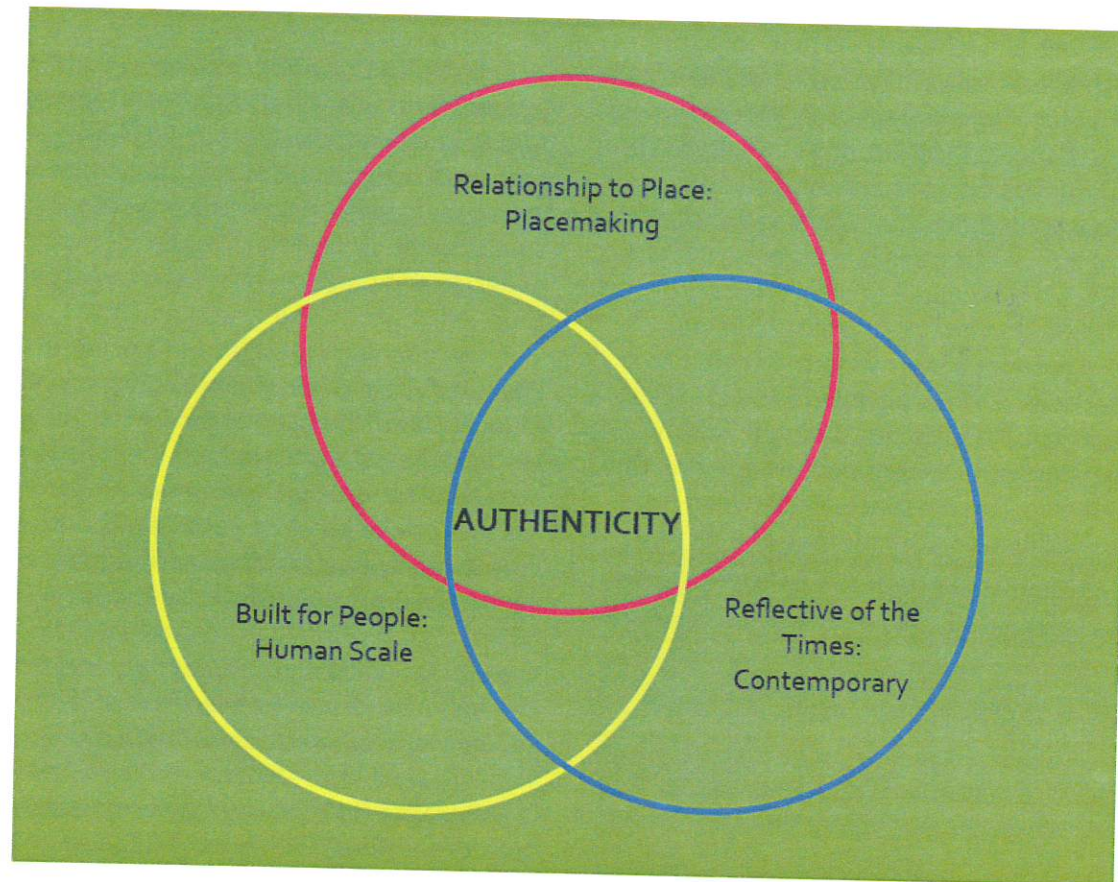
Frank Lloyd Wright



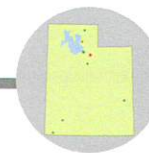
The Bonanza Park design framework has been conceived with flexibility to allow creativity as well as adaptation to the times, trends, and materials. With evolution in technology, the economy, and knowledge, the framework has been created to adapt to the changes by the establishment of tried-and-true principles that create great places. The purpose of the design framework is to ensure great public and private spaces in which the experience is reflective of Park City, (and specifically the mixed-use neighborhood concept for Bonanza Park) including delight, beauty, and health.

The design framework that is outlined in the following pages is built upon three (3) constructs to achieve authenticity: human scale, contemporary (design for the present, not "modern") design, and placemaking. A strong set of design guidelines based upon these constructs is strongly recommended for the Bonanza Park district.

The design framework indicates that all elements of design must work together to create authenticity.



With good design, the "feeling" of a Neighborhood can be defined
(wordle.com)



Human Scale

The human scale promotes a built environment that is comfortable and relates to people.

It creates opportunities for people to interact with the buildings from the outside-in and the inside-out.

Attention to the human scale and experience lies in the details: street lights, hanging baskets, pavers, public art, street furniture, etc.

It slows people down. According to Jan Gehl, architecture should be for three (3) mph travel, not 35 mph travel. Spaces are small, signs and signals are small, and buildings façades have lots of details since pedestrians have a good vantage point and time to appreciate a building's character. 35 mph architecture has large spaces and not much detail, since viewers do not have time to see it as they are most likely traveling in cars.

The human scale considers sunlight, wind, the natural environment.



HUMAN SCALE IS...



...open and encouraging of public exchanges



...comfortable and interesting via the variation of building facade on a regular/irregular basis



...interactive and appealing

HUMAN SCALE IS NOT...



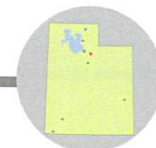
...dull and closed facades that lack detail, relief, and variation of function



...disconnected and unwalkable



...designed solely for the convenience of the automobile



Contemporary Design

Architecture that reflects the present.

Recycled and Sustainable Product, Energy Efficient, Smart Design

Contemporary Design is new and reflective of the present. New designs are conversation pieces of which we learn from and debate. The inclusion of contemporary design should provide a platform in which design teams can create and exemplify cutting-edge technology and make a statement of the times.



"Located in San Francisco, California, the Folsom Dore Apartments is the first LEED certified residential building in Northern California and was developed by Citizens Housing Corporation (CHC), a non-profit affordable housing developer based in San Francisco. The 98 unit apartment building was built on an urban infill site surrounded by light industrial spaces, small businesses and residential buildings, and replaced a parking lot and a non-operational commercial laundry facility. The facility's two storey brick façade was held up by five 24 inch diameter steel braces for more than six months before it became fully integrated into the new five storey building." Gabreport.com

CONTEMPORARY DESIGN IS...



...reflective of today in terms of design, materials, and function



...architecture that reflects the community's needs, such as lifecycle housing



...modern interpretation of the past

CONTEMPORARY DESIGN IS NOT...



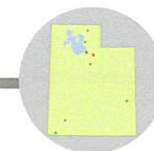
...re-created and representing another time/place



...historic



...anywhere USA



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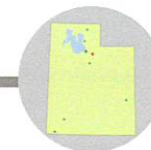
...re-created and representing another time/place



...historic



...anywhere USA



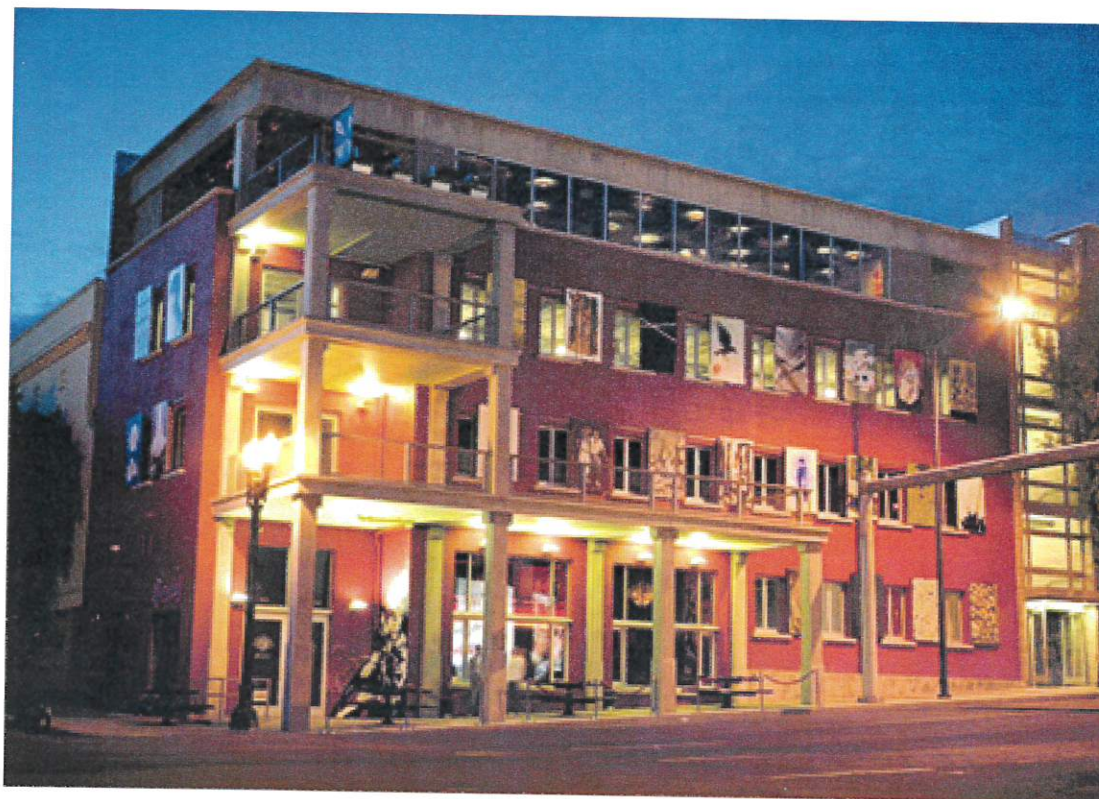
Placemaking

The art of relationships between people, architecture, landscape and place.

The connection to the locale and the locals.

The preservation of place and views.

Interactive displays, public art, history expressing core values designed in collaboration with residents.



The Burnside Rocket, located in Portland, Oregon is a great example of placemaking with local art in the 24 office windows that has been painted by local artist. The building has an edible roof from which produce is harvested by the restaurant tenants within the building. The building's low carbon design saves 350 million BTU/yr. There is shared neighborhood parking rather than on-site, and its location next to bicycle routes, bus, and rail makes it extremely environmentally conscious and reflective of the community's core values.

PLACEMAKING IS...



...that which creates opportunities for residents to gather



...connected through patterns, architecture, landscaping, and point of interest



...reflective of the residents' personality, experience, and character; it tells a story of place/time

PLACEMAKING IS NOT...



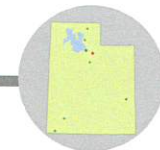
...lacking character



...boring



...anywhere USA



Placemaking – The Need for Something That Will Endure

Placemaking is a concept that planners speak of often; but rarely define. According to New York based Projects for Public Spaces (PPS):

Placemaking is not just the act of building or fixing up a space, but a whole process that fosters the creation of vital public destinations: the kind of places where people feel a strong stake in their communities and a commitment to making things better. Simply put, Placemaking capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well being.

Unfortunately, the way cities, towns, and suburbs are built today has become so institutionalized that community stakeholders seldom have the opportunity to voice their ideas and aspirations about the places they inhabit. In order for the process of Placemaking to be truly effective...planners, designers, and engineers must move beyond their habit of looking at communities

through the narrow lens of single-minded goals or rigid professional disciplines. Experience has shown that when developers and planners take advantage of the inclusive, multi-dimensional nature of Placemaking – which welcomes as much grassroots involvement as possible – they spare themselves a lot of serious headaches. Common problems like traffic-dominated streets, little-used parks, and isolated, underperforming development projects can be avoided by this process of viewing a place in its entirety, rather than zeroing in on isolated fragments of the whole.

This concept of "viewing a place in its entirety" is directly applicable to the Bonanza Park district. Bonanza Park is part of the whole of Park City; it is time that this district evolves to realize its full potential.

New York City's Central Park is one of the most recognizable places in the nation. Central Park was designed by Frederick Law Olmsted and Calvert Vaux in 1858; it is the result of a thorough planning and design process



'plās • 'mā • kin

the process of creating great places that attract people because they are pleasurable, interesting and offer the chance to see other people. Placemaking is characterized by a focus on activities, management, community, and sociability, as opposed to architectural or landscape design; the end result of placemaking is the development of great public places, such as squares, plazas, parks, streets, and waterfronts.

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Form Based Codes - A Perspective

Reshaping Bonanza - Form-Based Approaches for the Future of Bonanza Park

In the December 2011, the Park City Planning Department received a report prepared by Jordan Backman as part of his capstone project in the Master of City and Metropolitan Planning program at University of Utah in the College of Architecture + Planning.

Jordan's report focuses on considerations regarding Form-Based Codes (FBCs) that are best dealt with and decided upon before the drafting of the code begins. Such considerations include the form in which the code is implemented, the organizing principles for regulation, and how the code is to be administered by staff or City Officials. The report also noted potential pitfalls that could compromise effectiveness. The aim of the report was to help the City understand the principles that underlie a quality FBC and to offer some specific recommendations in relation to those principles.

The report is not a set of design standards

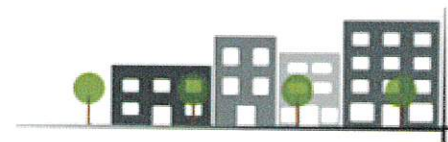
for Bonanza Park. The report represents an important first step in preparing for drafting a potential Form-Based Code. Despite the fact that the report does not recommend specific design standards, design topics are addressed and general recommendations are given in relation to those standards. The report includes potential benefits such as better public spaces, flexibility of uses, predictability, and administrative efficiency. The report also recognizes challenges such as not making it too prescriptive and not neglecting training for Planning Staff administering the code.

Jordan mentions components drawn from the Form-Based Codes Institute which include: regulating the plan, public space standards, building form standards, administration, and definitions. Such code may also include architectural standards, landscaping standards, signage standards, environmental resources standards, and annotation.

Jordan recognizes at least two (2) general methods for implementing Form-Based Codes: making compliance with the code

optional...or mandatory. Although FBC's are designed to work independently, creating an FBC solely for Bonanza Park will involve integrating the new code into the existing code in such a manner that they work together seamlessly.

There are a number of ways to go about organizing and implementing an FBC, and there are also many options in how to go about preparing the code. There are a number of factors to consider, such as who will prepare the code, who will educate the public and the development community on FBC's, how to gather input from these groups, how much input to gather, etc.



Building a Plan that addresses the Principles for Bonanza Park

The proposed Plan emerges from two forms; the natural geographic landform that so pervasively defines Park City and the simple manmade geometry found in the existing street pattern that overlays the terrain - specifically in Old Town. The natural landform is manifested in the flowing ski runs that line our mountains, the trails that traverse the hillsides, and the streams that run through the City. The built environment includes buildings located on a street pattern that is a traditional gridiron network that functions efficiently in this setting.

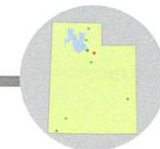
The Plan creates a mixed-use neighborhood village that capitalizes upon the locational advantages afforded Bonanza Park; the "entrance" corner to Park City, easy access to/from the district, relatively flat land for development, and an existing neighborhood ready to evolve as a mixed-use neighborhood with transportation options, public amenities, and a diverse socioeconomic population.

The impact of pedestrian movement along the pedestrian/bike and vehicle network proposed is best expressed by Jane Jacobs in her seminal book, *The Death and Life of Great American Cities*:

A city sidewalk by itself is nothing. It is an abstraction. It means something only in conjunction with the buildings and other uses that border it, or border other sidewalks very near it. The same might be said of

streets, in the sense that they serve other purposes besides carrying wheeled traffic in their middles. Streets and their sidewalks, the main public places of a city, are its most vital organs. Think of a city and what comes to mind? Its streets. If a city's streets look interesting, the city looks interesting; if they

look dull, the city looks dull.



Designing a Neighborhood Village

The proposed plan uses the street pattern to create the shape of the buildings - zero lot lines, three to four story buildings that adhere to the existing General Commercial (GC) zoning, rights-of-way that maintain two-way vehicular (and shared bicycle) traffic with parallel parking on either side and minimum eight (8') wide sidewalks (52' right-of-way), plazas for public gathering, a park for community activities with parking beneath it, mixed-uses stacked for easy accessibility, etc.

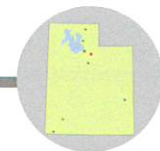
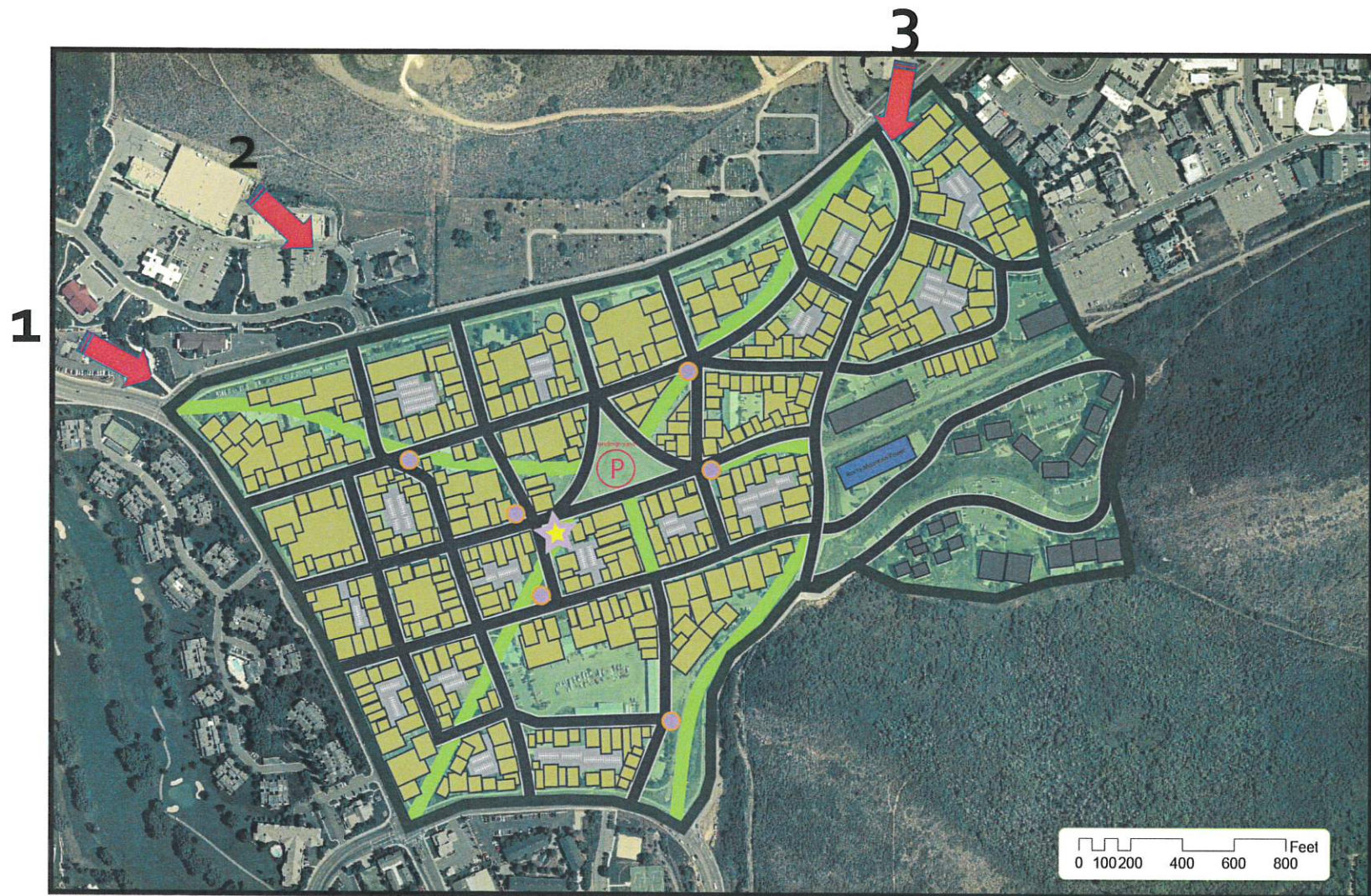
The importance of pedestrian activity was simplified by Jane Jacobs when she spoke of the importance of putting "feet on the street" in urban environments; she noted that people feel safe when they see others walking on the same streets they use. The importance of creating a walkable community cannot be overstated.

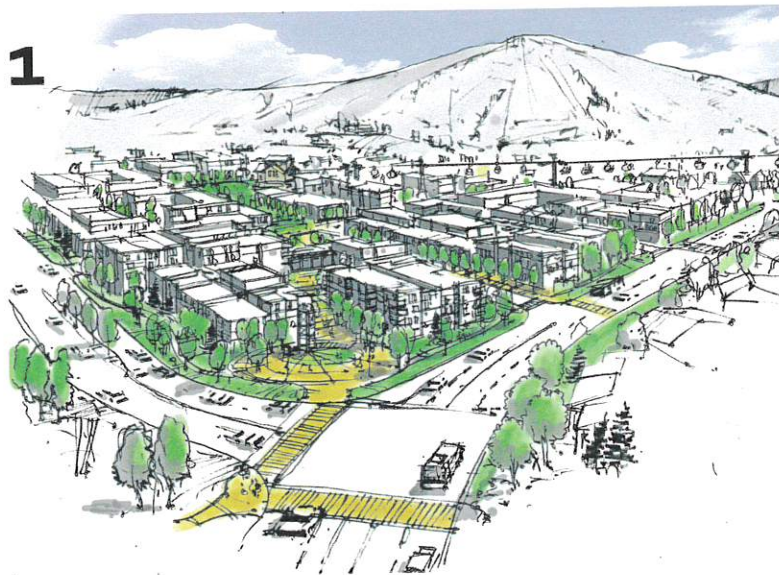
The provision of walkable streets (e.g. function) with traditional streetscape façade treatments (e.g. form) will provide opportunities for tourists and residents to interact in these public spaces. This is the true essence of a healthy village environment; street life generated by pedestrian traffic throughout the day and evening hours...a street where residents are enlivened by the tourists and where tourists feel a sense of belonging when visiting the City. According to Jane Jacobs, "life attracts life. Where pedestrian



separation is undertaken as some sort of abstract nicety and too many forms of life and activity go unaccommodated or are suppressed to make the nicety work the arrangement goes unappreciated."

The numbered views below are illustrated on the following pages





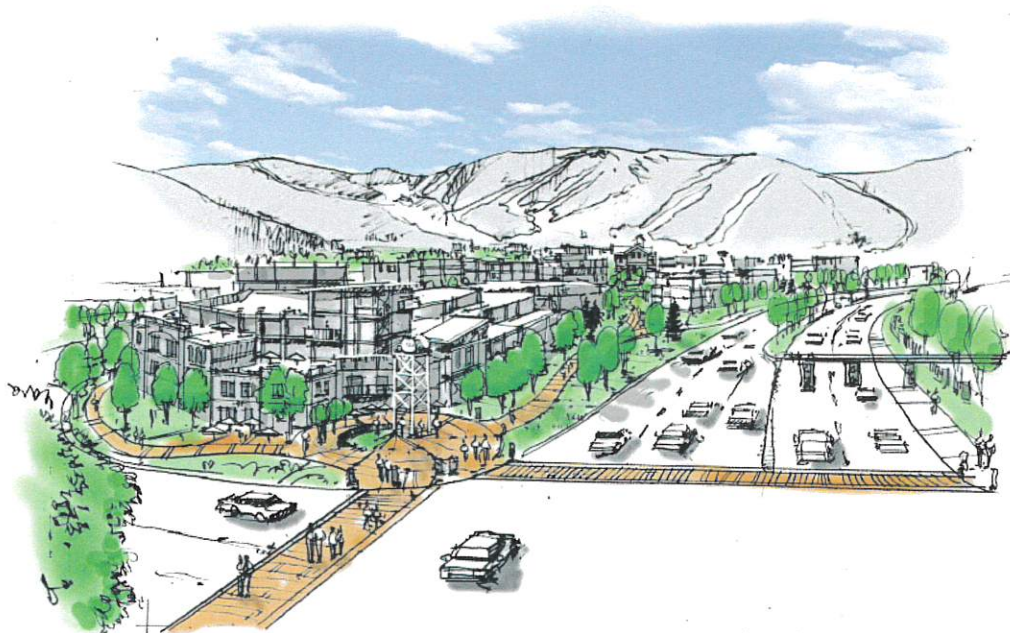
This is a view looking southeast from the corner of SR 224 (Park Avenue) and SR 248 (Kearns Boulevard) illustrating the proposed view corridor (and pedestrian/bike way) that would go through the existing Yarrow Hotel property.



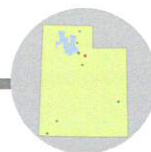
This view is a birdseye view of Bonanza Park looking over SR 248 (Kearns Boulevard). The entrance road to the left (east) is proposed to be the primary entrance to the underground parking below the Spur Park area. The path illustrated in the foreground is representative of the FPZ area.



3



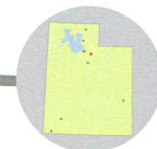
This view is looking west along SR 248 (Kearns Boulevard) at the intersection with Bonanza Drive. The green belt indicated along SR 248 (Kearns Boulevard) is the area within the FPZ.



A comparison of the proposed Bonanza Park Area Plan...



...with the allowed buildout of the Bonanza Park area utilizing the existing Land Management Code (LMC)



im • ple • mən • tā • shən

**the act of carrying out; to give
practical effect to and ensure actual
fulfillment by concrete measures**

The Incentivized Plan for Bonanza Park

The Bonanza Park Area Plan has been created to give options to developers that are in line with the Vision Park City goals and the recommendations as stated within this Area Plan document. The Area Plan introduces the BASE PLAN and an IN-CENTIVIZED PLAN – the developer may choose to which level they would prefer to participate.

The Existing LMC Plan

All developers/property owners within the Bonanza Park Area Plan will continue to do a Site Suitability Analysis per the Master Planned Development criteria (LMC §15-6.5) to determine the available square feet of building pad for development.

The Base Plan

The Base Plan introduces a new grid system to the Bonanza Park area and allows for new planning and design options with zero lot line setbacks, a maximum height of three (3) stories above ground (35'), and a new requirement for pedestrian easements through blocks to maintain connectivity. The Base Plan allows for up to 110% of the building pad square feet identified via the Site Suitability Analysis – each

development site/property will benefit differently with the zero lot line setbacks and new rights-of-way allowed per the Base Plan; however no developer/property owner may exceed 110% of the square feet identified in the Site Suitability Analysis. In addition, the Base Plan maintains the full setback requirement of the Frontage Protection Zone (FPZ).

The Incentivized Plan

The Incentivized Plan allows developers/property owners to choose from an array of options to increase the size of their development. Within each option, a ratio is created for square footage equivalents that may be built if the option is exercised. For instance (see details below), for every square foot of Business Incubator space or square foot dedicated Public Park space, two (2) square feet of private development may be built. The ratios are based on the need within the community and the return in value to the developer, with the goal of making the Plan a win-win for the community and the developer. The additional density may be built within the Incentivized Plan's allowed increase in height or increased building pad options within the

**Details cannot
be seen, people on the
ground can neither
be recognized
nor contacted.
Above the fifth floor,
offices and housing
should logically
be the province
of the air-traffic
authorities. At any
rate, they no
longer belong
to the city."**

**Jan Gehl
Cities for People (p 42)**



FPZ (if applicable to the site).

The Incentivized Options

OPTION 1: Affordable Housing – 1:1 (ownership units) or 1.10:1 (rental units)

- The current housing policy (2007) in Park City requires annexations and master planned developments to provide affordable housing equal to 15 percent of the total approved market rate residential and/or housing for approximately 20 percent of the employees created through commercial development. Pursuant to the current Land Management Code (LMC), this additional square footage is in addition to the square feet (density) allowed on site per the Site Suitability Analysis.
- The developer may choose to utilize the Bonanza Park Area Plan recommended affordable housing percent (25%) with a tiered approach as identified in Principle 8; this affordable housing requirement must be built on site or within the neigh-

borhood. For every square foot of the affordable housing requirement built on site (and deed restricted), 1x the square footage (1:1) may be obtained pursuant to the Incentivized Plan.

- A developer may opt to build apartment housing (deed-restricted rental units) and receive an additional 10% increase in square footage that may be built within the Incentivized Plan (1:1.10).

OPTION 2: Local Food Production - up to 10% of building pad on roof

- Green House: A developer may build upon an additional 10% of the building pad on the 4th or 5th story for a Green House for food production. This percentage may increase with the approval of the Planning Commission for greenhouses to be used by a local restaurants and/or a culinary institute.
- Community Garden: For a public community garden on the ground level, 2x the square footage (2:1)

may be obtained within the Incentivized Plan.

OPTION 3: Community Center - 2:1 or 3:1

- For every square foot of land dedicated (and deed restricted) for the construction of a community center, 2x the square footage may be obtained within the Incentivized Plan.
- For a completed building shell space (and deed restricted) for a community center, 3x the square footage may be obtained within the Incentivized Plan.

OPTION 4: Business Incubator Center - 2:1

- For the creation of a business incubator center (deed restricted space), 2x the square footage may be obtained within the Incentivized Plan.

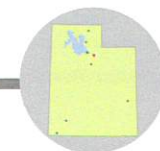
OPTION 5: Assisted Living – 1.5:1

- For an assisted living facility, 1.5x the square footage may be obtained within the Incentivized Plan. Once this incentive is utilized by a developer/property owner, it is no longer available for others within the district.

Transfer of Development Rights (TDR)
Credits - Bonanza Park is a TDR receiving zone pursuant to the existing Land Management Code. TDR development credits may be built within the incentivized areas of the Plan. No additional bonus will be granted, but the TDR development credits may be built within the additional height and setback allowances with or without the Incentivized Options.

The "gets" for a property owner/developer proposing to implement the Community Options of the Incentivized Plan are focused on additional height (up to 75% of the 4th story and up to 25% of the 5th story) and increased opportunities for use of the land within the FPZ (reduced to 50' setbacks along SR 248, and reduced to 30' setbacks along SR 224 and Deer Valley Drive).

	The Base Plan	The Incentivized Plan
Height	3 story max and/or 35' from existing grade	3 story max for 100% of building pad (35') 4 story max for 75% of building pad (45') 5 story max for 25% of building pad (55')
Setbacks from Rights-of-Way	0'	0'
Frontage Protection Overlay Zone	100' (Kearns/SR 248) 100' Park/SR 224 100' Deer Valley Drive	50' Kearns/SR 248 (capped at 2 stories) 30' Park/SR 224 (capped at 2 stories) 30' Deer Valley Drive (capped at 2 stories)
Pedestrian Easement	Pedestrian Easement - required to create a walking path through each block face	Pedestrian Easement - required to create a walking path through each block face



An Example of a Property Owner Incentivized

As part of the planning process for the Bonanza Park district, the commitment to partnership will be the key to the success of this Area Plan. This partnership allows for the discussion of the “gives” and “gets.” While no planning or design effort should be based on numerical data only, a thorough analysis of the numbers was completed as part of the creation of the Bonanza Park Area Plan.

The Base Plan is designed to incorporate best practices, or what may be better termed “best possibilities.” These include zero lot line (no setbacks) for building, thereby creating a defined streetscape that is pedestrian friendly. This type of design standard enables quality streets to be created; streets that support and contribute to the vitality of the area and would otherwise be lost if parking lots punctuated the setbacks. Requiring this type of design aesthetic creates the spaces that people identify with positively, think Main Street, think closely knit neighborhoods, think historic downtown “squares.”

This “give” (by the City) of extra building pad area is also a “get” (for the City) in that

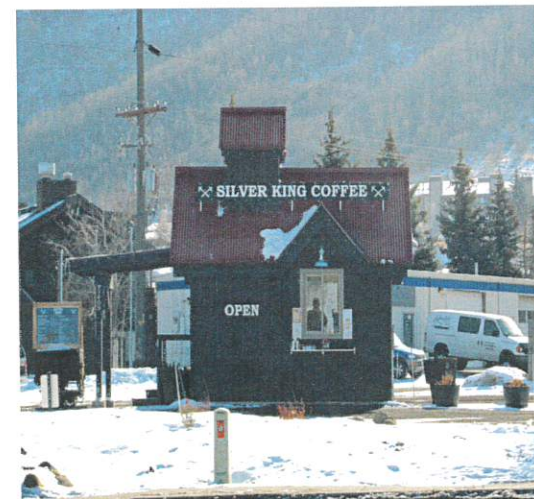
allowing the property owner/developer the opportunity to use more land to build upon creates a quality street environment and encourages shorter buildings in which square feet (per the Site Suitability Analysis) can be maximized. It results in a “win-win” development pattern and place making.

The Incentivized Plan is designed to effectuate the City’s goals and recommendations by providing options (“carrots”) to developers/property owners who recognize the value of the Area Plan. These options include the provision of additional affordable housing units, rental units, business incubator space, a community center, etc. – all “gets” for the City. These are desirable neighborhood amenities that would likely not pencil out and not be built if the City did not “give” additional square feet to the property owner/developer.

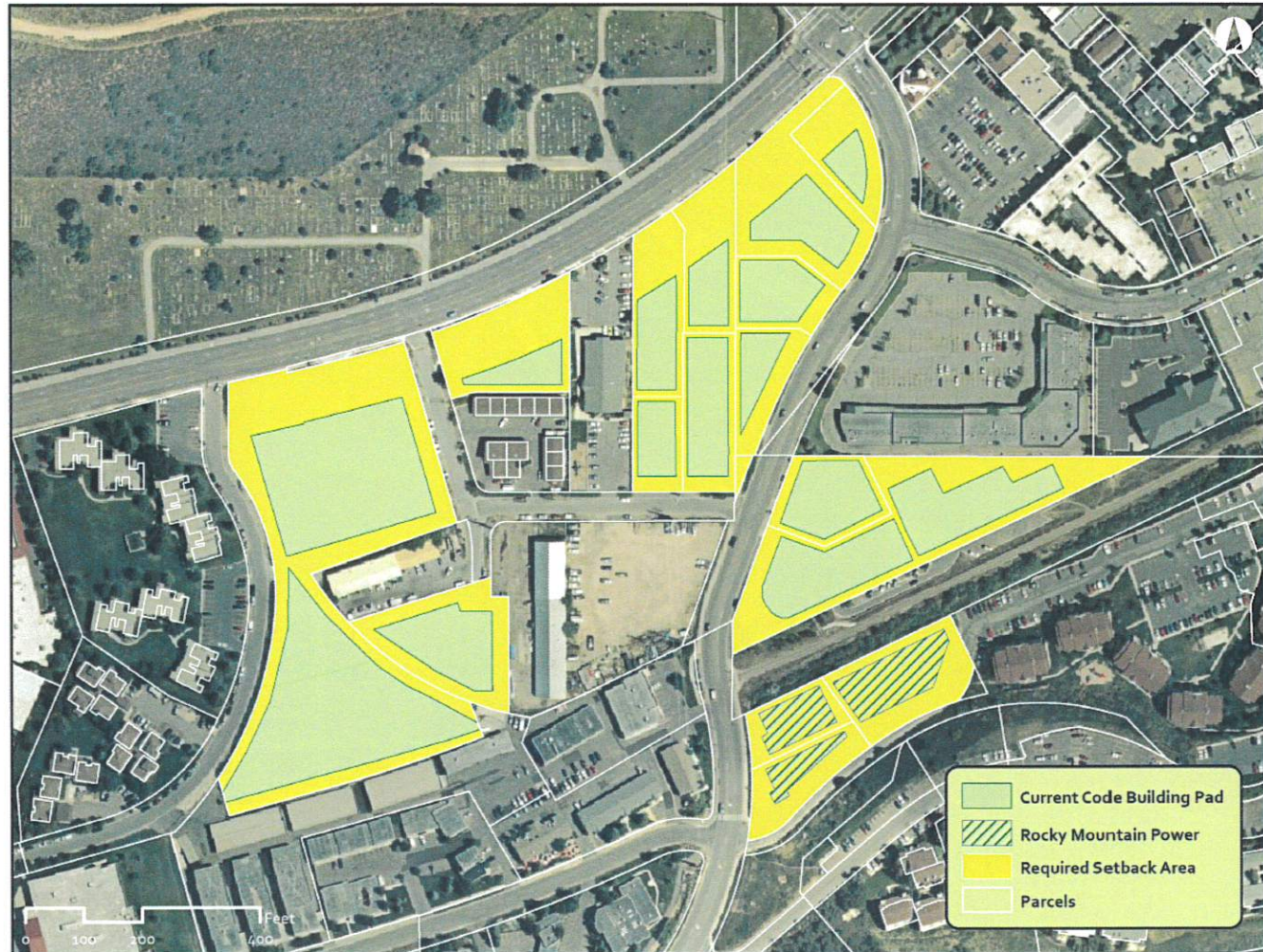
An Example to Illustrate the Plan Actualized...

Mark Fischer has been working closely with the City in an effort to redevelop his property. He owns approximately thirteen

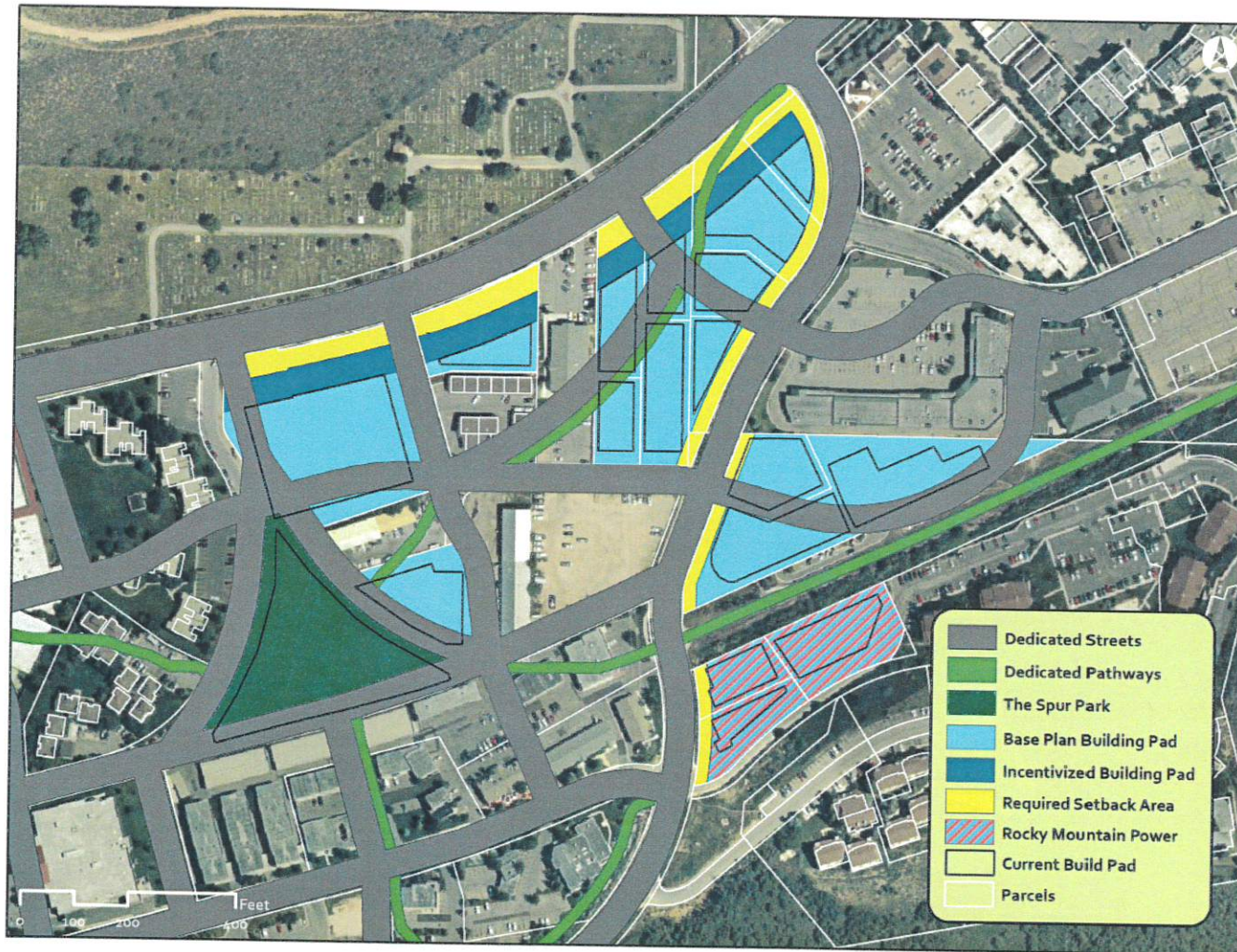
(13) acres (589,383 SF), primarily in the north, northeastern, and eastern sections of the Bonanza Park district. The following tables indicate what Mr. Fischer could build on his property using the three scenarios: the existing LMC (based upon the Site Suitability Analysis for a Master Planned Development), the Base Plan (with zero lot line setbacks), and the Incentivized Plan (including Options to utilize a portion of the Frontage Protection Zone).



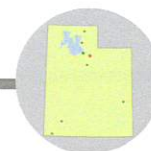
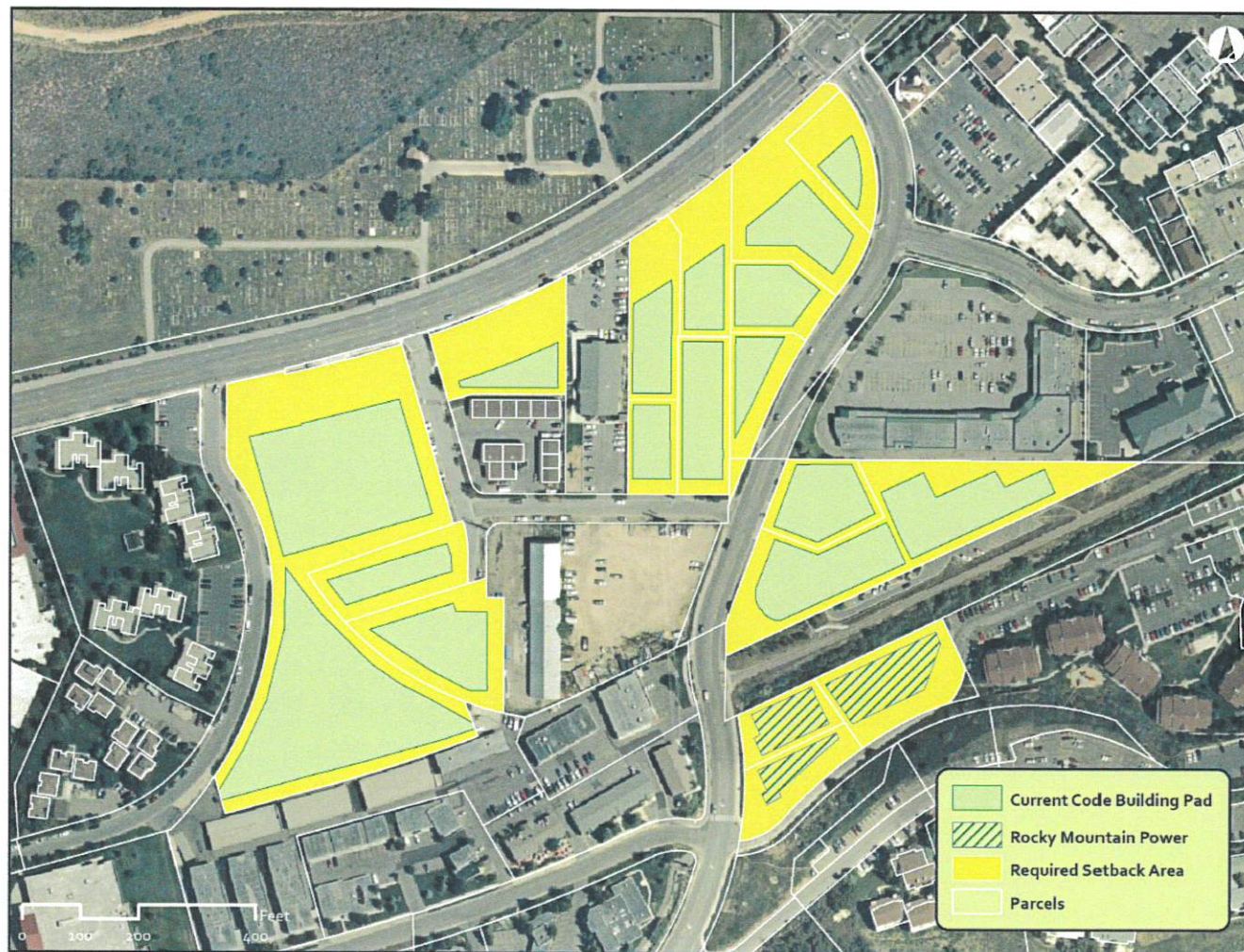
Mark Fischer's properties with the Current LMC building pad illustrated



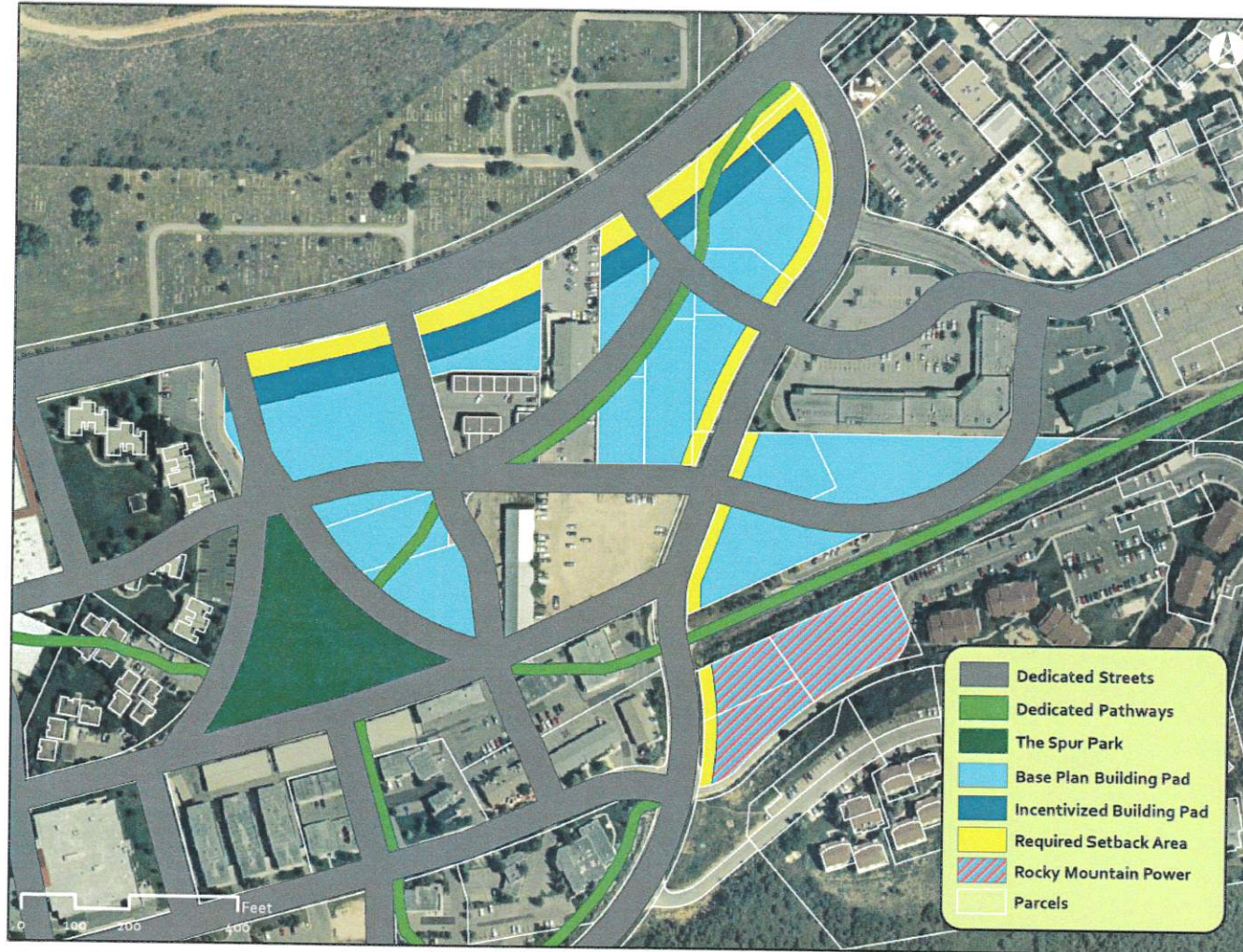
Mark Fischer's properties with the Base Plan building pad (light blue) and the Incentivized building pad (light blue + dark blue) illustrated



Mark Fischer's properties (with the acquisition of the Recycle Center's land) with the Current LMC building pad illustrated



Mark Fischer's properties (and the acquisition of the Recycle Center's land) with the Base Plan building pad (light blue) and the Incentivized building pad (light blue + dark blue) illustrated

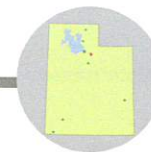


SITE	CURRENT LOT SIZE	CURRENT CODE BUILDING PAD	BASE PLAN BUILDING PAD	INCENTIVIZED PLAN BUILDING PAD
MF1 (The Spur and Yard)	200,195	103,082	47,208	53,848
MF2 (Emporium)	33,661	7,421	10,700	16,450
Bonanza Kearns Lot 1	19,104	5,474	10,806	13,189
Bonanza Kearns Lot 2	44,033	14,843	25,992	29,247
Bonanza Kearns Lot 3	18,638	12,304	9,295	9,295
Bonanza Kearns Lot 4	23,356	8,829	2,873	4,263
Bonanza Kearns Lot 5	24,402	16,524	21,462	21,462
Bonanza Kearns Lot 6	25,755	11,783	8,094	10,578
Bonanza Kearns Lot 7	13,770	8,253	11,666	11,666
Bonanza Kearns Lot 8	1,266	0	0	0
Bonanza Kearns Lot 9	17,088	7,478	11,040	11,040
Total MF3 Bonanza Kearns	187,412	85,487	101,227	110,740
Valvoline	22,722	16,127	14,262	14,262
Rail Central	82,942	22,034	58,393	58,393
Total MF4 (Rail Central)	105,664	38,160	72,655	72,655
Total MF5 (RMP Substation)	36,427	17,803	18,735	18,735
TOTAL MF Properties	563,359	251,954	250,525	272,427

This chart illustrates all of Mark Fischer's property in Bonanza Park - noting the SF size of the land in the first column, the current LMC building pad allowed, the Base Plan building pad allowed (with zero lot line setbacks), and the Incentivized Plan which allows for reduced FPZ setbacks. Note that the Base Plan total SF for Mark Fischer is smaller than the current LMC code building pad only due to the fact that this calculation assumes he has been willing to allow for the creation of a park on the "Spur" land that he owns.

This chart indicates gain/loss for Mark Fischer given the three scenarios. Again, the Base Plan assumes that he does not build on the "Spur" land - that it is maintained for parkland. This is a significant "give" on the part of the property owner.

	Total Square Feet	Gain/Loss	Community Benefits
CURRENT LMC BUILDING PAD	251,954		Maintain 100' Frontage Protection Zone 30% Open Space (within setback area)
BASE PLAN BUILDING PAD	250,525	-1,429	Maintain 100' Frontage Protection Zone Central Park "The Spur" Creation of Streetscape Neighborhood Connectivity Pedestrian Pathways
INCENTIVIZED PLAN BLDG. PAD	272,427	20,473	Maintain 50' Frontage Protection Zone Central Park "The Spur" Neighborhood Connectivity Pedestrian Pathways & Community Benefit Options



SITE	CURRENT LOT SIZE	CURRENT CODE BUILDING PAD	BASE PLAN BUILDING PAD	INCENTIVIZED PLAN BUILDING PAD
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Valvoline	22,722	16,127	14,262	14,262
Rail Central	82,942	22,034	58,393	58,393
Total MF4 (Rail Central)	105,664	38,160	72,655	72,655
Total MF5 (RMP Substation)	36,427	17,803	18,735	18,735
Acquisition of Recycle Center from City	26,024	10,106	16,932	16,932
TOTAL MF Properties	589,383	262,060	267,457	289,359

This chart illustrates the same properties (as noted on the prior page) owned by Mark Fischer but assuming acquisition of the City's Recycle Center property. The acquisition of this property would offset some of the lost building pad site where the proposed "Spur" park is located.

Using this scenario, Mark Fischer would realize a small gain, rather than a loss with the Base Plan proposal.

Totals Assuming Recycle Center Acquisition			
	Total Square Feet	Gain/Loss	Community Benefits
CURRENT LMC BUILDING PAD	262,060		Maintain 100' Frontage Protection Zone 30% Open Space (within setback area)
BASE PLAN BUILDING PAD	267,457	5,397	Maintain 100' Frontage Protection Zone Central Park "The Spur" Creation of Streetscape Neighborhood Connectivity Pedestrian Pathways
INCENTIVIZED PLAN BLDG. PAD	289,359	27,299	Maintain 30'-50' Frontage Protection Zone Central Park "The Spur" Neighborhood Connectivity Pedestrian Pathways & Community Benefit Options

	Without Recycle Center Included		Recycle Center Included		Difference	Community Benefits
	Total Square Feet	Gain/Loss	Total Square Feet	Gain/Loss	Gain	
CURRENT LMC BUILDING PAD	251,954		262,060.41		10,106	Maintain 100' Frontage Protection Zone 30% Open Space (within setback area)
BASE PLAN BUILDING PAD	250,525	-1,429	267,457	5,397	16,932	Maintain 100' Frontage Protection Zone Central Park "The Spur" Creation of Streetscape Neighborhood Connectivity Pedestrian Pathways
INCENTIVIZED PLAN BLDG. PAD	272,427	20,473	289,359	27,299	16,932	Maintain 50' Frontage Protection Zone Central Park "The Spur" Neighborhood Connectivity Pedestrian Pathways & Community Benefit Options

This chart illustrates the comparison of Mark Fischer's property with and without the Recycle Center acquisition. The fourth column ("Difference") is the one of importance here; with the Recycle Center property, Mark Fischer gains 16,932 SF of building pad area. The Incentivized Plan does not increase this amount given that the Recycle Center is not located within the FPZ. Additional Options may be considered for this property to obtain height on the 4th or 5th story, but this analysis only examined the building pad (land) that could be developed upon.





An AutoCad analysis was completed to determine the amount of square feet that would be given/taken from each property as a result of the new rights-of-way, pedestrian/bike paths, etc. In almost all cases, the "take" of land for these public amenities was given back via the Base Plan (zero lot line setbacks).

Conclusion

Planning is an action. To plan, a community must first take into consideration the present circumstances, the current trends, and the expected future impacts of such trends. A community plans by making decisions that help guide future outcomes. Park City has made a decision to plan rather than to react in creating an Area Plan for Bonanza Park. The Bonanza Park Area Plan is greater than the sum of its parts; it is a plan for the greater community that will result in benefits Citywide, such as open space, housing opportunities, and transportation improvements.

The outcome of this endeavor will be a place where the community can live, dine, work, relax, play, be innovative...and ultimately be proud of. There is a philosophy within the design community that says we should design for permanence. When this philosophy is integrated into planning, it translates into creating "place" that is special, unique, an environment that people identify with, find beauty in, and care for: a place to protect. A local example of planning for permanence is the Historic District and especially Main Street. That area represents the true Park City; the history

of the early miners, the 10 pm whistle, the colors, the distinct character and charm... they will forever be protected as witnessed through two devastating fires and yet, the community's ongoing efforts with the creation of a redevelopment area, design guidelines, and compatibility ordinances.

The Bonanza Park Area Plan is an opportunity; it has been carefully designed with the help of local architects, through community conversations during Visioning, with direction from the community leadership, and local Planners. It is a plan to actualize the vision of the community, preserving place while creating opportunities. The Area Plan asks developers to consider the community, to consider the place and its history, and to plan for permanence. The Principles reflect the community's goals towards enjoying life and leaving a legacy for future generations to enjoy. The Plan will stimulate conversations, debates, and decision-making. At its inception, the start of a new year 2012 (and the end of some calendars and the beginning of others!), it is an opportunity to actualize the Park City vision.



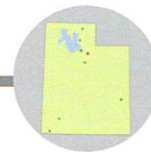
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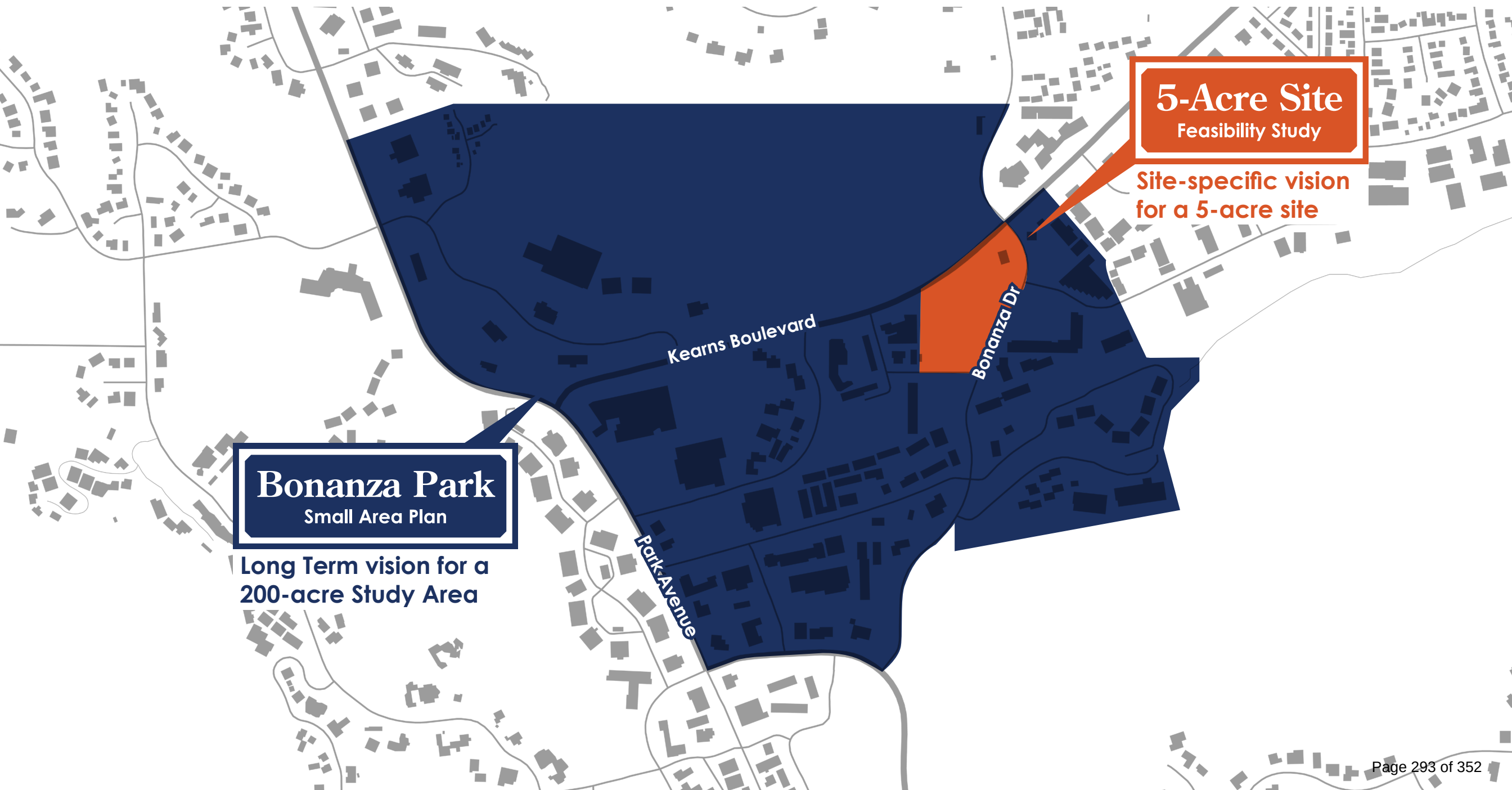
Bonanza Park

Small Area Plan

Planning Commission Overview
January 10, 2024



Two Planning Efforts | One Approach



Bonanza Park
Small Area Plan

Long Term vision for a
200-acre Study Area

5-Acre Site
Feasibility Study

Site-specific vision
for a 5-acre site

Kearns Boulevard

Bonanza Dr

Park Avenue

Planning Commission's Role

The Small Area Plan is proposed to supplement the General Plan.

The state requires Planning Commission review, public hearing, and formal recommendation to the City Council. The City Council conducts a public hearing and has final authority in the adoption of supplements to the General Plan.

Planning Commission will forward a recommendation to the City Council on the Bonanza Park Small Area Plan.

The Planning Commission will review the proposed development for the five-acre site through the Master Planned Development process as the regulatory body with final action authority.



Consultant Team



MKSK

Urban & Land Use Planning - Lead Consultant



DEVELOPMENTSTRATEGIES®

Economic & Market Analysis



FEHR & PEERS

Transportation Planning



future→iQ

Public & Stakeholder Engagement

Today's Meeting



Introduce the planning process for Bonanza Park and the 5-acre site

Provide an overview of our work so far, **with a focus on the Bonanza Park Small Area Plan**

Collect feedback for Phase 3 of the project

Bonanza Park
Small Area Plan

Bonanza Park Small Area Plan

Process & Engagement

Bonanza Park
Small Area Plan

Small Area Plan Purpose

Bonanza Park

Small Area Plan

Craft a Small Area Plan for Bonanza Park to address the planning needs and policy goals of residents, business owners, and stakeholders.

Identify community priorities

WE ARE HERE!

Describe the vision for Bonanza Park

Craft a Land Use Element

Develop a stand-alone Connectivity and Mobility Element

Identify implementation recommendations

Study Area Boundary



Small Area Plan Timeline

Task 1: Define plan timetable and existing conditions [Month 1]

Conduct an existing conditions assessment

Conduct a Plan Alignment

Advisory Group Meeting 1

Task 2: Develop a community engagement plan [Month 2]

Launch Project Website and Online Questionnaire

Compile Stakeholders

Stakeholder Roundtables

Task 3: Develop neighborhood vision and plan goals and objectives [Month 3]

Develop plan goals and objectives

Develop a vision statement

Advisory Group Meeting 2

Host a Community Visioning Workshop

Task 4: Develop plan components [Months 4 – 8]

Craft a Land Use Component

Craft a stand-alone mobility component

Advisory Group Meeting 3

Community Meeting 2

Task 5: Develop an implementation plan [Months 8 – 9]

Craft an implementation strategy

Define short-term wins

Task 6: Develop Final Report and Plan Adoption [Months 9 – 10]

Produce a visually compelling final document

Advisory Group Meeting 4

Community Open House

Assist City Staff with the adoption process

How We Engaged (So Far)

Engagement

Advisory Group
Meetings

Online
Project Portal

Meetings

Community Meetings
(2 of 3)

Additional Outreach
to Young Families

Engagement Session
at Park City High

Community Site Tour

Surveys

2 Online Surveys
(English & Spanish)

Engagement Outcomes: Small Area Plan

Phase 1 & 2 Combined

Bonanza Park
Small Area Plan

2 Community Meetings
(400 Attendees)

12 Stakeholder Roundtables
(62 Stakeholders)

1,433+
Park City Voices
Engaged (so far)

Online/Paper Surveys
(Survey 1: 721 Responses)
(Survey 2: 250 Responses)

Ongoing Project Website

Community Meetings 1 & 2

The planning team hosted two community meetings, out of three total for this process.

This first meeting was held on July 19 at The DoubleTree by Hilton Hotel, and a second meeting was held on October 18 at the Park City Library.

400

Approximate number of total people in attendance throughout both events.



Community Site Tour

The planning team hosted a community site tour on October 18, through the Bonanza Park Neighborhood, attended by approximately 50 Parkites.



Engaging with Young Parkites

The planning team hosted an engagement session with Park City High School Students on October 17



The planning team facilitated two roundtable sessions with young families in Park City.

Bonanza Park Small Area Plan

Vision & Goals

Bonanza Park
Small Area Plan

Small Area Plan: Phase 1 Engagement

Key Findings

Bonanza Park Small Area Plan

Bonanza Park is a “Locals’ Neighborhood.”

Parks and open spaces are a community priority.

Future redevelopment and infill should focus on creating a destination for locals.

The 5-acre site cannot alone meet the city’s goals.

The community would like to see arts and culture woven into the neighborhood fabric.

The Kimball Arts Center is one of Bonanza Park’s top assets and needs a permanent home.

Moving through the study area should be safer and more intuitive.

Bonanza Park is the right place for density and building height.

The Study Area lacks walkable and bikeable connections.

Bonanza Park needs more affordable and workforce housing.

Vision Statement and Goals

Simple and succinct statement that summarizes the community's vision for the future of Bonanza Park.

Descriptive: Bonanza Park Today



Vision Statement



Aspirational: Bonanza Park in the Future

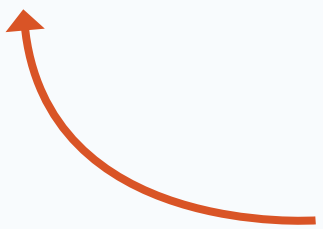
Represents a community voice authored by hundreds of comments, ideas, concerns and messages.

Draft Bonanza Park Vision Statement

Descriptive: Bonanza Park Today



Bonanza Park is where Parkites gather to shop, dine, and experience local culture. **The Bonanza Park of tomorrow will build on this vibrancy to become a more connected, livable, and inclusive community for current and future Parkites.**



Aspirational: Bonanza Park in the Future

Draft Project Goals: Bonanza Park is...

Mixed Use



Create a mixed use neighborhood with livability in mind.

Local



Support locally-owned business & entrepreneurship.

User-Friendly



Create a safe & intuitive network for pedestrians, cyclists, and transit users.

Inclusive



Expand the availability of affordable and workforce housing units.

Green



Create more community gathering spaces & destinations.

Cultural



Weave arts and culture into the community fabric.

Land Use Opportunities



Bonanza Park is Mixed Use

Create a mixed use neighborhood with livability in mind.



Bonanza Park is Inclusive

Expand the availability of affordable and workforce housing units.

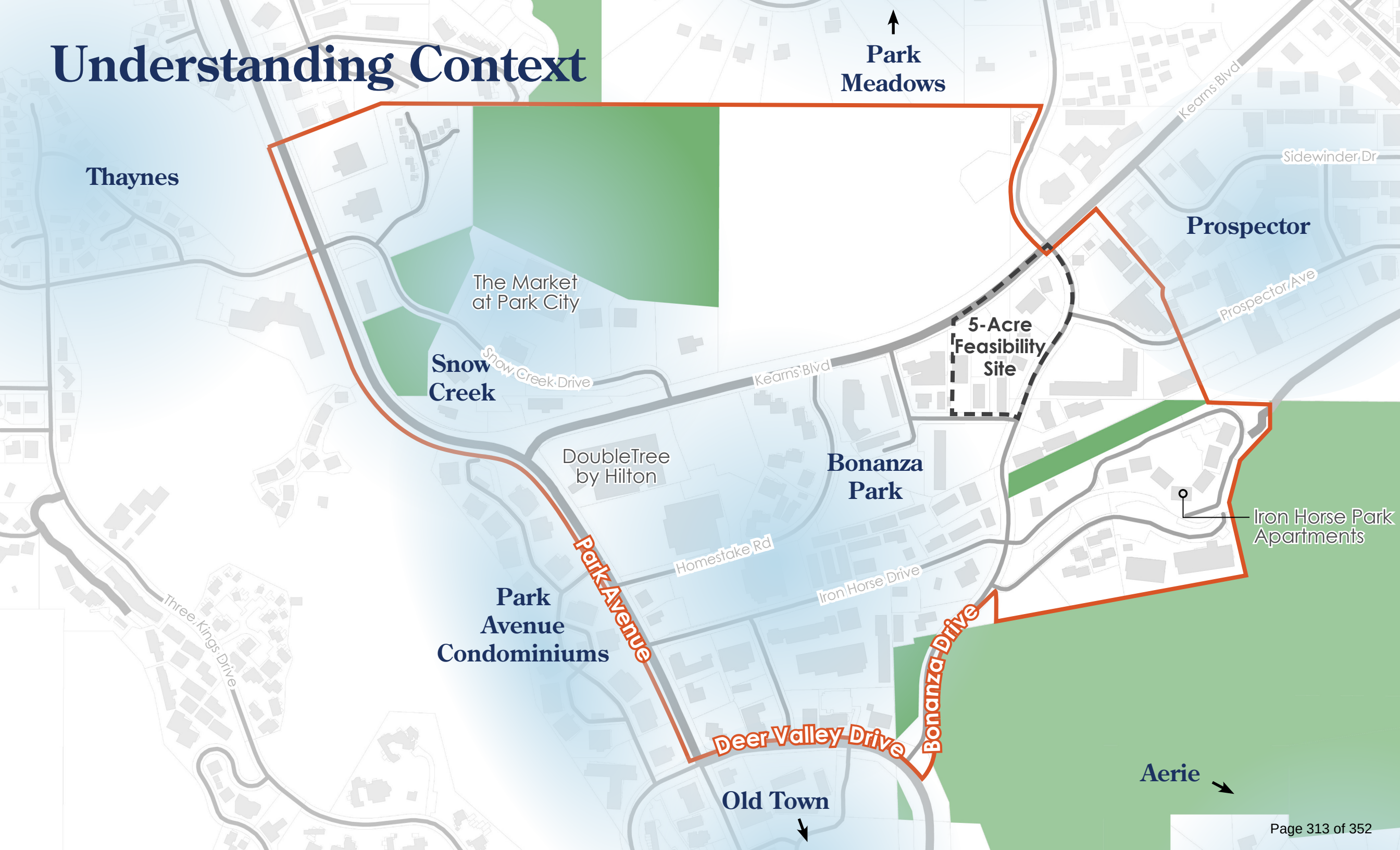
What's in a Land Use Component?

Identifies challenges
from current land use/
zoning districts

Envisions future land
uses, densities, and
character

Strategizes how to
get us there through
regulatory tools

Understanding Context



Existing Land Uses

The study area is underutilized

The density of existing development is lower than what is allowed by the zoning code

P

Large surface parking lots exist throughout the study area

I

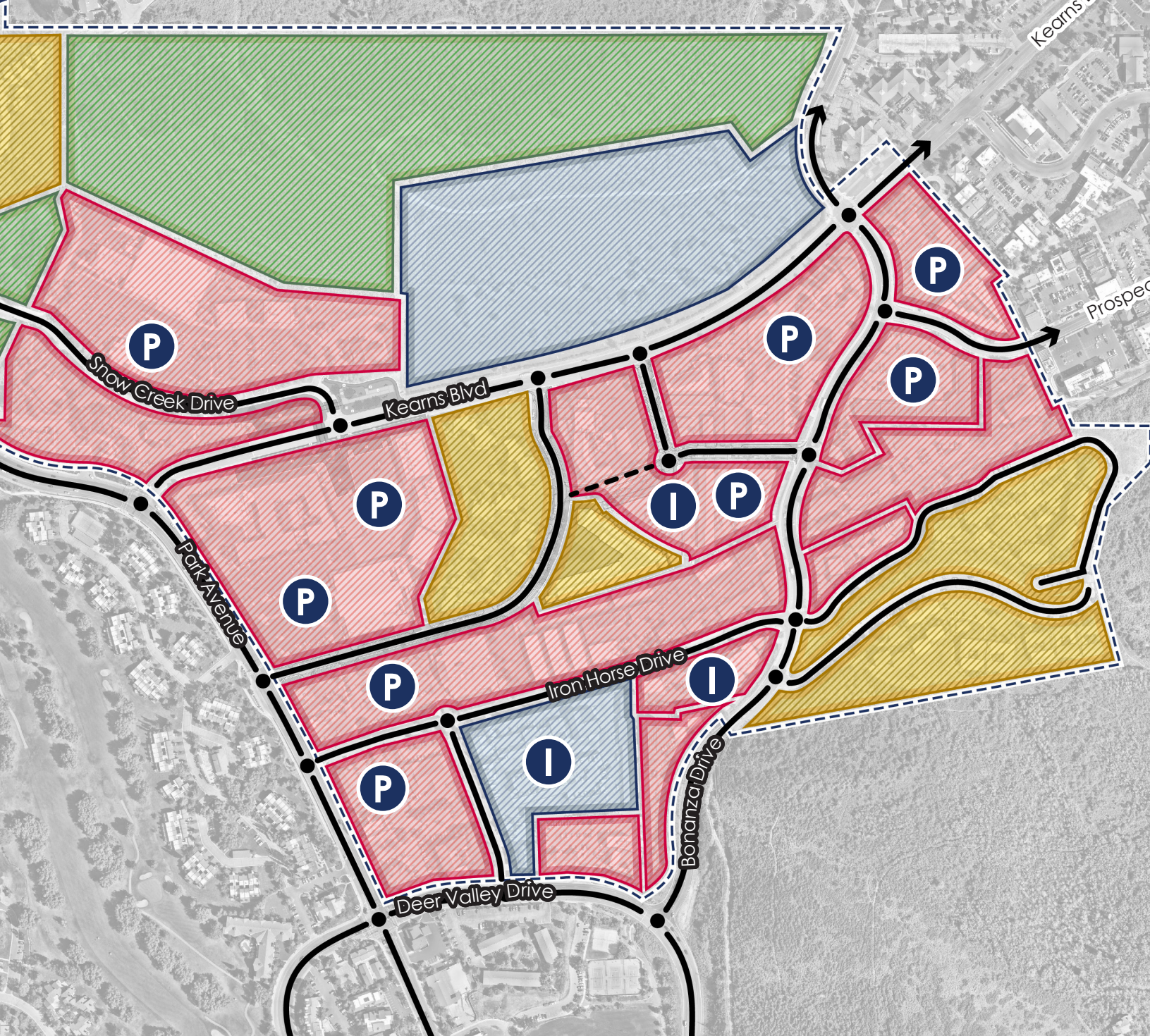
Industrial uses occupy commercially zoned land

Institutional

Commercial

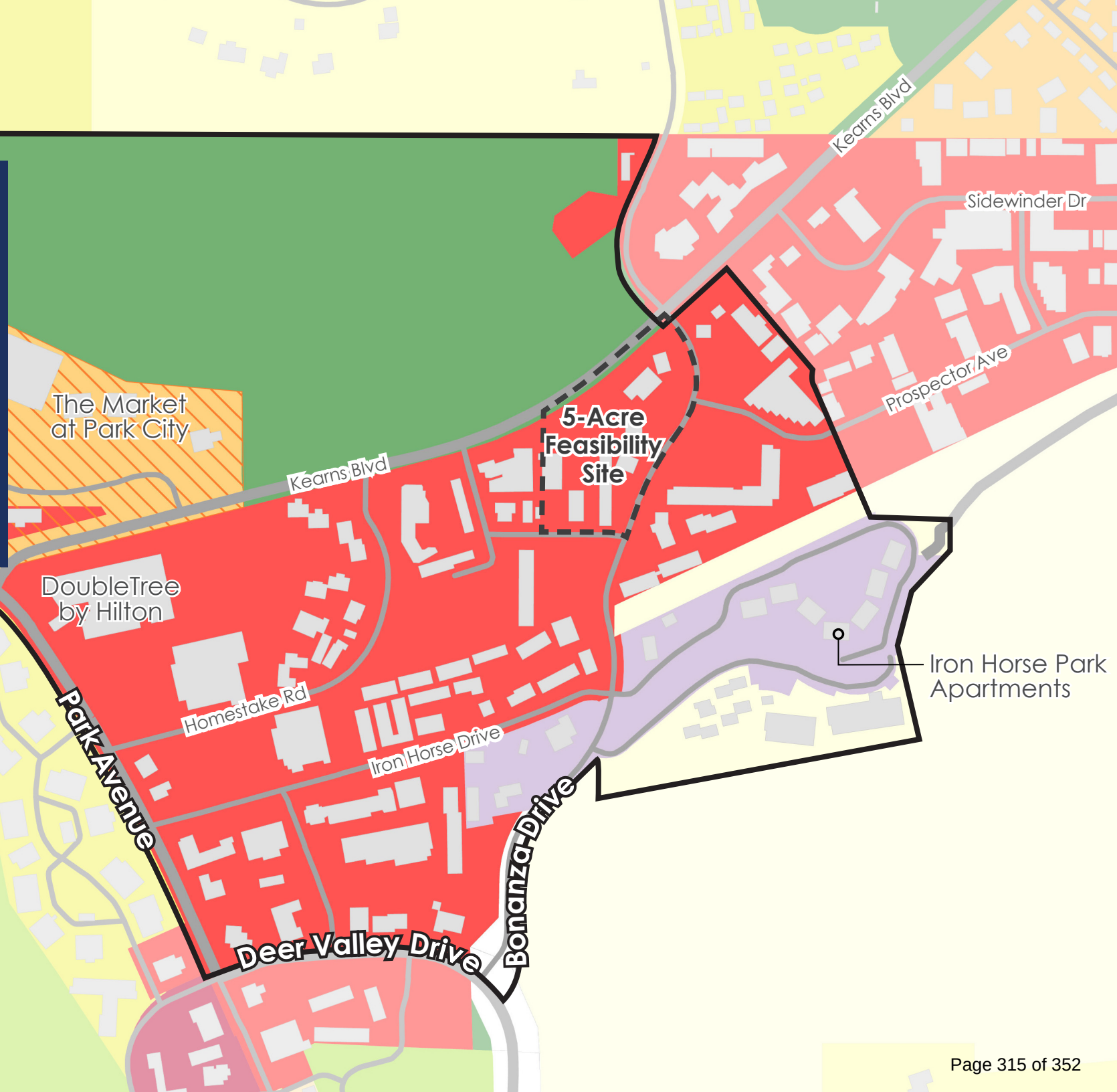
Residential

Open Space



Current Zoning

- › **Most of the Study Area is zoned General Commercial**, which allows multifamily residential as a conditional use with a 35-foot height restriction, except for affordable master planned developments (permitted up to 45-foot height).
- › **There are pockets of Light Industrial zoning** that are currently residential and commercial land uses.



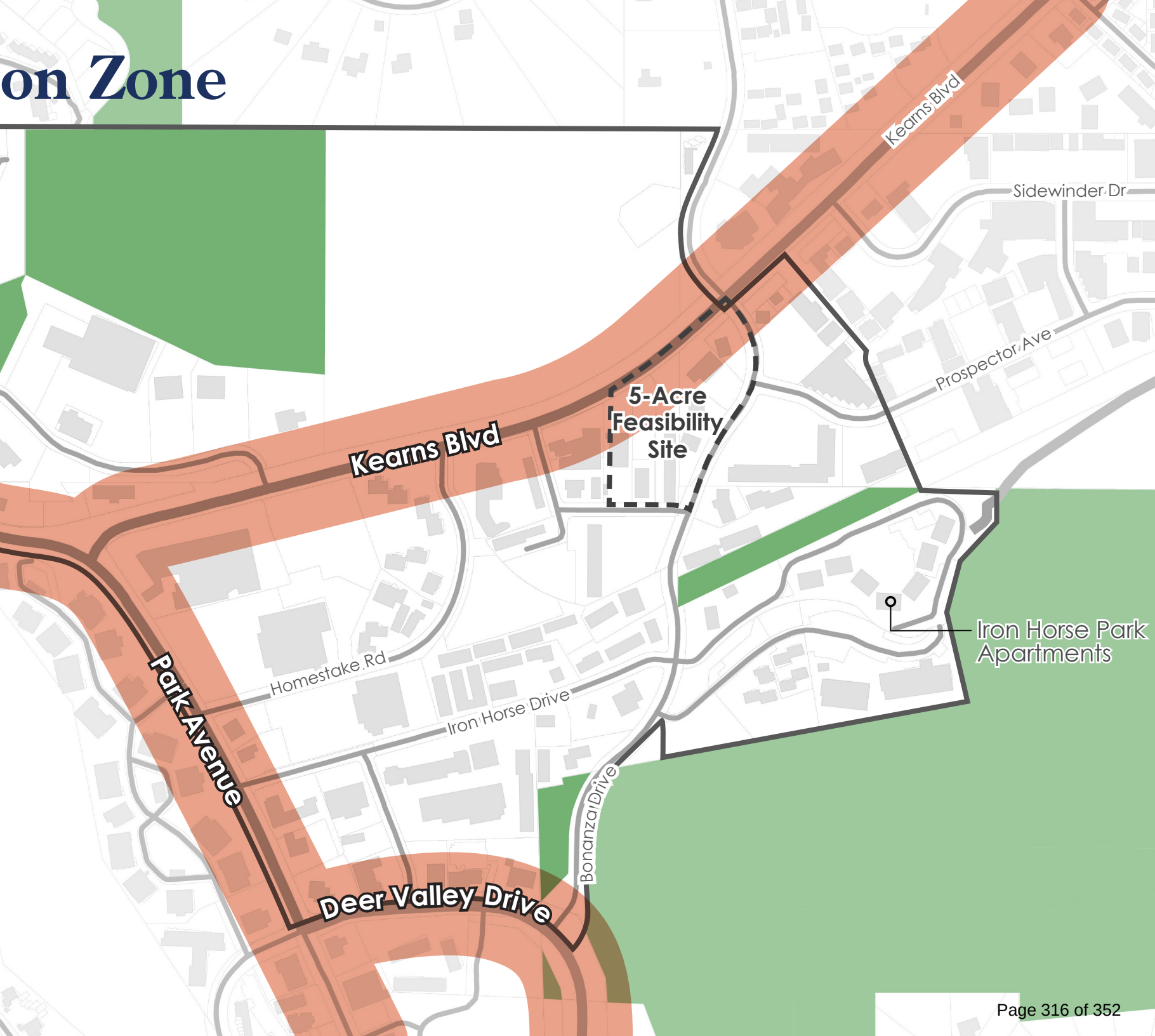
Frontage Protection Zone

Portions of the Study Area are under the Frontage Protection Zone (FPZ) overlay to preserve Park City's scenic view corridors and enhance the rural resort character of Park City's entry corridor.

The FPZ includes properties with frontage on, and within one hundred feet (100') of the Right-of Way line of Kearns Boulevard, Park Avenue, and Deer Valley Drive.

No structures are allowed within thirty feet (30') of the nearest highway Right-of-Way.

All construction activity, including permanent signs, in the Setback Area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use permit.



Frontage Protection Zone

Understanding Appropriate Density for Bonanza Park



1 Single family Residential



2 Townhome Residential



3 Multifamily Residential (3 Stories)



4 Residential/Retail (3 Stories)



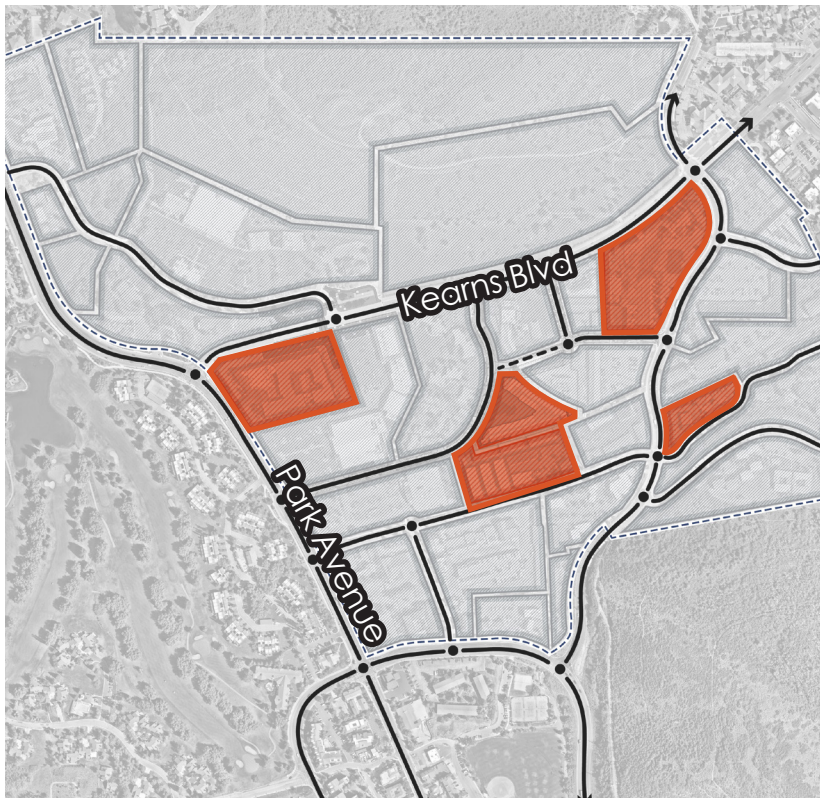
5 Residential/Retail (4 Stories)



6 Residential/Retail (5+ Stories)

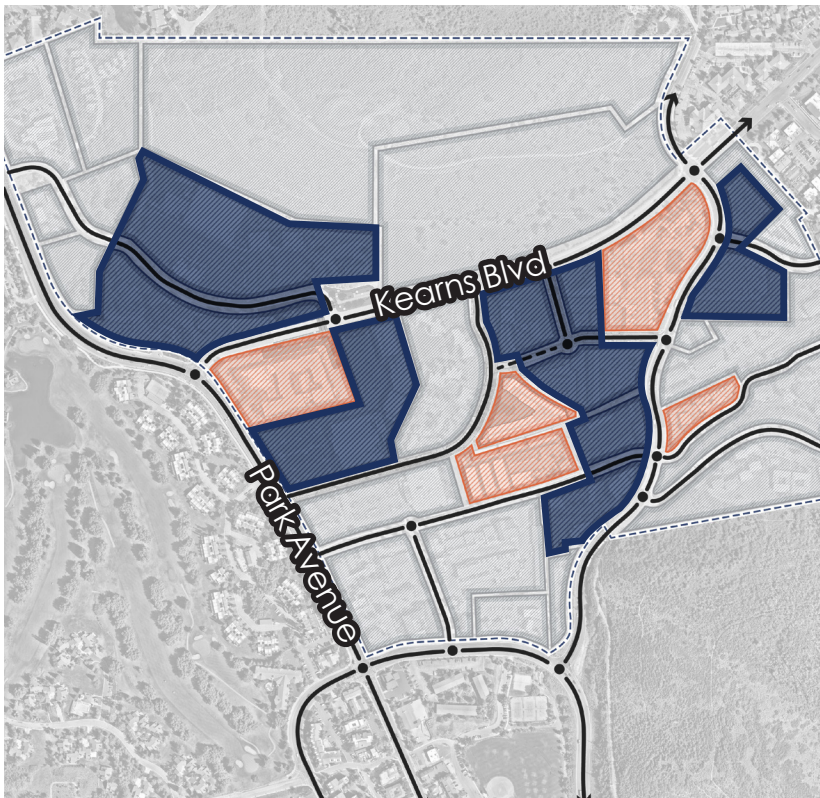
Planning for a Vibrant Mixed Use Neighborhood

KEY CATALYST SITES



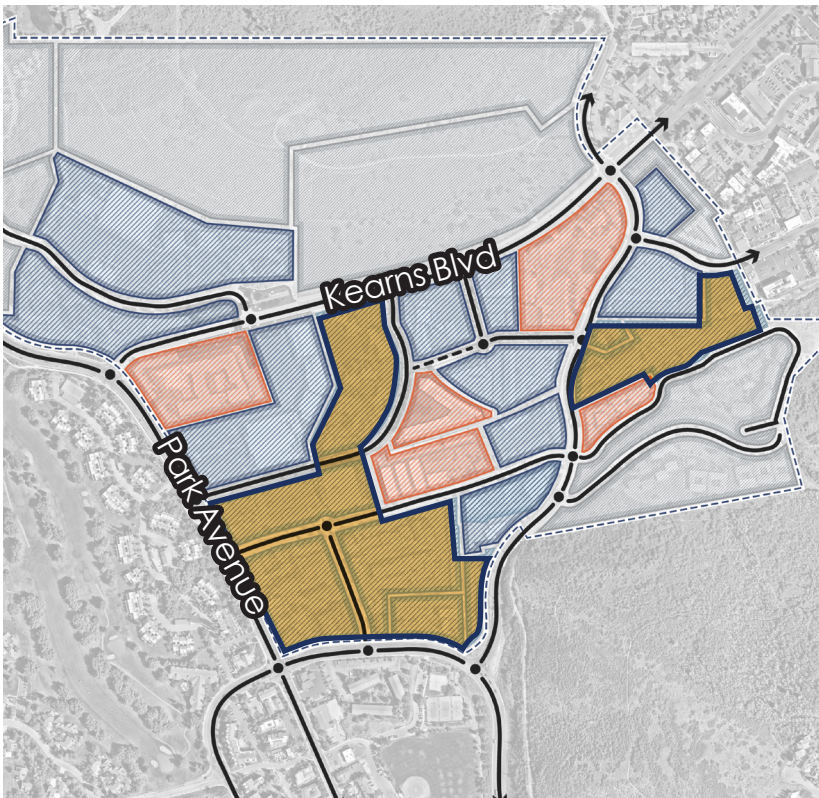
› Expected to redevelop within the next 0-5 years, or currently being redeveloped.

MEDIUM TERM INFILL SITES



› Ripe for redevelopment within the next 5 to 10 years.

LONG TERM INFILL SITES



› May redevelop within the next 10 to 20 years.

Bike/Ped Opportunities



Bonanza Park is User-Friendly

Create a safe & intuitive network for pedestrians, cyclists, and transit users.

What's in a Connectivity Component?



Network of Complete Streets for all users



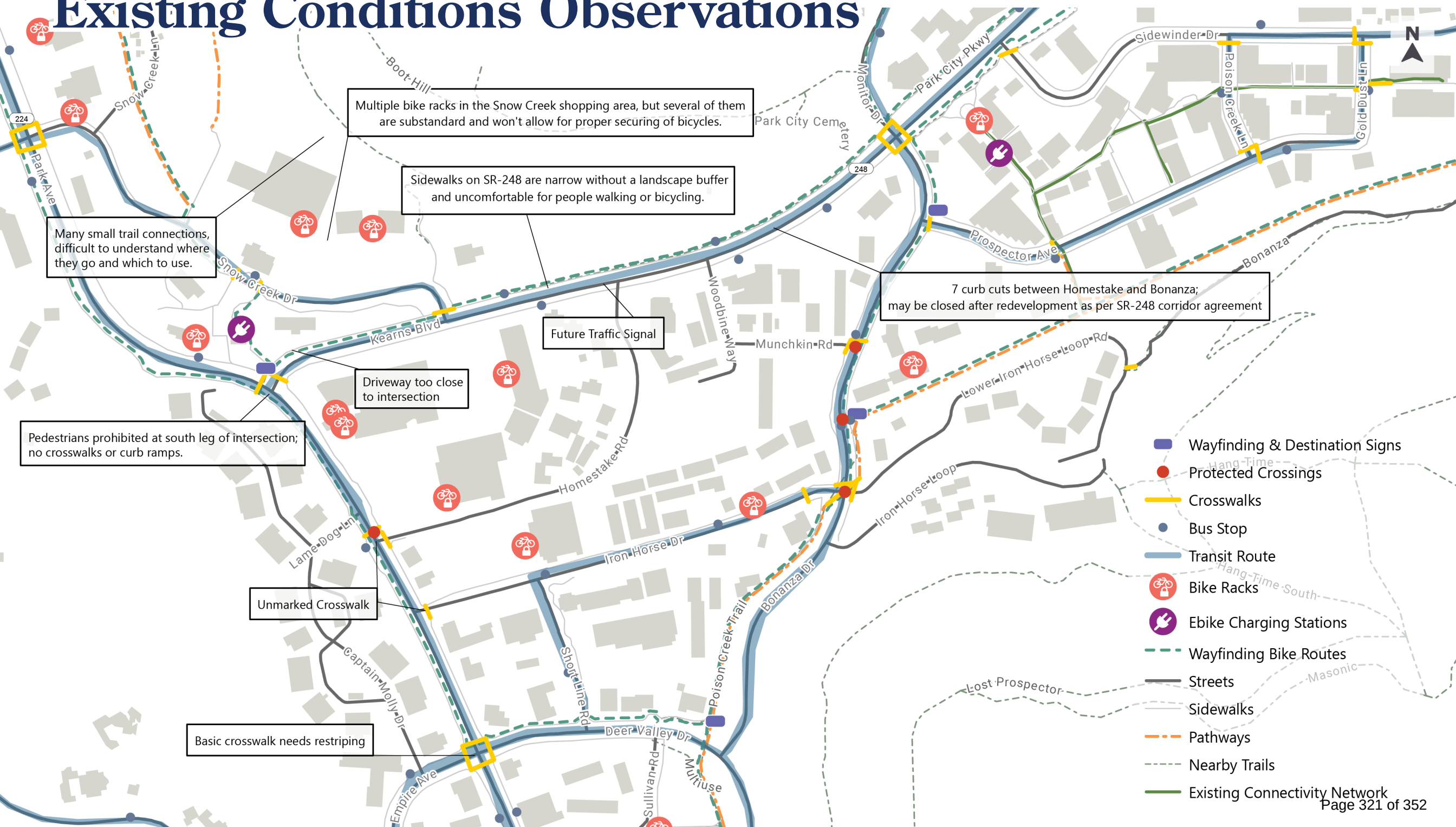
Safe crossings and connected blocks



Seamless trail and bike connections



Existing Conditions Observations



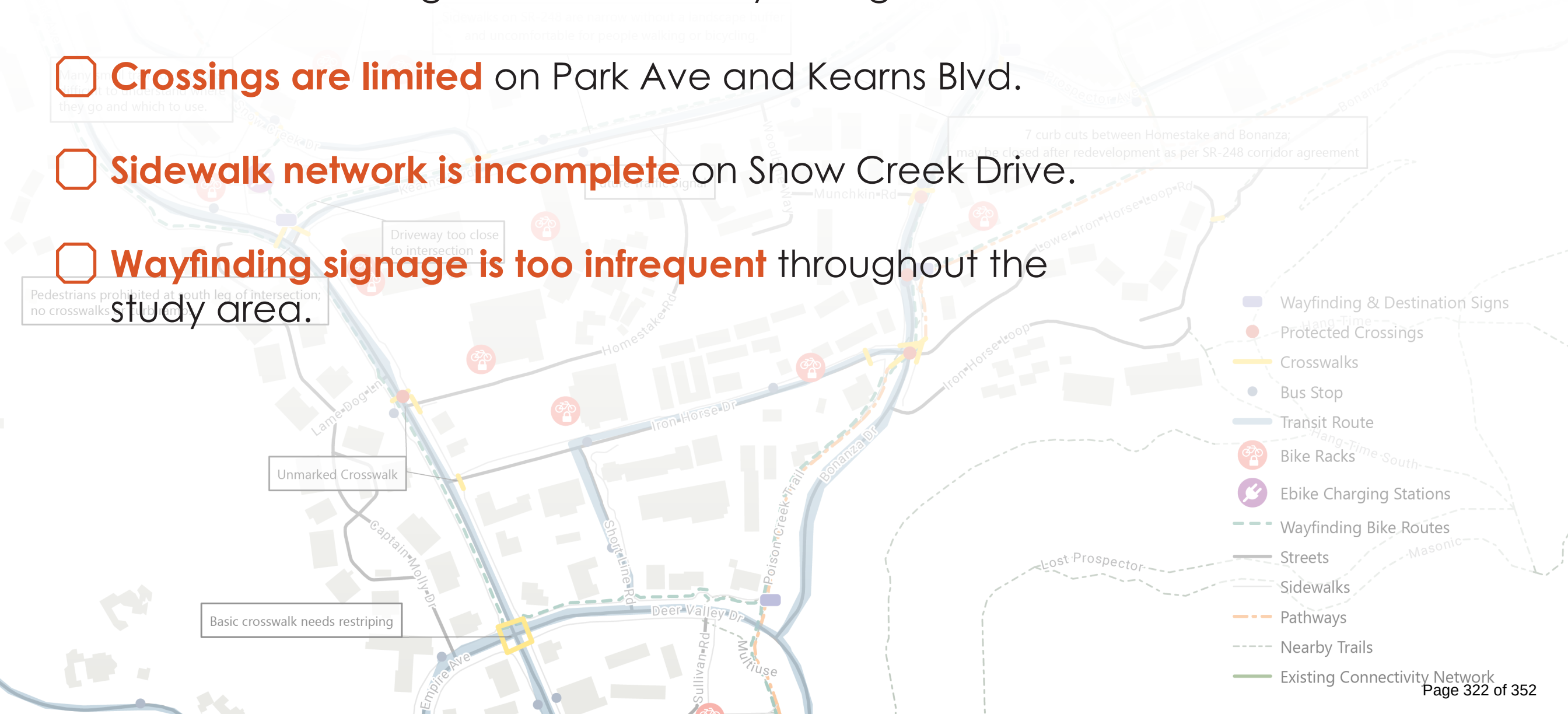
Key Findings

Strong multimodal network is hindered by incomplete sidewalks, crossings, and limited wayfinding.

Crossings are limited on Park Ave and Kearns Blvd.

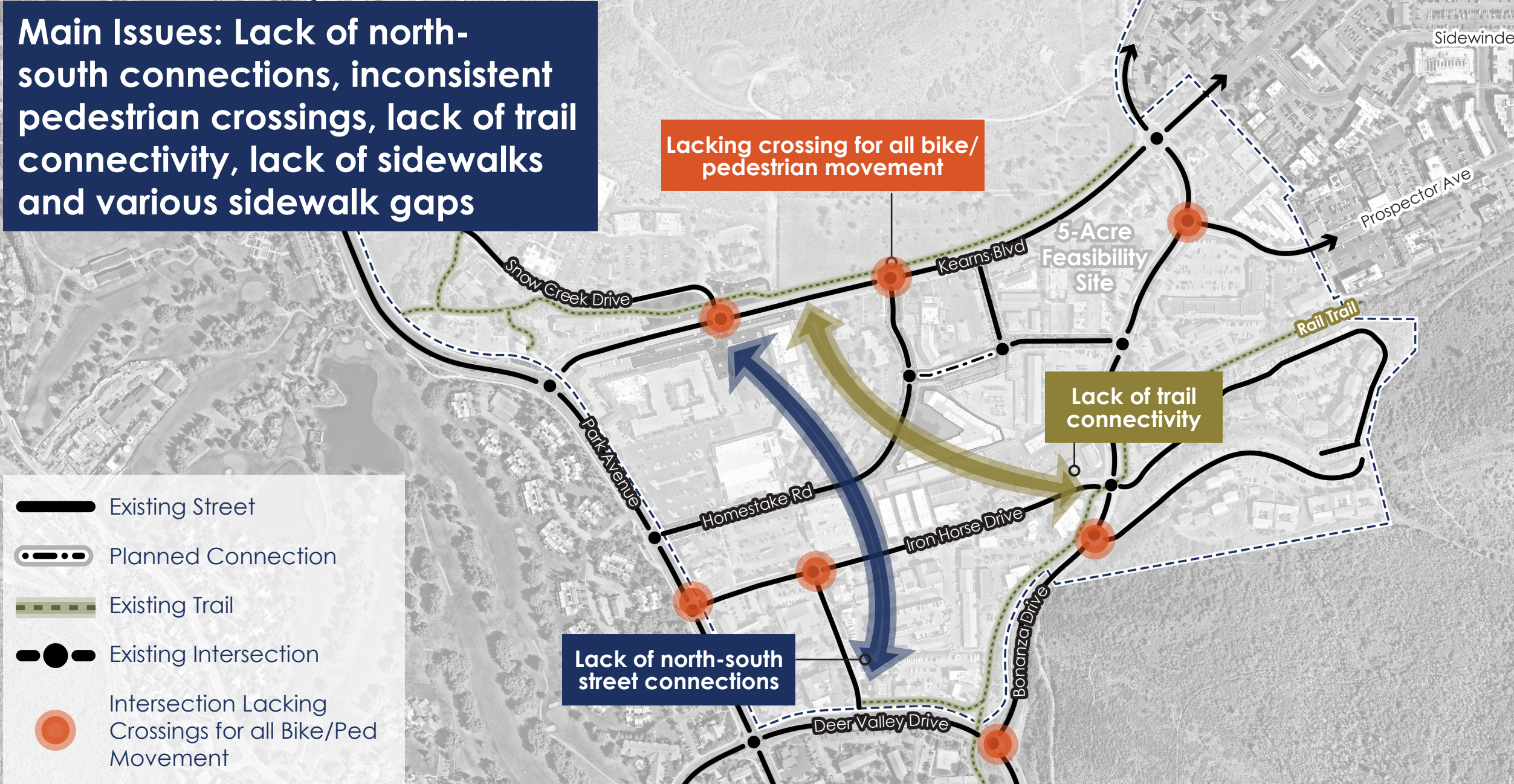
Sidewalk network is incomplete on Snow Creek Drive.

Wayfinding signage is too infrequent throughout the study area.

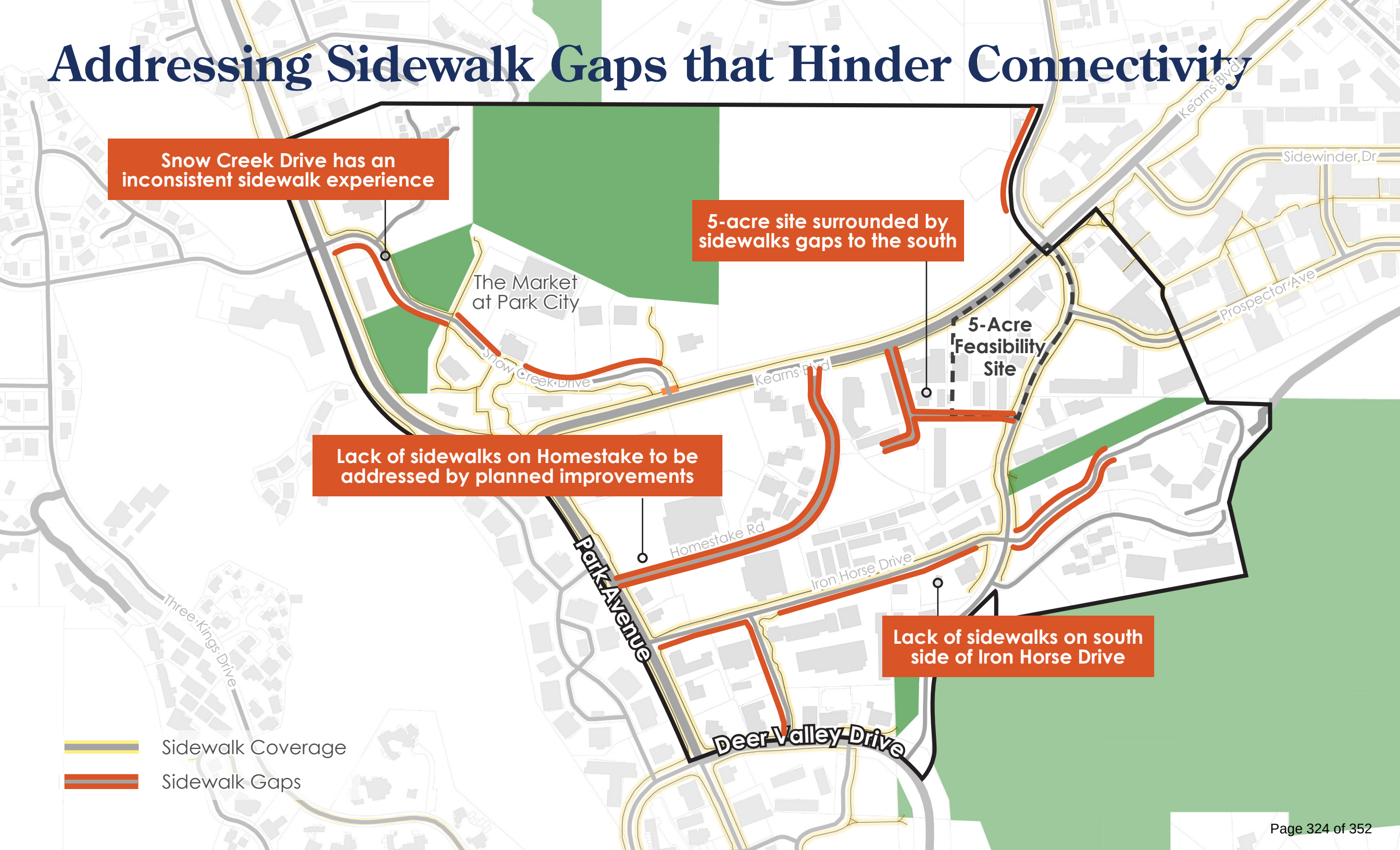


Bike and Pedestrian Issues Persist

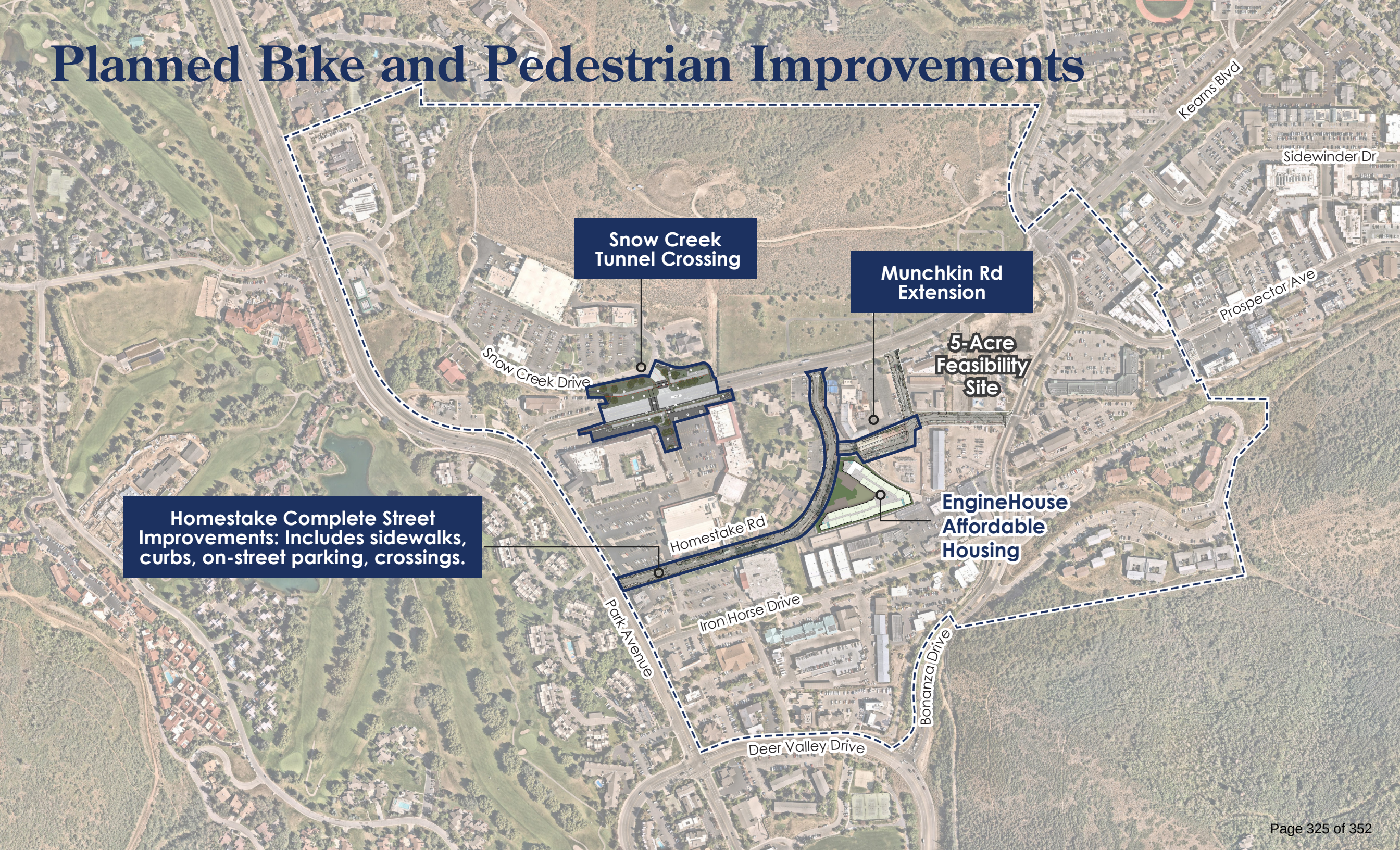
Main Issues: Lack of north-south connections, inconsistent pedestrian crossings, lack of trail connectivity, lack of sidewalks and various sidewalk gaps



Addressing Sidewalk Gaps that Hinder Connectivity



Planned Bike and Pedestrian Improvements



Snow Creek Tunnel Crossing

Munchkin Rd Extension

5-Acre Feasibility Site

EngineHouse Affordable Housing

Homestake Complete Street Improvements: Includes sidewalks, curbs, on-street parking, crossings.

Snow Creek Drive

Homestake Rd

Park Avenue

Iron Horse Drive

Deer Valley Drive

Bonanza Drive

Kearns Blvd

Sidewinder Dr

Prospector Ave

Potential Bike/Ped Connections: Typologies



Neighborhood Street



Shared Street “Woonerf”



Off-Street Trail



On-Street Bike



Alley or Service Drive



Retail Street



Pedestrian Way



Linear Green

Bike/Ped Alternatives

-  Potential Connection
-  Planned Connection
-  Potential Bike/Ped. Improvements

ALTERNATIVE 1: NORTH-SOUTH CONNECTOR



- › New north-south and east-west connection through the superblock at Kearns Boulevard and Park Avenue.
- › Rail Trail Connection through Iron Horse Boulevard.

ALTERNATIVE 2: REALIGNED HOMESTAKE ROAD



- › Realignment of Homestake Road to create a new north-south connection through the entire study area.
- › Rail Trail Connection through Iron Horse Boulevard and North of Iron Horse District.

ALTERNATIVE 3: MAXIMIZE THE GRID



- › Multiple north-south and east-west connections to create a more walkable and tighter street grid.
- › Rail Trail Connection through Homestake Road and Woodbine Way.



Bonanza Park Small Area Plan

Bonanza Park
Small Area Plan

Phase 2 Engagement Results

The planning team will present the results from the second community meeting and online survey at the January 11 City Council Meeting.

Community Meeting 2: Overview

The planning team hosted a second Community Meeting on October 18, at the Park City Library.

This meeting included a presentation by the consultant team followed by open-house style activities with interactive stations and informational displays, the results of which are summarized in the following slides.

150

Approximate number of total people in attendance throughout the event, **about half of which attended Meeting 1.**



52

Total comment cards received with feedback for both plans.

71%

of comment card responses are from residents of the **84060 ZIP Code** (27% live in the 84098 ZIP Code)



496

Total comments and stickers received on boards for both plans. (Small Area Plan with 227, and Feasibility Study with 269)

Community Meeting: Vision Statement

Bonanza Park
Small Area Plan

Bonanza Park is a neighborhood where Parkites gather to shop, dine, and express local culture. The Bonanza Park of tomorrow will build on this vibrancy to become a more connected, livable, and inclusive community for current and future Parkites of all ages.

“Experience local cultures -> express local culture”

“Great statement! Hits opportunities and intent! Very exciting!”

“Statement is perfect. Local = no hotel, no nightly rentals! Small scale, culture and art woven organically throughout public space

“Open with Bonanza Park is where Parkites live...”

“Bonanza Park is home to multigenerational Parkites”

Community Meeting: Project Goals

Bonanza Park
Small Area Plan

Feedback from the community meeting was supportive of the project goals below. The following quotes illustrate public sentiment

Mixed Use

"Diverse mixed income mixed use development **attractive to locals and tourists alike**. Tourism helps pay the bills and supports businesses."

"For **locals** not tourists" "**No Hotel**"

Local

"A place where people can live, work, play, and thrive as **members of the community**."

"Yes! **Need to support local businesses**. No big box or chain stores"

User-Friendly

"**Public pathway** with green areas for public gathering, bike paths"

"**Connect bike trail** through Iron Horse to Park Ave. Connect Snow Creek Trail to public trails, transit"

Inclusive

"Would love to add **inclusion of kids and families**. Seems to be missing a winter gathering place"

"'Inclusive' as a word to describe **people who don't have access to housing**."

Green

"Yes! **Community gathering** and events"

"Yes **places to gather and grow food**. Places that cultivate wellness - deep wellness"

Cultural

"We need a **variety of arts and culture** to be a **well rounded community**."

"Cultural! Remember our **Latin culture** that is the backbone of our community."

What is the right Density?

27% of respondents support a 3 story height limit.

Comments received suggest future development should remain low density.

“Keep buildings at a 3 story maximum - nothing higher”

55% of respondents support a 4 story height limit.

While increasing density would provide additional options for a mixture of uses, future development should consider scale and context of the area.

“4 story. We need the density and height to meet our varied needs. Mixed use, residential, retail.”

18% of respondents support a 5 story height limit.

Comments received suggest that future 5-story development should consider stepping back the 5th story to allow for sunlight to reach streets, reduce the scale of the building, and increase uniformity.

“The architecture should evoke Park City’s history not look like Anytown, USA”

What is the right Density?

Our Phase 1 Engagement Results highlighted a community desire for greater building heights and density in Bonanza Park - what types of regulatory revisions, if any, do you support to set this goal? *(Select all that apply)*

Additional mixed use buildings (69%)



Additional density in multifamily residential (49%)



Additional building heights than those currently allowed (47%)



No change from current standards (10%)



Other (10%)



“We need more height to allow projects to “pencil out” (high property and building costs). Also need to make sure not to block any view corridors.”

“Open to additional heights, but what is the return? Codify incentives in exchange for walkability and community benefits.”

Community Meeting: Vision for Sites

Bonanza Park Small Area Plan

KEY CATALYST SITES



There is little to no support for a hotel in the district.

"These sites will set the tone for character/looks/livability. Find people with judgement/taste and import them to get it right."

"No hotel. Yes stand alone art center, green space, mixture of local residential including affordable."

MEDIUM TERM INFILL SITES



Most people support increased density with affordable housing.

"Affordable housing in the district is great."

"Density = affordability/sustainability. Building up is necessary for affordability. 5 story with setback."

LONG TERM INFILL SITES



Development should be contextually sensitive

"Various building heights and masses to allow **density to cluster** so there is space for trails, parks, and plazas."

"Height depends on design - setbacks of upper floors, pedestrian scales."

Community Meeting: Bike & Pedestrian Opportunities

Does this match your vision for bike & pedestrian improvements in Bonanza Park?

ALTERNATIVE 1:
NORTH-SOUTH CONNECTOR



Least Support

YES: ☐☐☐☐☐
NO: ☐☐☐☐☐☐☐☐☐☐
SOMEWHAT: ☐☐

“I like it. 3 parallel options, middle freed up for more immediate local vs. Park Ave and Bonanza.”

ALTERNATIVE 2:
REALIGNED HOMESTAKE ROAD

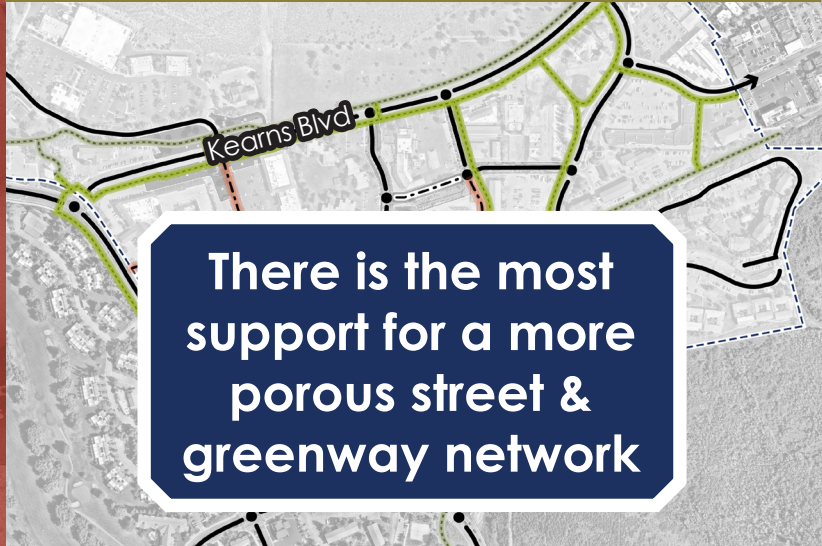


There is the most support for a more porous street & greenway network

YES: ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐
NO: ☐
SOMEWHAT: ☐☐☐☐☐☐☐

“Don’t allow cars to cut through - no cars! Prioritize bike and pedestrian.”

ALTERNATIVE 3:
MAXIMIZE THE GRID

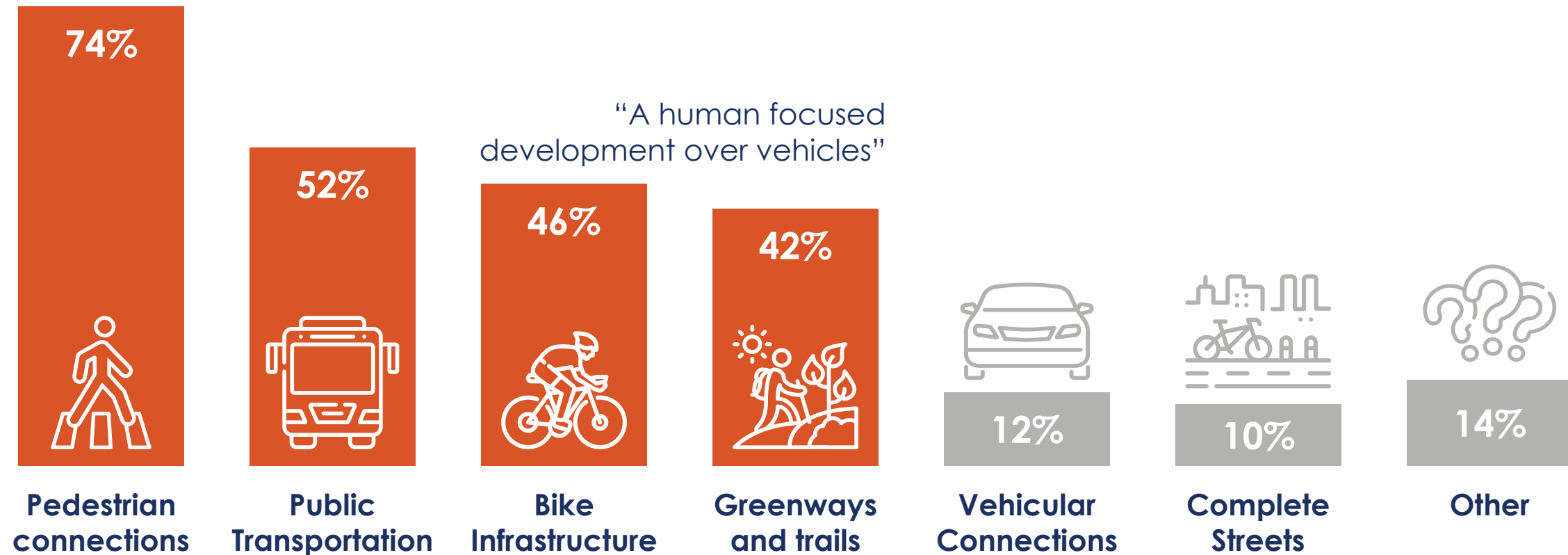


YES: ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐
NO: ☐☐
SOMEWHAT: ☐☐☐☐

“Best long term but seems less feasible in the short term. Keep most streets closed to cars! Bike & walk!”

Community Meeting: Connectivity Prioritization

Which of the following is most important for the prioritization of new internal connections within Bonanza Park?



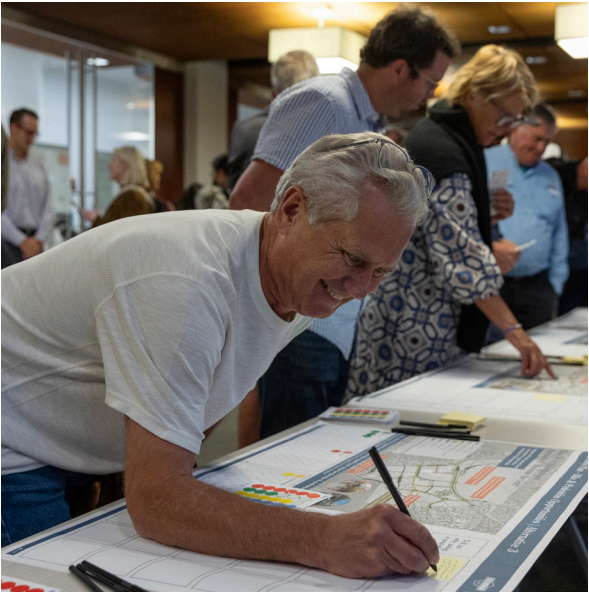
Small Area Plan Second Online Survey

The planning team launched a second online survey for the Bonanza Park Small Area Plan between Oct. 30 and Nov. 22.

The survey was promoted via Park City's Social Media accounts, distributed via email, publicized in English/ Spanish flyers (digital and print), and shared by project partners via email. The survey was available via a SurveyMonkey link.

250

Total responses to the online survey.



73%

of all survey responses are from residents of the 84060 ZIP Code.



81%

did **not** attend the second community meeting.

Online Survey: Vision Statement

Please review the vision statement for the Bonanza Park Small Area Plan.
How would you improve or edit this statement?

Bonanza Park is a neighborhood where Parkites gather to shop, dine, and express local art and culture. The Bonanza Park of tomorrow will build on this vibrancy to become a more walkable, connected, livable, and inclusive community for current and future Parkites of all ages.

There is general admiration of the vision statement among respondents, with many responding positively to the term “local” - some suggestions included:

Incorporate the word “art” into the statement to reflect the fabric of Bonanza Park

Add walkability and pedestrian oriented

Online Survey: Project Goals

Please tell us how you would edit or improve our project goals.

Mixed Use

Respondents want a vibrant mixed-use neighborhood, but clarify that mixed-use does not include a hotel, building heights should be sensitive to viewsheds, and development should prioritize the arts.

Local

Parkites favor local businesses over chains and national retailers. However, some said that the quality of the business should be prioritized over whether it is local or not.

User-Friendly

There is a strong emphasis on accessibility, such as ADA accessibility, walkability, bike/pedestrian connections, and a transit hub.

Inclusive

There is support for affordable housing. While many support it for Park City's aging population and for its workforce, the appropriate amount and location is unknown.

Green

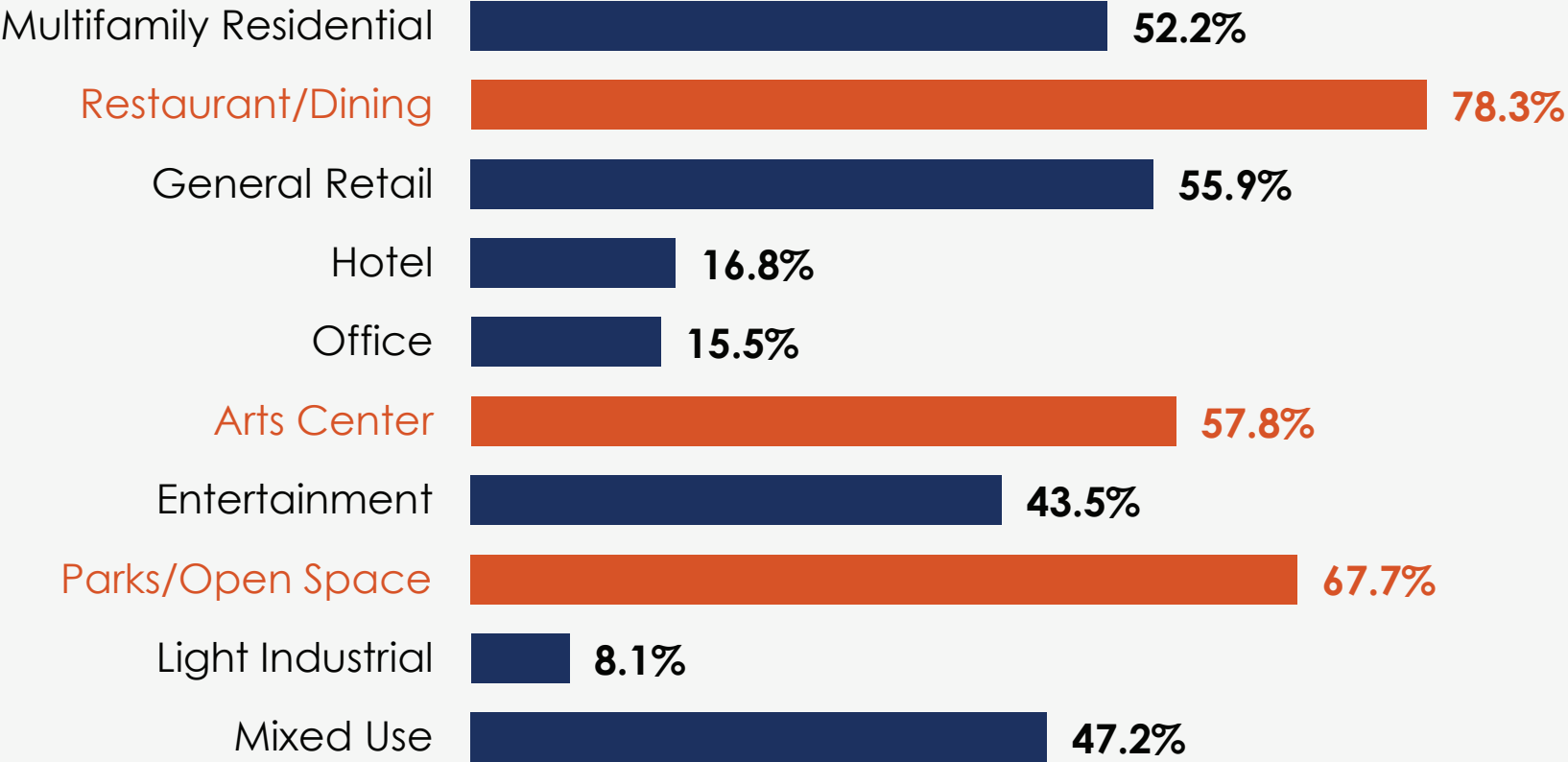
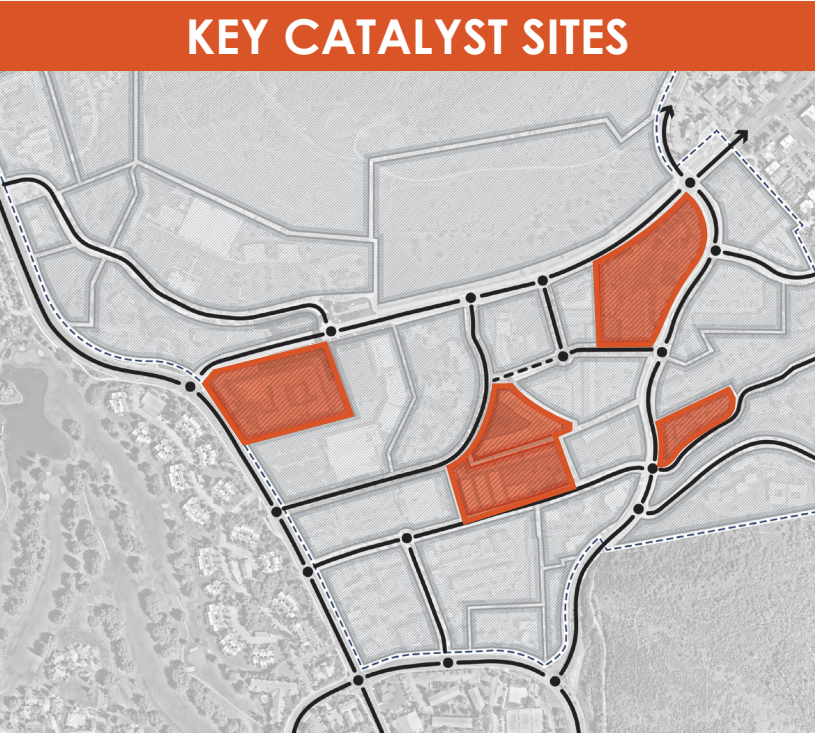
There is strong support for more green spaces. Respondents say that green and open space in general would suit the area well and would provide places for congregation, eating, pop-up events, etc.

Cultural

Incorporating art and culture into the area is favorable. Parkites would like to see art and culture integrated into the neighborhood through arts facilities, programming, and public art.

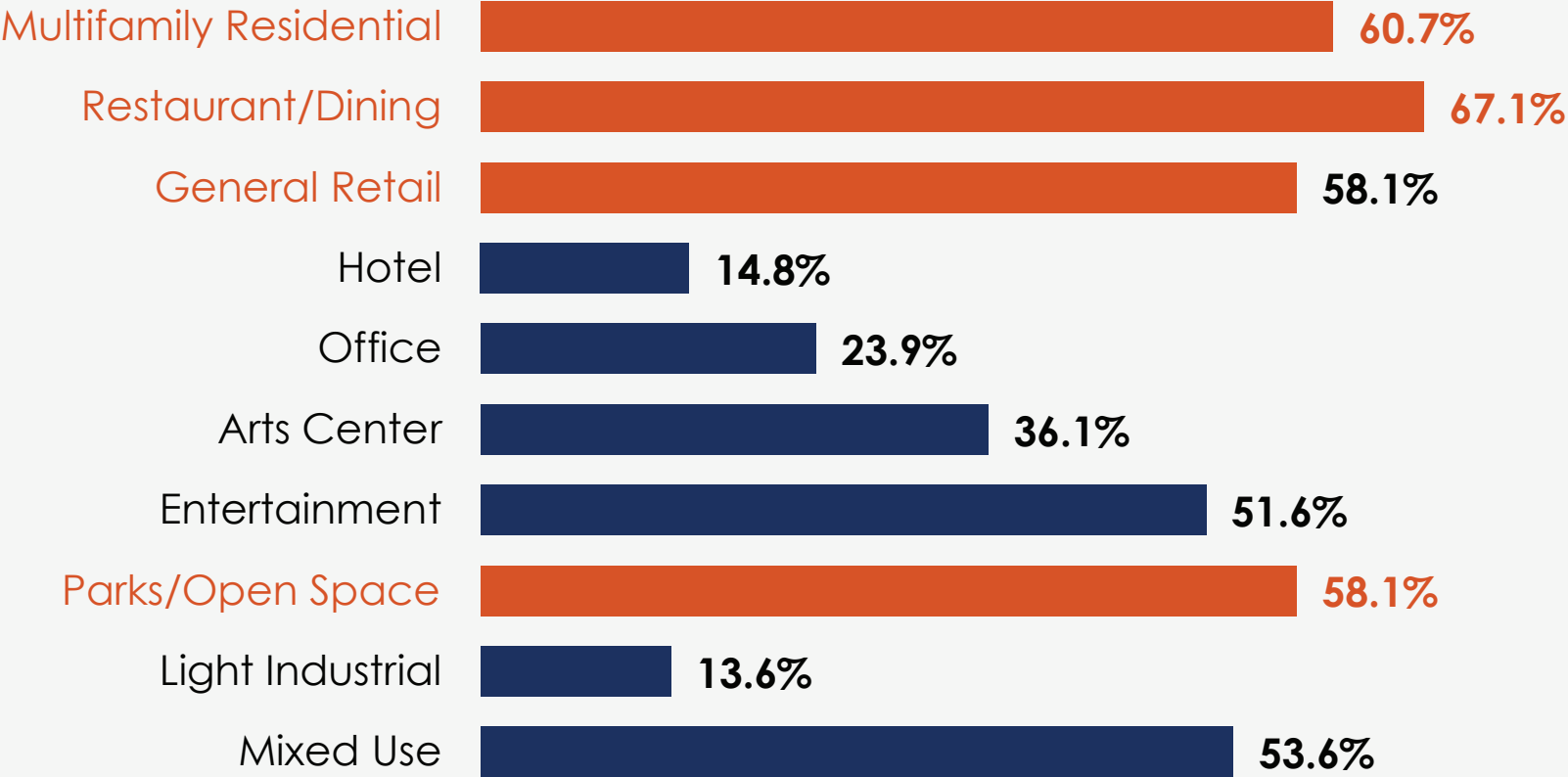
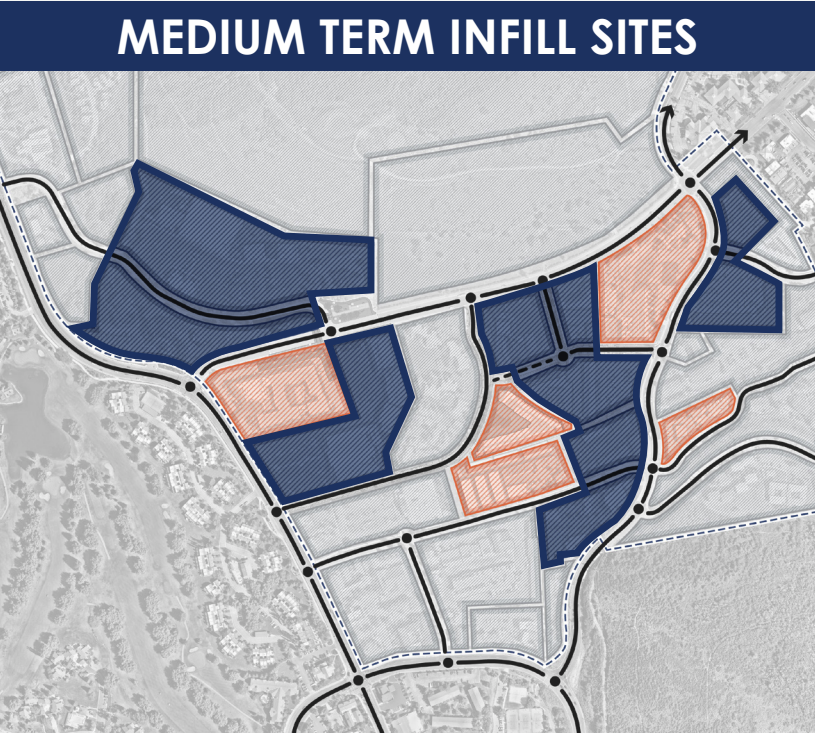
Online Survey: Key Catalyst Sites

Please review the land use diagrams. What type of uses would you like to see in these sites? Please select all that apply.



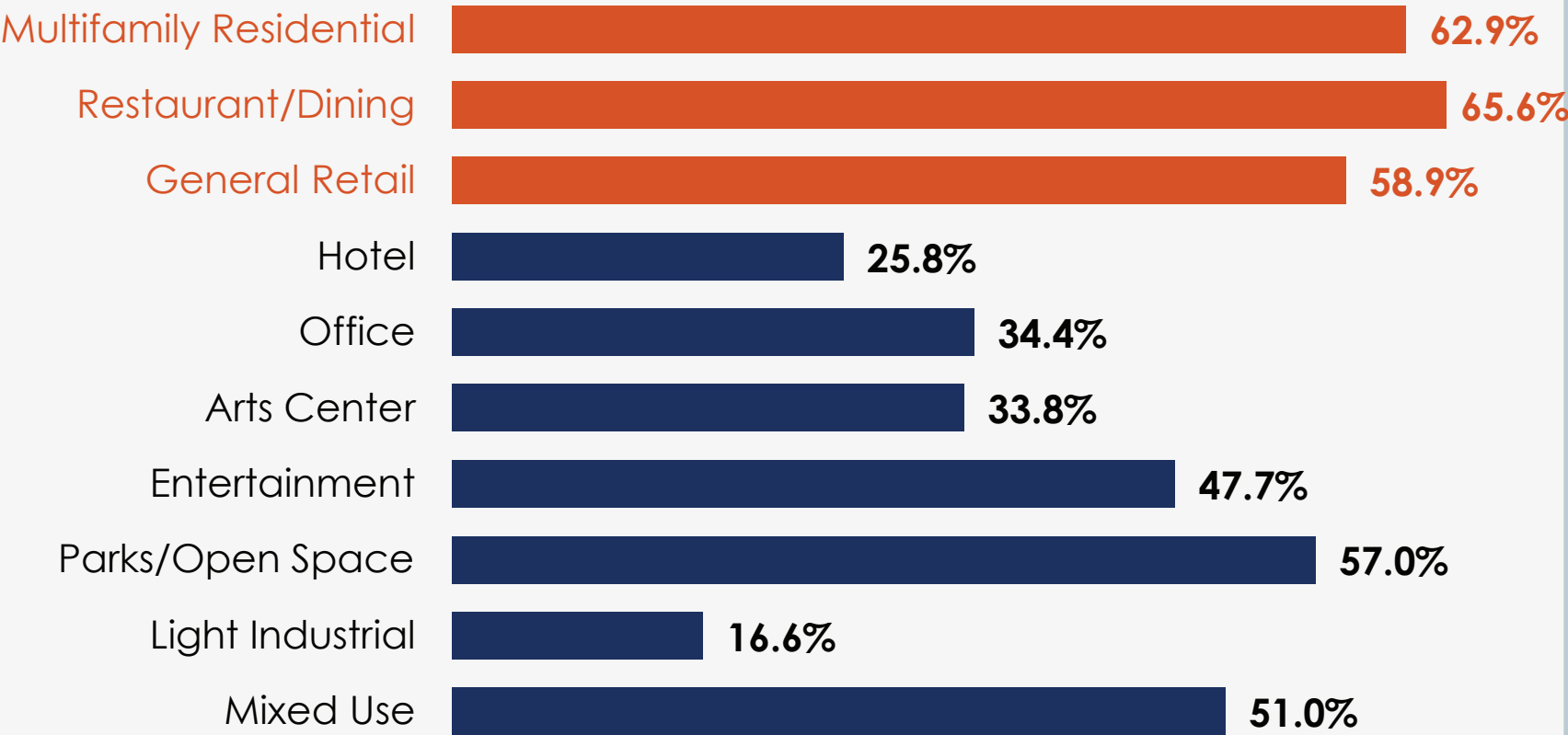
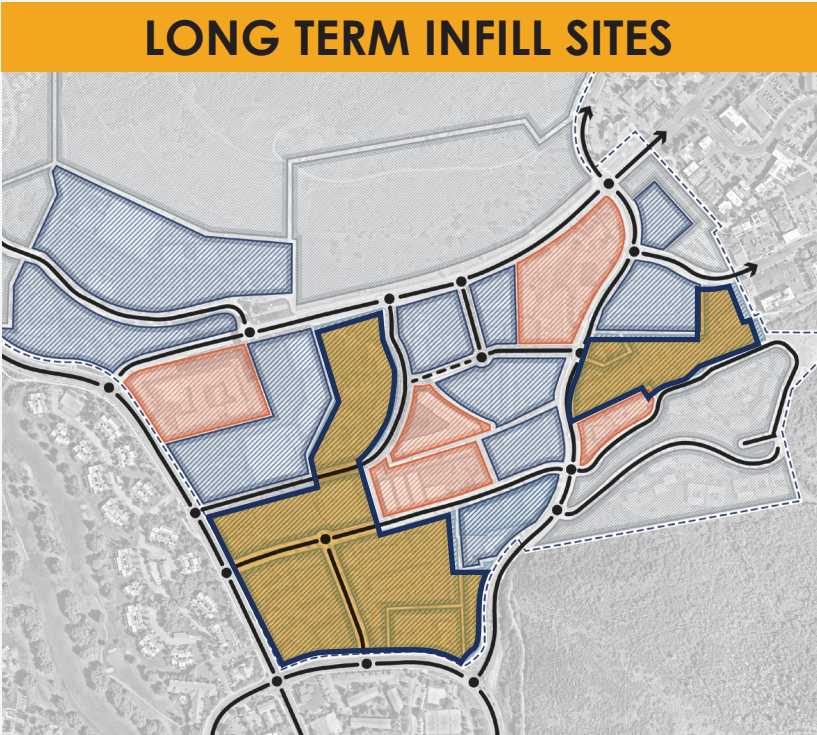
Online Survey: Medium Term Sites

Please review the land use diagrams. What type of uses would you like to see in these sites? Please select all that apply.



Online Survey: Medium Term Sites

Please review the land use diagrams. What type of uses would you like to see in these sites? Please select all that apply.



Online Survey: Building Height & Density

Our Phase 1 Engagement Results identified a community desire for greater building heights and density in Bonanza Park - what types of regulatory revisions, if any, do you support to achieve this goal? (Select all that apply)



What did we learn:

- **Responses on building height are mixed.** Residents are concerned about view obstructions from mountains, and potential that this development could become an “urban island”.
- **Respondents wish to see new development respect neighboring uses and natural landscapes.**

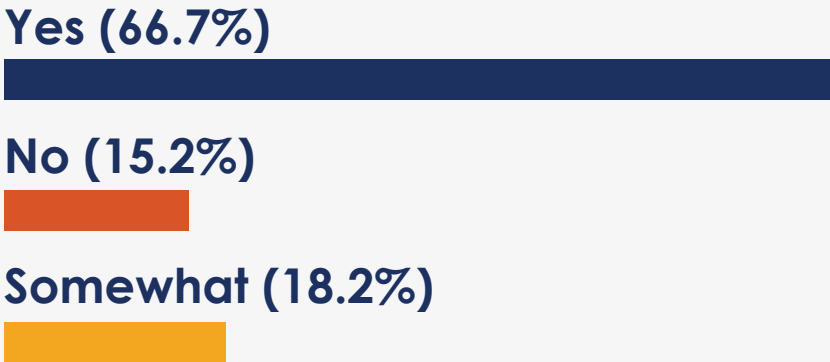
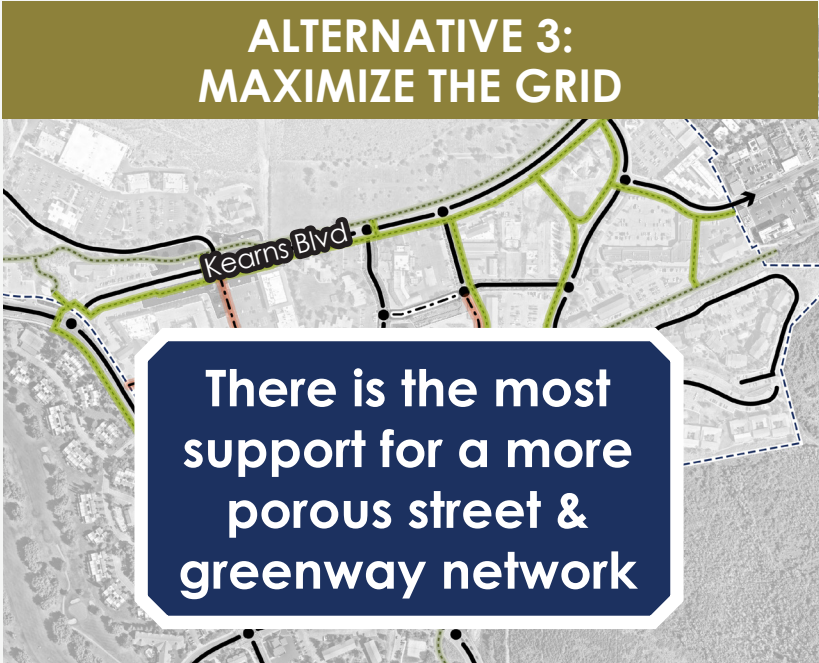
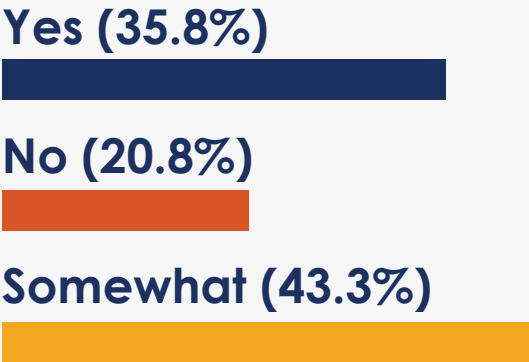
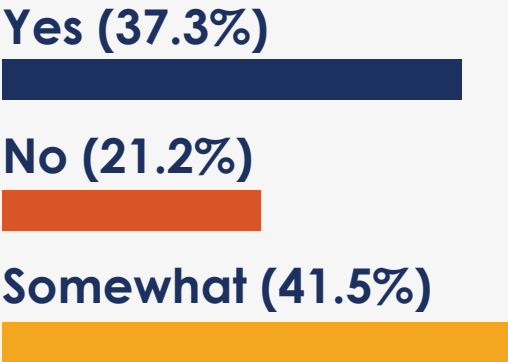
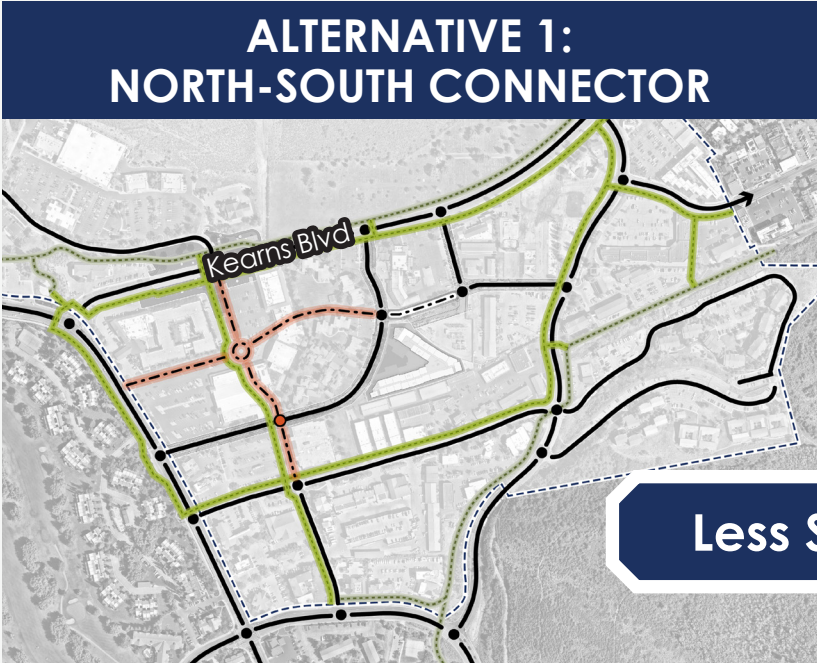
Bonanza Park

Small Area Plan

Factor	1 = most important	2 - 5	6-7 = least important
1. Having a good idea	42%	24%	14% 12% 5% 3% 1%
2. Having a good team	18%	22%	22% 13% 12% 8% 5%
3. Having a good location	6%	5% 10% 16% 19%	20% 23%
4. Having a good product	12%	12% 18% 19% 21%	14% 5%
5. Having a good business plan	15%	23% 19% 18% 15%	6% 5%
6. Having a good marketing strategy	5%	8% 12% 16% 19%	23% 17%
7. Having a good financial plan	3%	5% 5% 6% 10%	25% 45%

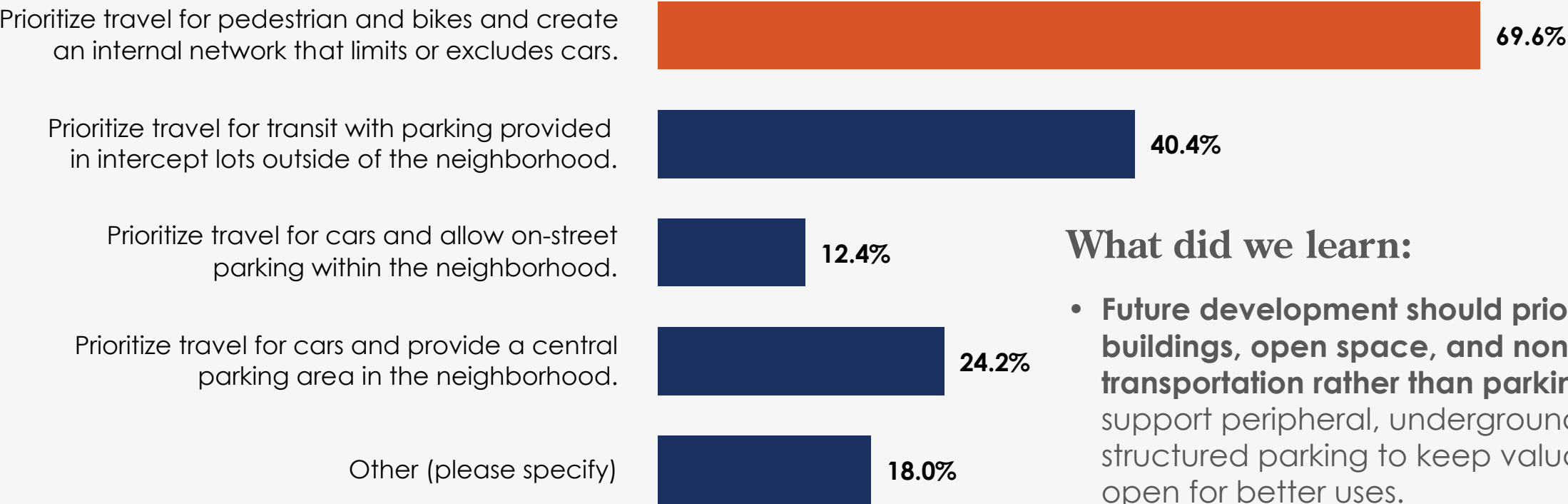
Online Survey: Connectivity Alternatives

Please review the draft connectivity diagrams above. Does this match your vision for the bike & pedestrian improvements in Bonanza Park?



Online Survey: Prioritizing Modes

How would you prioritize travel to the Bonanza Park neighborhood?
Please select all that apply.



What did we learn:

- **Future development should prioritize buildings, open space, and non-motorized transportation rather than parking.** Parkites support peripheral, underground, and structured parking to keep valuable land open for better uses.
- **Connectivity for all users is important, including cars.** Cars should not be the priority, but considered for maximum benefit and traffic mitigation
- **Maximize transit options.** Consider a standalone transit center.

Small Area Plan: Three Key Findings from Phase 2

Bonanza Park Small Area Plan

1

Additional Density

While there is support for additional building heights and density in some parts of Bonanza Park, Parkites expect to trade these off with community benefits, such as affordable housing, or public realm improvements.

Where: Key catalyst sites and long term infill sites

2

Prioritizing Connectivity

Parkites would like to prioritize as many long-term connections as possible in Bonanza Park. New connections should be geared toward pedestrians and cyclists, and limit cars. There is a clear priority on improving sidewalks.

Where: Across the entire neighborhood boundary

3

Local for Locals

Future uses should focus on serving the needs of locals. There is lack of support for any future hotels, but widespread support for more restaurants/dining, retail, open space, and multifamily residential.

Where: Where redevelopment occurs in the community



Next Phase of Work

The third phase of work will include a deeper look and recommendations into the following areas:

Transportation: Potential trip reduction strategies to help reduce external traffic in the Bonanza Park neighborhood. Fehr & Peers' will share a traffic model illustrating what future density/development/uses mean for future traffic flow in the neighborhood and beyond. This model will explore the impact of additional density and building heights.

Shared Parking: Recommendations on a parking strategy for the neighborhood, such as on-street parking permits, shared parking structures, or reduced parking minimums.

Land Use: Evaluating future development and uses that meet the community vision and goals and preserves Park City's unique character and entry corridors.

Discussion & Questions (1 of 2)

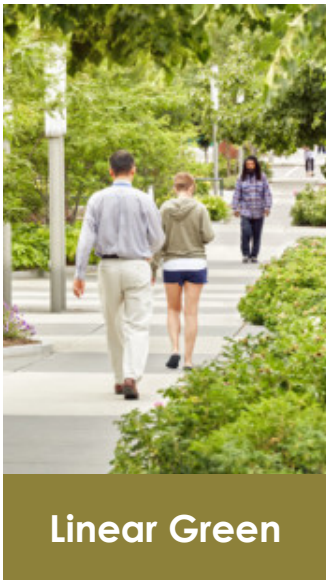
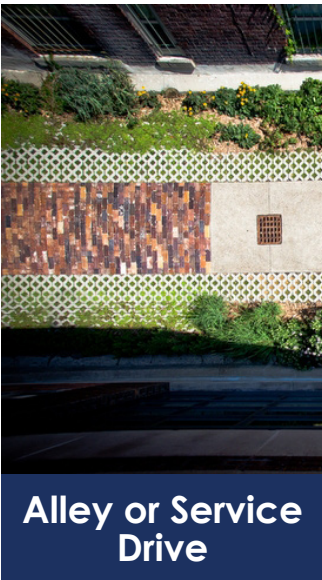
The planning team needs direction on the following components:

- **To incentivize community benefits such as affordable housing, community green space, access to transit, etc. is the Planning Commission open to evaluating building heights?** Currently, building heights are allowed at 3 stories with 4 stories for affordable housing. Is the Planning Commission open to...
 - » Allow for 4 stories?
 - » Allow for 5 stories?
- **If the Planning Commission recommends we evaluate additional height in the next phase,** is there support to mitigate height through step-backs for upper stories and additional considerations for properties within the Frontage Protection Zone?
 - » Are there additional factors we should consider?
- **Does the Planning Commission want to codify these recommendations** for Bonanza Park through the creation of a new zoning district?
 - » Are there additional factors we should consider?
- **Does the Planning Commission support evaluation of parking reductions** for the neighborhood? If so, is there support for evaluating:
 - » Shared parking?
 - » On-street parking?
 - » Using technology to share parking information?
 - » Requiring portions of parking to be underground?
 - » Improved transit facilities and connectivity?
 - » Are there additional factors we should consider?

Discussion & Questions (2 of 2)

The planning team needs direction on the following components:

- What pedestrian/bicycle typologies is the Planning Commission supportive of exploring to improve internal neighborhood connections for pedestrians and bicyclists?
- From Bonanza to adjacent neighborhoods, is the Planning Commission supportive of exploring improvements such as bridges, tunnels, sidewalk and trail connections to adjacent neighborhoods?
 - » (Note: bridge and tunnel connections were ranked below sidewalk and trail connections as part of the Phase 2 Engagement).
- Are there any additional factors the Planning Commission recommends we consider as we move into the next phase?



Next Steps

Following this week's meetings with Planning Commission and Council, the team will:

Develop preferred redevelopment programs and concepts for the 5-acre site that provide community benefit while reflecting development feasibility.

Develop a preferred land use and connectivity framework for Bonanza Park.

Meet with both Advisory Groups to preview this content prior to going back to the community.

Share the final materials with the community at a third and final community meeting.





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