



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
June 12, 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.

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 May 8, 2024
- 2.B. Consideration to Approve the Planning Commission Meeting Minutes from May 22, 2024

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4. PUBLIC COMMUNICATIONS

5. REGULAR AGENDA

- 5.A. **2413 Gilt Edge Circle – Condominium Plat Amendment** – The Applicant Proposes to Amend the Arrowood Condominiums at Deer Valley Unit 3 to Convert 356 Square Feet of Limited Common Area to Private Ownership to Construct a New Bedroom and Bathroom within the Residential Development Zoning District. PL-24-06095 (25 mins.)
(A) Public Hearing; (B) Action
- 5.B. **Bonanza Park Small Area Plan** – The Planning Commission Will Review the Draft Plan to the Planning Commission, Which Establishes a Vision Statement and Project Goals to Create a Mixed-Use, Local, User-Friendly, Inclusive, Green, and Cultural Neighborhood. PL-24-06026 (180 mins.)
(A) Public Hearing; (B) Possible Recommendation for City Council's Consideration on June 27, 2024

6. 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
MAY 8, 2024**

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

EX OFFICIO: Rebecca Ward, Planning Director; Spencer Cawley, City Planner; Virgil Lund, City Planner; Heinrich Dieters, Trails and Open Space Manager; Logan Jones, Trails and Open Space Project Manager; Alex Roy, Senior Transportation Planner; Jaron Ehlers, Planning Technician; Jacob Klopfenstein, Planning Department Administrative Assistant; Dave Thacker, Chief Building Official; Mark Harrington, City Attorney

1. ROLL CALL

Chair Sarah Hall called the meeting to order at approximately 5:30 p.m. She announced that Planning Director Rebecca Ward and Senior City Attorney Mark Harrington were attending via Zoom. She noted the presence of all Commissioners with the exception of Commissioner John Frontero who was excused.

2. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Director Ward acknowledged that the Deer Valley Ski Lift Conditional Use Permit ("CUP") would be continued to May 22, 2024, at the applicant's request. She stated this item was scheduled for a public hearing, but no discussion on the CUP was scheduled for this meeting. She also acknowledged that Staff received public input regarding this application, which was forwarded to the Planning Commission and added to the record. This public comment would be included in the Staff Report for the May 22nd Planning Commission meeting.

Director Ward reminded speakers wishing to submit public comment during this meeting to state their full name and sign in. Comments would be limited to three minutes or less and directed to the Commission. She also reminded speakers to remain civil and address only those matters regarding the pending application.

Commissioner Suesser sought clarification on the Deer Valley application and noted that it still stated that the Commission was reviewing a CUP for the lift and included the storage building, which she thought was being separated out. She asked if it was all one CUP, or whether the Commission would be considering the storage building at another time. Director Ward responded that the matters outlined in the title were what would be included in the current CUP, which does include the footprint of the storage building. Commissioner Suesser asked if the distinction was the footprint versus the building and recalled that the Commission was advised that it would be presented at a different time. Director Ward stated that they would have the

applicant clarify this on May 22, 2024. Staff's understanding was that the applicant would like to include the terminal and the storage building as part of this CUP.

Chair Hall noted that the applicant's representative was present and asked Director Ward if he could clarify this issue.

On behalf of the applicant Deer Valley, Attorney Wade Budge confirmed that Deer Valley was not seeking approval for the building as part of this application. They were seeking approval of the buildable area, as opposed to the footprint, for which they would bring forward a future application for the building. He stated the building would be subject to a separate CUP and a separate set for mitigation criteria. He stated the applicant would work with Staff before May 22nd to make sure that is clear in all of the materials presented to the Commission.

3. PUBLIC COMMUNICATIONS

There were no public communications.

4. CONTINUATION

- A. 2250 Deer Valley Drive South – Conditional Use Permit** – The Applicant Proposes a New Passenger Tramway (Ski Lift), Approximately 4.62 Miles of New Beginner Ski Runs, an 8,483-Square-Foot Terminal and Lift Storage Building, and a 375-Square-Foot Operator House in the Recreation and Open Space Zoning District and Sensitive Land Overlay. PL-23-05938.

Chair Hall opened the public hearing but reminded those present that it would be continued along with this item to May 22, 2024.

There were no public comments. The public hearing was closed.

MOTION: Commissioner Christin Van Dine moved to CONTINUE 2250 Deer Valley Drive South – Conditional Use Permit and the public hearing thereon to May 22, 2024. Commissioner Henry Sigg seconded the motion.

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

5. REGULAR AGENDA

- A. 1115 Aerie Drive – Conditional Use Permit** – On April 24, 2024, the Planning Commission Conducted a Public Hearing and Directed Staff to Draft a Final Action Letter Approving the Construction of a Private Recreation Facility in the Estate Zoning District. PL-21-05101.

City Planner Spencer Cawley stated that this item sought ratification of a CUP Final Action Letter from last month's Planning Commission meeting. He mentioned this item was not scheduled for a public hearing, as the public hearing was closed at the prior meeting. Public comment could still be submitted to planning@parkcity.org.

Commissioner Suesser recalled that during the last meeting she mentioned adding the measurements for the sports court as presented during the site visit rather than just stating it would fall within the Setbacks. She understood that the final action would limit the sports court to those specific measurements. She confirmed that this comment referenced Finding of Fact 9.a. and the Conditions. She noted that was the reference she requested should be changed to include the exact dimensions of the sports court. Planner Cawley recalled that as well.

An unidentified member of the public sought clarification that no public hearing would be held at this meeting. Chair Hall confirmed and explained that a public hearing was held during the last meeting and thereafter closed followed by a vote. Tonight's action was to ratify the Draft Final Action Letter pursuant to the Commission's vote during the previous meeting. The speaker asked if further comment would have to be in the form of an appeal. Chair Hall directed the speaker to Director Ward regarding next steps. Director Ward stated that Planner Cawley could provide the speaker with her contact information so that she could advise about next steps following ratification of the Draft Final Action Letter.

In response to Commissioner Suesser's comment regarding square footage, Director Ward stated that the court was currently 4,795 square feet and applicant proposed to reduce it to 2,085 square feet. She asked if Commissioner Suesser proposed adding that information to the Condition of Approval that the final court shall not exceed 2,085 square feet. Commissioner Suesser agreed as long as a member of Planning Staff measured the represented sports court and could confirm those dimensions represented during the site visit.

Senior City Attorney, Mark Harrington asked if the site plan for the existing conditions and topography had the new proposed dimensions or whether there was another Finding of Fact that could be referenced to an exact site plan.

Chair Hall suggested adding it to Finding of Fact 9.a. that addressed the size and location of the site. She noted that this Finding states that the sports court would be located entirely within the property Setback.

Commissioner Shand mentioned there was also reference in the Project Summary on page 1 that stated "The applicant proposes reducing the size of the concrete pad from 4,795 square feet to 2,085 square feet." City Attorney Harrington agreed that the measurement should either be included in either the Findings of Fact or Conditions of Approval because the Project Summary information would not be binding. Planner Cawley stated there was a dated Site Plan they could reference.

Commissioner Johnson asked if Finding of Fact 4.c. covered that as well and suggested adding a date to that Finding. City Attorney Harrington stated that could work as well.

Commissioner Suesser did not know what that plan looked like and did not know if it represented the conditions at the site visit. She would like to make Finding 4.c. a Condition of Approval because the applicant had not yet constructed the project yet.

Chair Hall asked if they could add the Site Plan and some of the language in the Project Summary to Condition of Approval A. She asked Planner Cawley to revise the documents so the Commission could review it.

Virginia Schulman approached the dais and sought to ask a question. Chair Hall reiterated that there was no public hearing scheduled for this item but allowed the speaker to ask her question. Speaker Schulman stated she lives in Aerie. At the last meeting, she noted that someone said they were not going to worry about the retaining walls because it would be too disruptive. She asked if the retaining walls were now corrected pursuant to the Land Management Code and whether the applicant was required to make the retaining walls compliant with the LMC. She noted that she did not see that in the report.

Director Ward advised the speaker that she could reach out directly to her with any questions. She explained that this application was for use of the sports court, and the applicant already had a pending application regarding the retaining walls.

Planner Cawley read the following addition to Condition of Approval A: "The sports court shall be constructed to the specifications of the updated site plan dated March 28, 2024, not to exceed 2,085 square feet."

Commissioner Johnson asked Planner Cawley to present the site plan so they could verify the dimensions. Planner Cawley noted the updated site plan was an exhibit to the April 24th meeting.

Commissioner Johnson stated that to address the public comment, one retaining wall would be addressed in this application, and referenced the retaining wall located in the Front Setback. He noted that that retaining wall would actually be brought back into compliance and dropped to a level of 2 – 3 feet. He also noted that the retaining wall along the road would actually be removed or in filled.

Speaker Schulman spoke off the record and Chair Hall encouraged her to reach out to Director Ward who could talk about future applications for this project that would include the retaining walls.

Planner Cawley showed the Commission the site plan that included the proposed dimensions of 30 feet x 69.5 feet. He stated they could be more specific in the Conditions of Approval and include those measurements.

Chair Hall offered that referencing the site plan, which included the dimensions, was clear.

MOTION: Commissioner Suesser moved to RATIFY the amended Final Draft Action Letter Approving 1115 Aerie Drive – Conditional Use Permit for a Private Recreation Facility, as follows:

Procedural History

- A. On December 20, 2021, the applicant 1115 Aerie LLC ("Applicant") submitted an application ("Application") and paid the required fee for a conditional use permit in connection with a proposed sports court (the "Sports Court") on Summit County, Utah Tax Parcel No. OOT-HSTONE-8 (the "Property"). The Application was submitted after a contractor commenced work without all necessary permits.
- B. On July 13, 2022, the Park City Planning Commission ("Planning Commission") held a public hearing and denied the Application.

- C. On July 20, 2022, the Planning Commission issued its written denial of the Application. The Planning Commission reasoned that the Application (a) was not compatible with prior land use approvals, specifically a building pad note on the applicable subdivision plat prohibited the proposed sports court; (b) lacked information regarding the conditional use permit requirements for screening and landscaping, compatibility with surrounding structures, noise, lighting, sensitive lands, and steep slopes; and (c) was inconsistent with the General Plan.
- D. On July 29, 2022, the Applicant appealed that denial and on August 2, 2022, submitted an advisory opinion request on for the Application to the Utah Office of the Property Rights Ombudsman.
- E. On November 16, 2023, the Ombudsman issued an advisory opinion on this matter and concluded that the Planning Commission erred in denying the Application. Specifically, the Ombudsman concluded that: (i) the Sports Court did not violate any plat note or building area restriction, (ii) the Planning Commission erred in denying the Application for insufficient evidence; and (iii) the Application should be allowed to supplement its Application with any insufficient information.
- F. On March 4, 2024, the Park City Appeal Panel held a hearing on the Applicant's appeal and concluded that: (i) the Sports Court did not violate any plat note or building area restriction; (ii) the Applicant should be allowed to supplement its Application with additional information; and (iii) the Planning Commission should reconsider the following issues in light of the conclusions from the Appeal Panel and the Applicant's supplemental information:
 - (1) Whether the Sports Court will cause any detrimental effects, and, if any, could those effects be reasonably mitigated; and
 - (2) Whether the Sports Court complies with the City's very steep slope, significant vegetation, and impervious surface requirements.
- G. On March 22, 2024, the Applicant formally supplemented its Application with a steep slope analysis, drainage plan, and an analysis of how the proposed use satisfies Park City's conditional use permit requirements.

Findings of Fact

- 1. The Property is located within the Nielsen/Korthoff (Hearthstone) Small Scale Master Plan Development that was approved June 14, 1993, and within the Hearthstone Subdivision Plat that was recorded June 13, 1994.
- 2. The Property is primarily used as a single-family residence, which use will continue with the Sports Court being accessory thereto.
- 3. Pursuant to the Park City Land Management Code ("LMC") Sports Courts are a conditional use for the Property and thus require a conditional use permit ("Sports Court CUP"). The Sports Court CUP must be issued to the Applicant if

the Planning Commission finds that the proposed Sports Court causes no detrimental effects on adjacent uses or if it does cause detrimental effects, those effects can be reasonably mitigated.

4. In connection with the Application, the Applicant submitted the following documents for the Planning Commission's consideration:
 - a. Existing Conditions & Topography Map (Job No. 3-9-21) prepared by Alliance Engineering Inc.;
 - b. Conceptual Grading & Drainage Plan (Job No. 8-3-23) prepared by Alliance Engineering Inc.;
 - c. Landscaping Plan/sports court exhibit prepared by DBS + Associates, LLC.
5. The Planning Commission has the authority to act as the land use authority for the Sports Court CUP. See LMC § 15-1-10.D(D).
6. The Applicant submitted all the materials required by the LMC for the Sports Court CUP and presented in a public hearing regarding the proposals set forth in the Application.
7. With respect to the Sports Court CUP, the Planning Commission, after carefully considering the Applicant's submittals referenced above and the Applicant's presentation at the public hearing, has determined that any detrimental effects caused by proposed development can be reasonably mitigated and comply with the LMC's requirements.

Additional Findings

8. The Planning Commission, as the land use authority, finds that the proposed Sports Court CUP complies with the standards in LMC § 15-1-10-D(D). Specifically:
 - a. The Application complies with all applicable requirements of the LMC as required by LMC § 15-1-10-D.1(D)(1). Based on the materials provided with the Application the Sports Court complies with all applicable LMC provisions.
 - b. The Sports Court is compatible with surrounding structures in use, scale, mass, and circulation. See LMC § 15-1-10-D.2(D)(2). Specifically, the Sports Court is compatible with surrounding uses as it is accessory to the primary single-family residential use on the Property. Use of the Sports Court will be limited to the Property's residents and guests and will not be open to the general public. This is consistent with the surrounding residential area. The Sports Court is and will be located entirely within the Property's setbacks and will be screened from view by the existing

residence and carefully designed landscaping. The Sports Court will have no impact on the onsite pedestrian and vehicular circulation.

- c. The Applicant has proposed several conditions to mitigate any differences in use or scale. See LMC § 15-1-10-D.3(D)(3).
9. The Planning Commission, as the land use authority, finds that the Sports Court CUP complies with the standards in LMC § 15-1-10-E(E). Specifically:
- a. Size and location of the site:

The Property a single-family lot that was approved/created when the Hearthstone Subdivision was recorded on 6-13-1994. The proposed Sports Court is accessory to the single-family home existing on the Property. The size of the Property is more than adequate for the Sports Court as it will be located entirely within the Property's setbacks. The location of the Sports Court on the Property is appropriate because it is within the Property's designated building pad, as defined by LMC § 15-15.
 - b. Traffic considerations including capacity of the existing streets in the area:

The Sports Court will not increase traffic to the Property as it will be primarily used by the Property's residents and guests. No new traffic impacts are being created.
 - c. Utility capacity, including storm water run-off:

No new utilities are being proposed for the Sports Court because as a proposed condition of approval the Sports Court will not have any outdoor lighting. The Applicant's drainage plan is adequate to manage any stormwater runoff generated by the Sports Court's impervious surface.
 - d. Emergency vehicle access:

The Sports Court will not change or impact any emergency vehicle access. The current emergency access to the Property from Aerie Dr. will not be impacted by the Sports Court.
 - e. Location and amount of off-street parking:

Per the LMC, a private recreation facility generates a parking demand of 1 space per 4 persons. This is in addition to the 2 spaces required for a single-family dwelling. Thus, the Property requires 3 parking spaces. As shown on the submitted plans, the capacity of the existing garage is 3 vehicles, with additional parking space in the driveway, outside of the setbacks of 7 vehicles. The Property has sufficient parking.
 - f. Internal vehicular and pedestrian circulation system:

There is no change to the existing pedestrian or vehicular circulation patterns.

- g. Fencing, screening, and landscaping to separate the use from adjoining uses:

The provided landscape plan shows that the Sports Court will be extensively screened from view from Aerie Drive and the neighbors to the north and east. The landscape plan shows that at least thirty-nine (39) trees will be planted, but it is anticipated that up to sixty (60) trees will be planted, most of which are evergreens, which will provide year-round screening. The Application also depicts a ten-foot chain link fence surrounding the Sports Court on all sides for additional screening and safety, security, and noise reduction purposes. The Sports Court is adequately fenced, screened, and landscaped to separate it from adjoining uses.

- h. Building mass, bulk, and orientation, and the location of buildings on the site; including orientation to buildings on adjoining lots:

The Sports Court will be within the setback and within the Property's building pad, as defined in LMC § 15-15-1. Due to the grade of the site, the Sports Court will sit approximately ten feet (10') below the elevation of Aerie Drive. There will be a two-foot (2') retaining wall on the north side of the Sports Court, then an approximately 4:1 slope from the retaining wall to Aerie Drive.

- i. Usable open space:

The portion of the lot containing the Sports Court will continue to be open space, as defined by the LMC¹. Thus, the Sports Court does not change the existing open space, and in fact, makes the existing open space more usable for recreational activities.

- j. Signs and lighting:

No signs or lighting are being proposed with the Sports Court.

- k. Physical design and compatibility with surrounding structures in mass, scale, style, design, and architectural detailing:

The proposed Sports Court will be used solely for the residents and guests at the Property. The landscaping associated with the Sports Court will screen the use from Aerie Dr. The landscaping wall on the north of the Sports Court is being reduced in size from what is currently constructed to reduce visibility from adjoining uses.

¹ LMC § 15-15-1: OPEN SPACE - Open Space, Landscaped. Landscaped Areas, which may include local government facilities, necessary public improvements, and playground equipment, recreation amenities, public landscaped and hard-scaped plazas, and public pedestrian amenities, but excluding Buildings or Structures.

- l. Noise, vibration, odors, steam, or other mechanical factors that might affect people and off-site property:

Sports courts typically create noise that might affect people and offsite properties. The Sports Court, however, has been carefully designed by including a SportGam PB open cell court surface and AcoustiFence soundproofing surrounding the Sport Court to mitigate noise. Likewise, the Applicant has agreed to the conditions identified below to further mitigate potential noise concerns. The Sports Court, as conditioned, adequately mitigates any potential detrimental noise. The Sports Court will not cause any vibration, odors, steam, or other mechanical factors that may affect people and property off-site.

- m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup areas:

No changes are proposed or anticipated with regards to service vehicles.

- n. Expected Ownership and management of the project as primary residences, condominiums, time interval ownership, nightly rental, or commercial tenancies, how the form of ownership affects taxing entities:

The Sports Court will not change the ownership or management composition of the Property and will be used only by the Property's residents and guests. There is no change affecting taxing entities.

- 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:

The Applicant provided a detailed steep slope analysis that shows that the Sports Court is not be located within fifty feet (50') of very steep slopes. The Property is not within the soil ordinance boundary. Finally, the sensitive land overlay is not applicable to the Nielson portion of the Nielsen/Korthoff MPD, as approved on June 14, 1993. (The Property is in the Neilson portion of that MPD).

- p. Reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding.

The use is consistent with the Park City General Plan and is an allowed conditional use; however, such review for consistency shall not alone be binding. There are specific elements of the general plan that the Application supports:

- i. Objective 1A - Direct complimentary land use and development into existing neighborhoods that have available infrastructure and resource capacity. (pg. 27)
 - ii. Objective 1C - Primary residential neighborhoods should encourage opportunities to enhance livability with access to daily needs, including: a mini market, a neighborhood park, trails, community gardens, walkability, bus access, home business, minor office space, and other uses that are programmed to meet the needs of residents within the neighborhood and complement the existing context of the built environment. (pg. 27)
 - iii. The more Park City residents are able to take advantage of the benefits provided by parks and recreational facilities, the healthier our community will be. (pg. 99)
- 10. The location of the Sports Court is more than seventy-five (75') from Very Steep Slopes as shown on Alliance Engineering Existing Conditions & Topography Exhibit dated 4/2/2024. See LMC § 15-2.21-3.A.3(A)(3).
 - 11. The Planning Commission finds that for the reasons above, the Sports Court will not have any unmitigated detrimental impact on surrounding uses.
 - 12. As discussed below, the Applicant has agreed to self-impose certain conditions on the Property to minimize any potential detrimental effects that may result from the proposed Sports Court. The Planning Commission finds that these conditions adequately mitigate potential detrimental effects that may result from the Sports Court.

Conclusion

Based on the foregoing, and subject to the conditions listed below, the Sports Court CUP meets the standards and requirements of the LMC, including the criteria for approving a conditional use per LMC § 15-1-10(D) and Utah Code § 10-9A-507. The Planning Commission concludes it is appropriate to approve the Sports Court CUP subject to the below conditions, each of which will mitigate any reasonably anticipated detrimental effects associated with the uses described in the Application.

Conditions

The Sports Court CUP is conditioned upon the following:

- A. Portions of the Sports Court and retaining walls currently located inside the front and side setbacks must be removed. The disturbed areas must be revegetated in accordance with the submitted plans. The sports court shall be constructed to the specifications of the updated site plan dated March 28, 2024, not to exceed 2,085 square feet.

- B. Any disturbed area offsite from the Property must be revegetated in accordance with submitted landscape plans.
- C. The Applicant shall bury or relocate the retaining wall that is north of the Sports Court and within the applicable setbacks and in the front a side setbacks. The new wall is limited to two feet (2') in accordance with the plans as submitted. Prior to obtaining a building permit for the relocated retaining wall, the Applicant shall submit to the City's engineering department an excavation and grading plan showing no erosion, land subsidence, or avalanche is created by the relocation of the retaining wall.
- D. The Applicant shall submit a construction mitigation plan for approval by the City's Chief Building Official that mitigates construction traffic on Aerie Dr. The Applicant shall submit a management and safety plan for the proposed route. Time of operations, truck inspections, and the number of trips hauling shall be outlined and regulated through the Construction Mitigation Plan.
- E. The Applicant's stormwater mitigation plan shall include mitigation for onsite retention and shall be reviewed and approved by the Engineering Department prior to building permit submittal.
- F. The Applicant shall notify the Planning Department prior to making any changes to the plans approved as part of the Sports Court CUP.
- G. The Property is located outside of the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine-related impacts. If the Applicant does encounter mine waste or mine waste impacted soils, the Applicant must handle the material in accordance with State and Federal law.
- H. No overhead lighting is permitted for the Sports Court. All exterior lighting for walkways and landscaping shall be down-directed, fully shielded, with bulbs 3,000 degrees Kelvin or less to prevent glare onto adjacent property and shall comply with the City's outdoor lighting code per LMC § 15-5-5(J). Floodlights are prohibited on the Sports Court. Fully Shielded outdoor lights shall not exceed 12 feet above existing grade. Fully shielded ground-level fixtures are encouraged. Final lighting details must be reviewed by the City's planning staff prior to installation and final inspection.
- I. Use of the Sports Court will be prohibited from 10:00 PM to 7:00 AM and the use of pickleball is restricted from 8:00 PM to 8:00 AM.
- J. The surface of the Sports Court shall be comprised of SportGame PB Open Cell materials or similar noise-reducing materials.
- K. An "Acoustic Fence" or similar soundproofing fencing must be installed around the Sports Court.

- L. Sports court may be used for paddle games (including pickleball), but only when USA Pickleball's Quiet Category compliant paddles and soft balls are used.

Commissioner Johnson seconded the motion.

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

Chair Hall encouraged the members of the public to reach out to Planner Cawley with any questions regarding next steps.

- B. 1200 Little Kate Road – Conditional Use Permit** – The Applicant Proposes to Relocate and Expand the Existing Swimming Pools at the MARC to be Located at the Rear of the Property in the Residential Development Zoning District. PL-24-06090.

City Planner, Virgil Lund, explained that this application sought a CUP for the Park City Municipal Athletic Recreation Center ("MARC"). He reminded that a Work Session was held on this item in February 2024. He reported that the original CUP for the MARC was approved in 1976 and included an expansion of the then-existing Racquet Club. In 2010, the Planning Commission approved a CUP and Master Planned Development ("MPD") for construction of the MARC as it currently exists.

Planner Lund presented some renderings of the proposal and explained that the applicant proposed a 3,200 square foot lap pool that would remain unchanged in size. It also included a 5,000 square foot leisure pool and an approximate 1,200 square foot structural addition. He reminded that the MPD perimeter Setback was 25 feet, and the Setback in the Recreation Development ("RD") zone was 15 feet. The current plans complied with the 15-foot Rear Setback but did not comply with the 25-foot MPD Setback.

During the last Work Session, the applicant requested the Planning Commission review the proposal under the 15-foot zoning district Setback requirements and reduce the perimeter Setback. He stated that the Planning Commission had the authority to make that determination within the MPD based on architectural interest and variation of the proposal.

Planner Lund stated that the Planning Commission had a couple of options for Final Action. First, the Commission could approve the CUP based on the Final Action Letter with Condition of Approval 5 that states "The applicant shall revise the plan to comply with the 25-foot MARC MPD perimeter Setback or obtain a variance from the requirements of the MPD perimeter Setback from the Board of Adjustment prior to submitting a Building Permit."

The second option was that if the Planning Commission found that the pools provided architectural interest and variation, they could approve the CUP and amend the Final Action Letter to remove Condition of Approval 5.

Kent Fischer, Recreation Director for Park City Municipal, appeared on behalf of the applicant along with architect Brent Tippetts, VCBO Architecture. Applicant-representative Fischer presented a slide with their Mission Statement, which stated "enriching lives in the community through exceptional people, programs and facilities." He stated that with this pool project, they were looking to create an exceptional aquatics facility for the community. He next presented a

slide showing the current view of the facility. He also presented an image showing the properties within 100 feet of the property line.

In terms of Setbacks, Applicant-representative Fischer echoed that the Commission had the authority to reduce the 25-foot MPD Setback. At the Work Session in February, he stated that the Commission directed the applicant to meet the underlying zone Setbacks. He reported that since that Work Session, the applicant worked to re-design the pools to meet that direction given by the Commission. He stated the updated pool design complied with the underlying 15-foot RD Zone Setback requirements as requested by a majority of the Planning Commission. The revised plan set the pools back 16 feet and the rec pool sits back 18 feet x 1-3/4 inches from the north property line.

Applicant-representative Fischer stated the updated design met the underlying Setback requirements of the zone. There would be no vertical play equipment or slide within the 25-foot Setback. Additionally, there were no visual impacts. The existing mature trees screen the residents to the north and the residents are angled away from the facility. Currently the pools are fenced. He also stated there would be no lighting other than inside the pools as required by Code. The pools would not be operated at night. The pools are currently opened seasonally, and they try to get the leisure pool open by Memorial Day and run it to Labor Day, where the typical hours are 8:00 a.m. to 7:00 p.m. The lap pool is open from April to October, and the typical hours are 6:30 a.m. to 7:00 p.m.

Applicant-representative Fischer stated that noise would be mitigated with the natural landscape. He was unaware of the MARC ever receiving a noise complaint from the pools.

With regard to the prior question regarding the distance to the closest condominium, he reported that the closest condominium was approximately 15 feet from applicant's property line. The pools are 15 feet from the property line, so the distance would be 30 feet. He reiterated that the condominiums were oriented away from the MARC property. He presented a graphic that illustrated the Setbacks as they moved the pools further to the south.

Applicant-representative Fischer stated that the question posed was whether the Planning Commission finds that the reduced MPD perimeter Setback to the 15-foot zoning Setback would provide architectural interest and variation. The applicant believed that the aquatic facilities met that requirement by virtue of the design that included curved walkways, water features, pool tiles, deck shades and overall aesthetic design. In terms of public support and outreach, Applicant-representative Fischer reported that they had worked on this quite extensively over the past couple of months. They were on the Engage Park City site where people could fill out a survey. He noted that there was overwhelming support for the project. The data showed that 55 respondents definitely supported, 27 respondents supports, 7 were neutral and 9 stated they did not support the project.

They held an open house at the MARC where they invited the Racquet Club Homeowners' Association ("HOA") as well as the residents around Park Meadows. They also posted design boards in the MARC lobby, and they held another project open house at the library. Chair Hall invited clarifying questions from the Commission.

Commissioner Shand asked about the feedback from the Racquet Club HOA. Applicant-representative Fischer stated they did not have a direct meeting with the HOA, but they did speak with the HOA president and also made them aware of the open house held at the MARC.

Commissioner Shand assumed that there was no objection by the HOA president, given the lack of public comment received on this proposal. Applicant-representative Fischer confirmed.

Commissioner Suesser noted that the prior proposal had the pool approximately 10 feet from the property line and sought clarification that it was re-designed to be located 15 feet from the property line. Applicant-representative Fischer explained that they reduced the width of the lap pool, so the proposed pool would essentially be a replacement of what exists currently.

Commissioner Van Dine asked about the current Setbacks for the tennis courts. Applicant-representative Fischer confirmed that the tennis courts were within the 25-foot Setback.

Planner Lund stated the location of the tennis courts was within the zone Setback requirements and obtained under a prior approval. Director Ward asked for clarification as to whether the tennis courts went through a CUP or a Building Permit, as the tennis courts met the original 25-foot MPD Setback. She wondered if there was a CUP for the addition to the tennis courts.

Planner Lund reported that there was an Administrative CUP ("ACUP") for the pickle ball courts that were added. He was unaware as to when the tennis courts were added, but believed it was part of the 2010 MPD. Applicant-representative Fischer advised that it was all done at the same time in 2012. The MARC obtained an ACUP and rebuilt the tennis courts and added the four pickle ball courts. He stated they raised the height of those courts by three feet and created a larger walkway around the three bubble courts so they could clear the snow around the bubble. He explained that pushed the courts to a location that was pretty close to the property line, and confirmed they were not required to obtain a Variance from the Board of Adjustment.

Chair Hall understood that the ACUP in the Packet addressed the additional tennis courts, which were approved by the Planning Director and did not require a Variance. She asked if that was because it did not involve an actual structure, and Planner Lund stated he was unaware as to the basis.

Director Ward noted that Staff found that the Setbacks were not addressed as part of that ACUP. Planner Lund confirmed.

Chair Hall opened the public hearing.

Dane Taylor identified himself as the President of the Racquet Club HOA. He expressed that there was some concern in the community about the Setback to the living units. He would welcome further conversations on that and provided his contact information as pcrchoa@gmail.com

There was no further public comment. Chair Hall closed the public hearing.

Commissioner Suesser asked if the Applicant had spoken to the HOA President. Applicant-representative Fischer stated he did not speak with Speaker Taylor but recalled that Assistant Recreation Director Tate Shaw did have conversations.

In response to a further inquiry from Commissioner Suesser regarding additional mitigation suggested from that conversation, Applicant-representative Fischer was unaware of any suggestions made.

Chair Hall asked if there was a Landscaping Plan associated with this proposal. Planner Lund advised that a landscape plan would be required as part of the Building Permit and would be reviewed at that stage.

In response to an inquiry regarding the existing fence, Applicant-representative Fischer stated that they would end up replacing the fence along the north property line. He noted that this fence is older, and they talked about installing a solid concrete masonry unit ("CMU") block wall similar to that along the leisure pool at the entrance. He added that the rest of the fencing around the property is 10-foot-high chain link. Commissioner Johnson observed that it was black vinyl chain link. He noted that there was a combination of CMU block fencing with segments of metal pickets around the remaining perimeter of the property. The CMU block fence is 6 feet high, and the existing chain link fence is 10 feet. At the property line with the Racquet Club, the applicant would keep the 10-foot-high chain link fencing and replace the 6-foot fence with a 6-foot CMU block wall.

Commissioner Suesser referenced the photograph before the Commission and stated what looked like a perimeter fence that runs along the tennis courts is chain link fencing. Applicant-representative Fischer confirmed and added that the pickle ball courts to the south have a 10-foot chain link fence. At the bubble, there were two sections of 10-foot chain link at the tennis court and at a 4-foot walkway. At the pickle ball courts to the north, the fences are all 10-foot chain link. He stated that along the north end of the property near the tennis court closest to the pool is where the 6-foot CMU block fence with ornamental iron begins. This fencing continues all the way around to the edge of the gymnasium and along the front perimeter from the parking lot. Applicant-representative stressed that due to the pools, the perimeter of the property needed to be secured.

Commissioner Shand referenced the Municipal Code and asked if Setbacks applied to structures 30" above the ground or higher. Planner Lund confirmed and stated there were certain Setback exceptions within certain Zoning Districts as well. Commissioner Shand asked how the Setback requirements applied to pools. Planner Lund explained that since this applicant met the Setback requirement of 15 feet, the applicant complied with the requirements. Commissioner Shand observed that if someone wanted to install a patio right up to a property line, they could do that as long as it was not 30 inches or higher. He reasoned that at best, a pool is 12 inches above the ground, and queried about the difference between a patio and a pool in terms of Setbacks. Planner Lund stated that would require more analysis because, at present, the LMC did not define swimming pools; rather, it only defined Private Recreation Facilities.

Commissioner Shand expressed that he wished the HOA President who spoke earlier had elaborated on his concerns; as a result, they really do not know how to address the HOAs concerns. Commissioner Suesser suggested inviting the HOA President to call back if possible.

Chair Hall understood these suggestions but noted that the Commission was not soliciting public comment and open a public hearing back and forth.

Commissioner Shand commented that if someone stated they had concerns that they want the Commission to consider, they should be more specific. He clarified that he was not inviting a call back to the HOA President.

Chair Hall reiterated her understanding of Commissioner Shand's point with regards to the triggering element for the Setback. Commissioner Shand noted that he respected the 15-foot Setback.

Commissioner Suesser sought clarification of what was going into the addition between the current building and the lap pool. Applicant-representative Fischer explained that there would be an expansion of the equipment area to accommodate the pool equipment. Additionally, they would create an enclosed space for the lifeguard.

Chair Hall directed the Commission's attention to Condition of Approval 5 and whether the Commission felt this item needed to go before the Board of Adjustment for a Variance.

Commissioner Van Dine advised that she preferred the second option presented by Planner Lund to not require the applicant to seek a Variance. She felt the proposal was compliant with the 15-foot zone Setback, especially given that they would not be installing any large structures within the 25-foot Setback. She further opined that the applicant had done their due diligence to make this a safer facility and one that would benefit the community. She felt that the noise impact would generally not be significantly different than it is currently.

Commissioner Van Dine reiterated she supported moving forward with the 15-foot Setback and not requiring a Variance from the Board of Adjustment.

Commissioner Johnson agreed but noted that the only way they could go with this option would be to find architectural interest and variation, which he struggled with. He mentioned that LMC Section 15-15-1 referenced architectural detail, and by that definition they could easily state that it embodied the distinctive characteristics of the type, period or method of construction when the property was conceived, designed and fabricated. He noted that the original Racquet Club MPD was contemplated to have the Racquet Club, the MARC and the surrounding condominiums for this typical use.

Commissioner Sigg offered that because the Code is vague on pools in the Setback, he agreed with Commissioner Van Dine that the applicant would not need to go before the Board of Adjustment. He stated there was no vertical elevation to this condition. Further, he noted they had not heard any outcry from the most immediate residents at the Racquet Club and those units between the lap pool and the proposed pool. He agreed it would have been nice to hear more specificity on the concerns mentioned by the public speaker; however, they did not, so he was inclined to agree that it did not require Board of Adjustment action.

Commissioner Johnson asked if the fact that proposed use would remain a pool would benefit the architectural interest and variation of the development. Commissioner Sigg commented that they could debate the architectural aspects of a pool that is in a horizontal plane versus a vertical plane.

Chair Hall commented that without an exception, everything would be squished, and the architectural variation would come from the overall project.

Commissioner Sigg observed that having a solid wall would essentially mask any architectural elements.

Commissioner Suesser stated that moving the kid's pool closer to the property line was the more significant aspect of the new plans. The kid's pool was currently well within the facility, and by putting it closer to the perimeter it could potentially be more disruptive for the surrounding neighbors and residents. She noted that this concern would not prevent her from moving forward with this application, but she did not know if she could find architectural variation that would preclude having the applicant go to the Board of Adjustment.

Commissioner Shand advised that for 12 years he lived within 400 yards of the MARC, and he said he could hear all of the uses at the facility. He considered it the sounds of summer. He agreed that it would likely not be appreciably louder or much different than how it is now.

Chair Hall asked if there was any suggested language for an alternate Condition of Approval. Planner Lund advised that the alternative would be to remove Condition of Approval 5.

MOTION: Commissioner Johnson moved to APPROVE 1200 Little Kate Road – Conditional Use Permit pursuant to the Findings of Fact, Conclusions of Law and Conditions of Approval, as amended to omit Condition of Approval 5, outlined in the Draft Final Action Letter as follows:

Findings of Fact

1. The Park City Municipal Athletic and Recreation Center (MARC) is located at 1200 Little Kate Road in the Residential Development Zoning District.
2. The Applicant proposes to relocate the existing lap pool, leisure pool, and construct a 1,240-square-foot addition.
3. The Planning Commission approved a CUP for the Park City Racquet Club on November 17, 1976, which included an expansion of the existing Racquet Club for additional tennis courts, racquetball courts, and a squash court.
4. On January 20, 2010, the Planning Commission approved the MARC Conditional Use Permit (CUP) and MPD (Master Planned Development) for a 73,000-squarefoot Public Recreation Facility, including seven outdoor tennis courts, four outdoor pickleball courts (added in 2013), an outdoor six-lane 25-yard lap pool constructed in 1990, and a recreation pool built in 2003.
5. On August 06, 2012, the Planning Department approved an Administrative Conditional Use Permit (ACUP) to reconstruct the outdoor tennis courts and to construct four additional pickleball courts. The City issued Building Permit (BD12-17439) for the reconstruction of the tennis courts and the addition of the pickleball courts on August 6, 2013.
6. Swimming pools (Public Recreation Facilities) are a Conditional Use in the Residential Development Zoning District.
7. The proposal, as conditioned, complies with the MARC MPD.

- a. The MPD approval for the MARC included two pools: a lap pool and a leisure pool. The proposed relocation and expansion of the pools is a minor modification to the MPD.
- 8. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E)
 - a. Size and Location of Site
 - i. The proposed pools are in an appropriate location at the rear of the property and are similar in size and dimensions to other public pools.
 - b. Traffic Capacity
 - i. The adopted Transportation Impact Study Guidelines require submittal of a Traffic Impact Study when a project triggers 25 or more net new vehicle trips during the weekday AM or PM peak hour or other analysis hour at the discretion of Park City staff. The proposed pools or structural addition do not trigger an increase in traffic pursuant to the adopted Transportation Impact Study Guidelines.
 - c. Utility Capacity
 - i. On February 20, 2024, the Development Review Committee reviewed the proposal and confirmed the proposal conforms with their requirements.
 - d. Emergency Vehicle Access
 - i. The proposal will not change emergency access to the property. On February 20, 2024, the Park City Fire District reviewed the proposal and confirmed the proposal conforms with their requirements.
 - e. Off-Street Parking
 - i. Per LMC § 15-3-6 a Public Recreation Facility requires five Parking Spaces per 1,000 square feet of floor Area. The total number of code-required Parking Spaces for the MARC is 330. The proposed structural addition requires an additional six Parking Spaces.
 - ii. The original Racquet Club prior to the construction of the MARC had 155 Parking Spaces. The 2010 MPD approved a reduction to 148 Parking Spaces. The Applicant submitted an updated parking analysis that shows a parking demand of 142.6 Parking Spaces in the Winter/Fall and 144 Parking Spaces in Spring/Summer.

- iii. Staff recommends a Condition of Approval to require the Applicant to provide an annual updated parking analysis to the Planning Department after the summer season to analyze parking impacts of the proposed pool and structural expansions. The Planning Commission retains authority to add Conditions of Approval if future traffic and parking mitigation is required. There is no adjacent onstreet parking allowed so there are no adverse impacts at peak use and patrons must use alternative transportation to the MARC. Public transit stops are adjacent to the MARC parking.
- f. Internal Vehicular and Pedestrian Circulation System
 - i. The location of the proposed pools adjacent to each other and away from the tennis circulation will improve pedestrian access, staffing, safety, and security issues.
- g. Fencing, Screening, and Landscaping
 - i. The existing five-foot-tall chain link fence surrounding the perimeter of the property will not be changed. The Applicant proposes to remove five trees and replace them on site. Condition of Approval 4 requires the Applicant to screen the proposed pools with the replaced Significant Vegetation and include a landscape plan with Building Permit submittal.
- h. Structure Mass, Bulk, and Orientation
 - i. The proposed pools are similar in size and dimensions to standard public pools.
- i. Useable Open Space
 - i. Finding of Fact #2 from the Development Agreement for the MARC MPD states: "The proposed facility Open Space is 44.7% and includes exterior tennis and pools as well as future phases."
 - ii. The proposal to increase the size of the recreation pool by 2,400 square feet does not decrease the MPD required Open Space, since the pools were included in the original analysis of Landscaped Open Space. LMC § 15-15-1 defines Open Space:
 - a. Open Space, Landscaped: "Landscaped Areas, which may include local government facilities, necessary public improvements, and playground equipment, recreation amenities, public landscaped and hard-scaped plazas, and public pedestrian amenities, but excluding Buildings or Structures."

- iii. The proposed structural additions will decrease the amount of Open Space by 1,240 square feet, a 0.4% decrease overall on a 7.5-acre site.
- j. Signs and Lighting
 - i. No Signs or additional lighting are proposed or approved with this application.
- k. Physical Design and Compatibility with Surrounding Structures
 - i. Condition of Approval 4 requires the Applicant to screen the proposed pools with the replaced Significant Vegetation and include a landscape plan with Building Permit submittal.
- l. Noise, Vibration, Odors, Steam, or Other Mechanical Structures
 - 1. Condition of Approval 5 requires adherence to Municipal Code of Park City Chapter 6-3 Noise. The proposed hours of operation:
 - Lap Pool: Mid-April to October: 6AM – 7PM.
 - Rec Pool: Memorial Day to Labor Day: 9AM – 7PM.
- m. Control of Delivery and Service Vehicles; Loading and Unloading; Screening of Trash and Recycling Pickup Areas
 - i. No changes to the delivery, loading and unloading zones, or trash and recycling areas are proposed.
- n. Expected Ownership
 - i. The MARC is owned by Park City Municipal Corporation.
- o. Environmentally Sensitive Lands, Physical Hazards, Historic Mining Waste, Park City Soils Ordinance, or Steep Slopes
 - i. The proposed pools are not located on a steep slope and are outside of the Park City Soils Ordinance.
- p. General Plan
 - i. The proposed pools comply with Goal 9 and Objective 9A of the General Plan:
 - a. Goal 9: “Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors.”
 - ii. Objective 9A: “Maintain local recreation opportunities with high quality of service, exceptional facilities, and variety of options.”

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.13 Residential Development Zoning District, Chapter 15-6 Master Planned Developments, and Section 15-1-10, Conditional Use Review Process.
2. The Use will be compatible with 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 obtain an Administrative Permit approval for the MARC MPD minor modification by the Planning Director prior to Building Permit submittal.
2. The Applicant shall screen the proposed pools with the replaced Significant Vegetation and include a landscape plan with Building Permit submittal.
3. The Applicant must adhere to Municipal Code of Park City Chapter 6-3 Noise.
4. The Applicant must provide an annual updated parking analysis to the Planning Department after the summer season to analyze parking impacts of the proposed pool and structural expansions. The Planning Commission retains authority to add Conditions of Approval if future traffic and parking mitigation is required.

Commissioner Van Dine seconded the motion.

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

Following a short recess, Chair Hall called the meeting back to order and confirmed the presence of all Commissioners.

Chair Hall noted that both Work Session items would return to the Commission on a Regular Agenda and would be publicly noticed for a public hearing; therefore, no public comment would be taken for these Work Session items during this meeting.

6. WORK SESSION

- A. **Trails Master Plan** – The Planning Commission will Conduct a Work Session on the Updated Park City Trails Master Plan (“TMP”) to Facilitate Passive, Non-Motorized Recreation and Establish a Comprehensive Framework for the Design, Planning, Development, Management, and Maintenance of the City’s Trail System and Amenities and May Consider a Recommendation to the City Council.

Heinrich Dieters, Trails and Open Space Manager introduced himself as well as Logan Jones,

Trails and Open Space Project Manager and Alex Roy, Senior Transportation Planner, who were present on Zoom.

Manager Dieters noted that while the Planning Commission would not ultimately adopt this plan, given the Commission's important role in this community, they requested input on this Trails Master Plan ("TMP"). City Council would review this Plan for adoption next week. He noted that Commissioner Van Dine and Commissioner Johnson served as liaisons for the creation of the updated TMP. Additionally, Planner Lund and City Planner Lillian Zollinger also assisted in this document. He also mentioned assistance from the Mountain Trails Foundation, Summit Land Conservancy, and Utah Open Lands. Several different departments weighed in and reviewed the document. Manager Dieters also noted that Myles Rademan, who is the godfather of Park City's Open Space and trails, was provided this document for feedback.

Manager Dieters stated that they were not seeking any type of formal approval of this document from the Planning Commission. The intent was to seek input on anything that might be missing, or whether there were fatal flaws in the Plan or other questions that might exist regarding the Plan. He noted that he took the original Plan from approximately 140 pages down to 18 pages. He drafted the Plan in house, in collaboration with many others. This community has a lot of technical and community knowledge associated with its Open Space and trails.

The Trails Master Plan does not set forth strict parameters; rather it would provide a set of guidelines and a framework. That being said, he noted there were also certain parameters and definitions in this document that would hopefully help the Planning Commission as it goes through a development process. He stressed that this was not a strict regulatory document; rather it provided an opportunity to apply "art versus science" and as one appreciates the trails, he felt it was more art than science. He looked toward transparency in terms of community input and Commission input. He noted that many of the trails were created as a result of Open Space bonds and acquisitions, especially over the last several years. While the TMP has a Subdivision Ordinance associated with the LMC, most developers actually contact him directly when they consider developing a piece of property because they know the community is so interested in trails as a benefit.

Manager Dieters stated he would like the Commission's input on the Sensitive Land Overlay ("SLO") process. He advised they created a data set that he would walk through for what his team felt was the SLO process. They first looked at the Trails Master Plan in 1981, and it was not until the early 1990's and the early 2000's that they had visuals and analysis, which showed how far technology had come. In terms of acquisition of Open Space, Manager Dieters stated there were very few communities as blessed as Park City to be able to go out and purchase large tracts of land and provide them with public trails. He reported the City's recreation users had changed. He mentioned a recent discussion with City Council about e-bikes and noted that the Commission was frequently dealing with pickle ball.

With the user demands and changes also comes a lot of technology. He stated in the past they did not have crowdsourcing apps or smart phones. This technology has driven new standards and definitions.

Manager Dieters reported that the scope of the document changed. He noted that it went from approximately 150 pages to 18 pages. He mentioned that the Transportation Department has a Bike and Pedestrian Plan, Summit County has an Active Transportation Plan, and there are Streets Master Plans. He explained that the TMP was specifically a backcountry recreation

document specific to the trails. It acknowledges the multi-use pathways, and the urban network and trailheads because those are part of the overall network; however, this document focuses on definitions and standards.

As the TMP had historically sat on a shelf, he stated that going forward they would return with updates a minimum of every three years. He felt it might actually occur more often in that they often get grants before planning approvals because you could not know the elevation of a trail until funding is received. They have the goals and objectives in the TMP or the regional connectors they know will happen, and they often are looking for grants several years out.

Manager Dieters advised that he ran the Trails Department by himself for approximately 15 years, and now they were blessed with a Staff that allows him the time to develop new programming and projects. He advised that every good Master Plan contains an inventory, and he presented the list to the Commission. He felt the list was impressive and most impressive was the list of trailheads. He noted that trailheads are not cheap, and they are difficult to mitigate in neighborhoods where amenities such as restrooms often bring about contentious discussions.

Commissioner Suesser noted that the inventory did not include the Treasure Hill trailhead. Manager Dieters thanked Commissioner Suesser for catching that omission. In response to an inquiry regarding what "Class Level meant" Manager Dieters explained that it was something they were considering to help to classify these trailheads. They took some of the language from the Snyderville Basin Code's reference to major and minor trailheads.

Commissioner Suesser made some inaudible comments off the record.

Commissioner Shand asked if the Meadows Drive trailhead had started. Manager Dieters confirmed that McLeod had started, and they would start Meadows next. Those trailheads would come online without restrooms.

With regard to the list of trailheads, Commissioner Suesser noted that Aerie stated it included winter maintenance and asked if that referred to the two spots off of Deer Valley Drive. She noted that those areas were often not plowed. Manager Dieters stated he would look into this. He lauded the snow removal efforts of the Streets Department and the Parks Department and surmised that the Aerie trailhead was likely at the bottom of the list in terms of priority for plowing.

Commissioner Suesser stated was glad Aerie was on the list and appreciated the fact that it was likely one of the last that the plows would get to.

In terms of Goals and Objective, Manager Dieters explained that this list was developed by input from the stakeholder group. He suggested that the TMP provide some guiding policies that could be used as a basis for a policy discussion that a project was actually advancing some of the aspects associated with the TMP.

Although the TMP would not be regulatory, he felt it was important to know that the City received grants to pay for the projects, or that the construction of a trail would solve or mitigate an impact in another area. He expressed hope that when he comes before the Commission with future trails that not only would the SLO analysis be done, but he could point to certain objectives to explain why a particular project had risen to the top of the list.

Manager Dieters addressed Facility Types and Definitions and explained that the old TMP listed some types and definitions associated with them; however, those types and definitions were outdated and included the same definitions from 1992. He advised that now they have much better technology and design standards, specifically from the International Mountain Bike Association. These standards are continually being revamped and people are always looking at the best ways and materials. With this Plan, he would not have to return to the Commission every time there is a standard change; rather, they could keep referring to the standards. He also noted this would be the first time they would have trail accessibility guidelines, and stated there was a lot of interest from his department and the community at large to provide additional access for the adaptive users. These standards would really help them guide these efforts.

Manager Dieters also stated they would have minimums and measurements on back country trails easements at 10 feet and pathways at 20 feet, which were consistent with the engineering standards. He also included preferences for construction phasing. He stated they do not want to just build trails that are being affected by ski runs or a home. He had seen developers install trails during the first phase of a project and have construction equipment and activities thereafter that make it difficult to use. The TMP would address practical applications as the community benefits go in.

Manager Dieters mentioned that he included preferences for the title conveyances of Open Space as well as management oversight standards. He also added language that easements would be dedicated on the plats and in the plat notes. There was also some information regarding amenities for the Planning Commission to consider when reviewing a proposal. In addition to restrooms and kiosks, he stated they had been using trailhead webcams as part of their planning and mitigation. They also included some standards for maintenance and creation of winter trails. He stated that winter trails standards were difficult to locate outside of Minnesota or Anchorage, but now Park City would have those standards in the TMP. He mentioned that many of the adopted policies regarding trails and Open Space addressed mitigation. He offered that a commercial use policy is likely something they should explore in the future.

In terms of Rules and Regulations, Manager Dieters stated there was no adopted set. Trailhead hours were something that they used to come across, and while some are set forth in Code, others are for the rangers out on the system to help them educate people. When they adopt certain rules and regulations, the user's expectations are therefore enhanced.

Manager Dieters touched on winter trails and recalled that there were not a lot in the area unless a user had a winter pass, worked for the resort or went skiing at White Pine. The City has a huge network of free public trails for Nordic skiing and fat biking.

In the past, people would hike in the snow by just putting on boots and slogging out into the Open Space. The winter trails now are groomed and packed, and include messaging and mitt stations, which provide great benefits for the community. Identifying those and providing standards is therefore important.

Manager Dieters reported that Transit to Trails had been very successful and really the only game in town for winter. He noted that winter is when they have the most impact on parking at trailheads. He mentioned the Commission's familiarity with Bonanza Flat and explained that transit options to areas like that have set a precedent and it does work. He suggested it might be a tool the Commission could point to in the future.

Commissioner Suesser asked if there had been any issue with dogs on the shuttles. Manager Dieters responded that they had not. Commissioner Suesser was pleased with that information.

Manager Dieters commented that they ask people to behave accordingly and to be professional and courteous, and while people using the trails system likely do not want to be met with a lot of rules, they encourage people to be accountable and nice.

Commissioner Suesser mentioned that she would like to see some rules regarding parking at trailheads. Manager Dieters pointed out a chart presented to the Commission that illustrated the March ticket data showing zero tickets. The data also showed that it was different in past years, and posited that the community had come to learn that these areas are patrolled, and violators would be ticketed. He stressed that they use Bluetooth data collection to help them shape management styles to understand who is visiting certain areas. They have rangers who monitor certain sites, and the effort is ongoing and something they want to ensure is addressed in the TMP because it is part of a modern trail network.

Chair Hall stated that it was clear that there was Code enforcement available for parking. In terms of the other rules/guidelines, she felt the difficulty was in enforcement with many who might not know the rules or do not care as much about respecting the rules.

Manager Dieters proffered that most people want to do the right thing if they know the rules. Posting Rules and Regulations provides that information to most people. There are ordinances for parking, non-motorized vehicles, and off-leash dogs, whereas regarding the dawn to dusk usage and area closures, it comes down to signage. He acknowledged that enforcement was difficult, but if they could get up to 98-99% informed through education and presence, they would be doing pretty well. He added that the rangers look very official and have radios, which makes a difference. The rangers are connected to dispatch and can call if needed.

Manager Dieters explained that every TMP has a TMP map. He explained that the maps would identify the trails and connections. They would inherit certain elements from the old TMP and mentioned the straight lines that represented conceptual corridors for regional connections. He was unsure if the SLO aspect would be applicable, however they want to use those so they can apply for grants.

They want to make a connection to Wasatch County, and in the general area of Clark Ranch they foresee a multi-use path. On the other hand, there are trails for which they will know more precise corridors.

In response to an inquiry, he offered that he would likely come back before the Commission on this next year when there were more proposed trails.

With regard to the Trails Map included as Attachment 1, Commissioner Suesser mentioned the red dashed lines, and stated that she would need a couple more layers to really know where those are located. She would like to be better oriented when she looks at the map. Chair Hall mentioned that the Trails Map was page 67 of the Packet.

Manager Dieters stated that the red lines on the Trails Map were the inherited connections that had been in the TMP since 2003. He stated that when they present this to Council next week, those red lines would not be on this map, and he presented this for informational purposes. He

explained that the green on the Trails Map was City-owned Open Space, and wondered if including roads would help to orient the locations. He mentioned that SR-242 and SR-248 were common as was Richardson. Commissioner Van Dine suggested some neighborhood labels, while Commissioner Johnson queried whether it would be easier to have multiple maps.

Manager Dieters felt that was great input and they would look into splitting up the maps. Commissioner Johnson understood there was a City department that could put the maps together. Manager Dieters expressed that they should probably have a winter map as well. There was discussion on whether they wanted to include the SLO in these maps.

With regard to the SLO, he explained that they created a data set along with Alliance Engineering, which is, in a sense, a citywide SLO. They would use this data set to go through their initial analysis of where they could locate trails. There would be times where a trail would cross a ridgeline or a stream corridor. He stressed that it was important to collect this data and they would then be much more zoomed in for a trail associated with this. He presented the SLO with the Trail Map, which they would be able to zoom in and add layers when they return to the Commission with proposed projects. He presented graphics showing Ridgelines and Steep Slopes. He acknowledged the Commission's familiarity with the Ridgelines. With respect to the Steep Slopes, the areas in purple were "bad" whereas green was "good." He explained that they could overlay a trail into this map to determine the steepness.

From a mitigation standpoint, there is a standard practice on some of these, and they would be built by hand so as to not having a machine cut through these areas. He mentioned the Mid-Mountain that was cut numerous years ago.

Commissioner Shand understood the advantages of hand-cut trails, but the once the vegetation grows back along machine cut trails, they hold up much better to rain or runoff. Manager Dieters did not disagree with Commissioner Shand's point, but noted that if they go with machine cuts, there were also seeding aspects they could do to improve the vegetation.

Commissioner Van Dine felt it was helpful to adopt the various trail standards as well so that the trails are being built with all those mitigation efforts.

Commissioner Suesser reminded that not all trails were built for mountain biking, so different standards could apply.

In regard to wetlands and streams, there were new designs such as boardwalks that could enable access through these areas. From a vegetation standpoint, he felt that the community had embraced forest health approaches, and he stated that they avoid all Significant Vegetation when possible. Wildlife is also a consideration and they have done some closures on certain trails. Most of those have been done in connection with conservation easements. He was not aware of any endangered or threatened species within the SLO, but whenever there is an application they look into that. They pull those data sets from DWR and Fish & Wildlife and would present them at the time of application.

Commissioner Suesser stated that this type of resource would be helpful for the Commission, even in contemplation of proposals like Lift 7 at Deer Valley. She noted that applicant had an outdated Wildlife Study, and if the Commission had an updated map, then they could look at what the City has in terms of that information.

Manager Dieters commented that they might not want to assume the responsibilities of the applicant; however, this would be a data set and something they could use as a tool to help make better decisions.

Commissioner Suesser inquired about the status of Iron Mountain Trail. Manager Dieters reported that they continue to work with the neighbors. Commissioner Suesser mentioned the trail that was shut down at Temple. Manager Dieters stated that was in the basin and he understood it was gone. Commissioner Suesser stated there were signs that stated, "No Trail Access" and the parking lot was nearly always empty. She noted that used to be a way to access the trail. She felt that part of the approval of the MPD was that trail connection, and she would like to see it come back.

Commissioner Johnson was looking forward to the SLO aspect in the future. He mentioned that at page 13 under the Goals and Objectives paragraph, there needed to be a space between 2003 and 2. In the Winter Trails section, on page 58 of the Packet, he suggested changing the last sentence because it reads: "Development of this resource should consider the following considerations..."

Manager Dieters invited further comments or corrections via email. The document was still in draft form so that these corrections could be made. He confirmed that it would be presented to City Council for adoption on May 16, 2024.

Chair Hall noted for the listening public, the City Council meeting would provide an opportunity to provide input and comment. The public could also email planning@parkcity.org before that meeting.

Commissioner Suesser stated there was a need for more snowshoeing trails and access to them.

Chair Hall appreciated the work on the trails and stated they make all their lives better.

- B. Land Management Code Amendments** – The Planning Commission will Discuss Potential Management Code ("LMC") Amendments Regarding Radon Regulations for Section 15-1-10 Conditional Use Review Process, Chapter 15-6 Master Planned Developments, Chapter 15-6.1 Affordable Master Planned Developments, and Chapter 15-13 Regulations for Historic Districts and Historic Sites.

Planning Department Administrative Assistant Jacob Klopfenstein explained that radon cannot be seen or smelled but is the leading cause of lung cancer among non-smokers. It is attributed to approximately 21,000 lung cancer deaths per year. Overall, Utah is the ninth worst in the United States in terms of radon levels. He added that the Environmental Protection Agency ("EPA") considers Summit County a moderate radon-potential zone where radon levels in buildings were expected to be between 2 and 4 picoCuries per liter of air ("pCi/L"). The EPA action level where they recommend mitigation is anything over 4 pCi/L; they recommend consideration of mitigation at levels between 2 and 4 pCi/L. He reported that Park City recently started a task force to discuss radon. The task force included members from the Affordable Housing Departments, Sustainability, Executive and the City Attorney's Office. The task force

recommendations included testing City-owned properties and mitigation for any properties where the levels test between 2 – 4 pCi/L.

Other recommendations included amending the LMC and establishing a community-wide awareness campaign. Utah House Bill (“H.B.”) 518 was passed in the 2024 Legislative Session and would take effect in July. This bill aligned Utah with the International Residential Building Code Standards, including Appendix F that details radon control methods. Appendix F required radon mitigation and insulation in residential construction.

Planner Klopfenstein explained that these systems typically included five elements: a gravel layer to allow soil gasses to move freely under the home; sheeting or some other vapor barrier; a vent pipe to exhaust the gas from the soil and out of the home; sealing and caulking; and a junction box installed in the attic to accommodate a fan for mitigation of radon in the future. The Code amendments being considered would require the installation of this type of system, with the exception of the fan, which could be easily installed if a home tested within that range for radon. He stated that Staff proposed changing the Code to include these requirements for MPDs and Affordable MPDs. They also proposed changes for CUPs and regulations for Historic Districts. Planner Klopfenstein stated that Staff was looking for general feedback from the Commission on these proposed amendments.

Commissioner Shand asked about the fan in the attic. Planner Klopfenstein explained that the junction box for the fan was typically installed in the attic to accommodate a fan. Commissioner Shand observed that the fan would not be required to be in the attic. He asked if any thought was given for locating the fan inside the footprint of the building as opposed to outside. Planner Klopfenstein stated they had not considered adding language regarding location of the fan, but they would explore that. Commissioner Shand felt that having the piping in place for a future fan was the important thing.

Commissioner Johnson felt the language was kept intentionally broad to allow for multiple options.

Commissioner Suesser asked if the radon pipe would ever get a fan. Planner Klopfenstein explained the fan would be integrated into the system to pump the air through the vent pipe.

Commissioner Shand understood that the junction box was an electrical box to accommodate the powering of the fan.

In response to Commissioner Sigg’s inquiry, Planner Klopfenstein stated that the fan would not be required by the Code because it would not necessarily be needed in all cases. The infrastructure would be required for new construction to allow for installation of a fan if radon testing revealed levels in or above the stated range. He added that the EPA found that building this infrastructure would save builders money, so it would be a proactive measure.

Commissioner Sigg asked if there was a provision for retrofit and whether a vent pipe could run exterior to the structure. Planner Klopfenstein answered in the affirmative for some cases and must be able to vent gas out.

Chief Building Official, Dave Thacker explained that the vent pipes would not always have to be vertical, but there would be clearance requirements for exhausting the pipe. The Code would

require it to not impact neighboring properties, walkways, etc. There would be specific regulations as to how and where the vent pipe would terminate.

Commissioner Suesser asked if the vent pipe would vent radon gas without a fan. Chief Thacker stated it could if the vent piping was free flowing because it would naturally draft. However, if a test revealed radon to be present, the Code would require the installation of a fan. It is referred to in the Code as an "air handler," which provides for movement of that air. He suggested thinking of the entire system as an exhaust system, with an air handler to assist in ventilation. Chief Thacker added that each system would be unique and depending on the type of building, some fans might be closer to the ground, whereas some might be in an attic space. As long as the air handler is sized appropriately, it would work the same regardless of location.

Chair Hall was generally very much in favor of adding this to the Code. She stated that she had installed two in pre-existing homes, and it worked well. She commented that like laying conduit for Electric Vehicles, it would be much easier to install at the front end rather than having to install this after construction. Planner Klopfenstein stated these amendments incorporated the same idea as for Electric Vehicle conduit.

Commissioner Suesser asked if testing had been done on City-owned buildings. Planner Klopfenstein explained that they had begun testing City-owned buildings, and it was ongoing. He stated the plan was that if a building tested in the level of 2 – 4 pCi/L, the City would monitor those properties for up to three months before deciding if they need to perform mitigation. The City was also giving away radon test kits to City employees, and over 60 employees had taken them.

Commissioner Johnson noted that Summit County was actually in Zone 2 for the EPA maps. He also mentioned H.B. 104 that pertained more to HOAs and providing flexibility to install. He stated that he was very excited about these amendments but would prefer requiring any proposed additions where ground is disturbed to test and monitor as well. He acknowledged that would likely be an issue for the City Attorney to address in terms of legality. He stated that any time the ground is disturbed, it can create cracks or fissures where additional radon could be exposed.

Commissioner Suesser would like to see a requirement for new residential or additions. She would like to see language that would encourage landowners to test for radon.

Chief Thacker mentioned that the State Legislature adopted an Appendix for radon control methods that was specific to new construction. These amendments would require these methods with all new Single-Family homes. He added that they were also looking at the definition of "new construction," which is defined by FEMA and states that 50% of the value of the property or greater would trigger this requirement. He agreed with encouraging any additions or ground disturbance to have this as well, but they do not yet have the tools in the Residential Code.

Chair Hall observed they could incorporate more obvious education components. Chief Thacker stated they were bringing this up at the permit stage to let people know they should test because many are unaware of the dangers associated with radon and how close it might be to a home.

Commissioner Johnson stated the range was important, because he felt eventually mitigation would be required within that range.

Chair Hall remarked that the consensus was that the Commission was supportive of incorporating this into the LMC and she was happy with the proposed language.

Commissioner Suesser liked the idea of a larger education component to raise awareness.

Commissioner Johnson stated that 60 tests had been handed out, and there were likely 40 left with more coming. Commissioner Suesser added they were also available from the State and possibly the County.

Chair Hall stated some of the radon tests could be relatively inexpensive and the mitigation could be inexpensive as well. Chair Hall confirmed that a majority of Commissioners would meet at The White House following this meeting.

7. ADJOURNMENT

MOTION: Commissioner Shand moved to adjourn.

The meeting adjourned at approximately 7:35 PM



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
MAY 22, 2024**

COMMISSIONERS IN ATTENDANCE: Chair Sarah Hall, Vice Chair Christin Van Dine (joined at 6:50 p.m.), Laura Suesser (attended virtually), Bill Johnson, Rick Shand, John Frontero

EX OFFICIO: Rebecca Ward, Planning Director; Lillian Zollinger, Planner II; Virgil Lund, City Planner; Mark Harrington, City Attorney

1. ROLL CALL

Chair Sarah Hall called the meeting to order at approximately 5:33 p.m. She announced that Commissioner Laura Suesser is attending the meeting virtually via Zoom. She noted the presence of all Commissioners with the exception of Commission Henry Sigg, who was excused. Commissioner Christin Van Dine joined the Planning Commission Meeting at 6:50 p.m.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from April 24, 2024.

MOTION: Commissioner Johnson moved to APPROVE the Planning Commission Meeting Minutes from April 24, 2024. Commissioner Shand seconded the motion.

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

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, reminded those wishing to participate in the public comment periods to state their full name and sign in. Comments are limited to three minutes or less. Additionally, she asked that comments be directed to the Planning Commission rather than the applicant or audience on matters pertaining to an application. Civility is also requested.

Chair Hall shared a disclosure. Commissioners received an email regarding the Brandsford Land Company. She believes it was intended to be associated with Item 5C, but this was unclear from the email received and she did not respond. There were no additional disclosures shared.

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. REGULAR AGENDA

- A. 176 Main Street – Plat Amendment** - The Applicant Proposes to Create One Lot from a Metes and Bounds Parcel in the Historic Residential - 2 Zoning District. PL-24-06085.

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

MOTION: Commissioner Shand moved to CONTINUE the 176 Main Street Plat Amendment until the July 10, 2024, Planning Commission Meeting. Commissioner Johnson seconded the motion.

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

- B. 1061 and 1063 Lowell Avenue – Condominium Plat Amendment** - The Applicant Proposes to Create Four Condos in Two Duplexes in the Historic Residential - 1 Zoning District. PL-24-06052.

Planner II, Lillian Zollinger, presented the Staff Report and explained that this item relates to 1061 and 1063 Lowell Avenue. This is a Condominium Plat Amendment for properties located in the HR-1 Zoning District. There was a Plat Amendment approved and recorded in 2022 for two duplexes. Following that, the owner received a Conditional Use Permit (“CUP”) and Historic District Design Review (“HDDR”) approvals for two duplexes. With the application currently before the Planning Commission, the applicant is proposing to convert the two duplexes into condominiums for four total units. She shared an image of the plat recorded in 2022 and noted that the applicant has also submitted updated proposed Condominium Plat draft sheets.

Planner Zollinger explained that the proposed Condominium Plat complies with previous approvals. There is good cause for the Condominium Plat because there are no proposed changes to the existing structures and no additional impacts from the conversion to the condominiums. Regarding the Conditions of Approval, Condition of Approval #2 sets a one-year expiration date for recording a Condominium Plat or requesting an extension before that date. Condition of Approval #3 states that all conditions under the CUP and HDDR continue to apply.

Commissioner Suesser noticed that on the approved plat, the first note mentions the building footprint for each lot. She wondered whether the proposed plans are compliant with that number. Based on some quick math, it appears the applicant is over that amount. Planner Zollinger reported that she can double-check that and explained that it can also be a Condition of Approval.

Director Ward stated that the building footprint is confirmed at the time of the HDDR. There are platted elements, such as the deck area, but as far as the structural building footprint, that was verified during the HDDR process that took place previously. Commissioner Suesser had a question about the access easement. Her understanding was that the access easement came in from Lowell Avenue, went across the property, and then continued across the neighboring property. Planner Zollinger confirmed that this is the access easement currently recorded.

The applicant representative, Nick Frost, reported that there is an easement, and it is shown on both the old and new plat. However, properties that benefit from that easement have secured other access, so that easement is no longer necessary. The process is underway to put together an abandonment termination of that easement, but the easement is still in place at this time. Commissioner Suesser asked for additional details about that. If the access is abandoned, she

wants to know whether the plan will still be compliant with the Fire Code. Mr. Frost explained that the road will remain because it services both of the duplexes. The configuration and dimensions of that road and access will not change, but the people using that road will. He informed the Commission that the other neighbors have been using alternative access for a number of years.

Commissioner Suesser pointed out that the previous approval included the access that went across the neighboring property. She asked the Planning Department to share some feedback. Planner Zollinger explained that if the access was removed, there would need to be an agreement that included the neighboring properties. Mr. Frost clarified that under this plat, there is no proposal to remove the access easement. It is platted and will exist. If there is a subsequent agreement made with the neighbors, that is something that will come forward in the future.

Commissioner Suesser asked about Condition of Approval #9 which relates to nightly rentals in Exhibit C. She asked that the Commission review that condition to better understand what is being proposed. Director Ward explained that there are required reviews and licenses prior to allowing a nightly rental. Chair Hall asked if that is covered in Condition of Approval #3, which makes a reference to the existing Conditions of Approval under the HDDR and CUP. Commissioner Suesser understood the intent of the language but felt that should be reiterated. Mr. Frost suggested that there be a reference to Condition of Approval #9 in the Exhibit C document. Commissioner Bill Johnson asked that an addition be made to Condition of Approval #4. Director Ward stated that a plat note can be added to clarify the building footprint, so it is recorded on the Final Condominium Plat as well as on the underlying plat.

Commissioner Suesser noticed that in the proposed plat the existing lot line is being removed. She wanted to understand if there will be one lot with four condominium units or if there are two lots. Planner Zollinger clarified that it will remain two lots. Commissioner Suesser asked about the removal of the lot line on the proposed plat document. Director Ward explained that there were discussions with the applicant about this. As part of the red line phase, there needs to be compliance with all of the Conditions of Approval. The lots cannot be combined because of the maximum lot size in the current code. A condition can be added to state that the property must remain in the two previously platted lots. Discussions were had about snow storage easements.

Chair Hall opened the public hearing.

Arnie Rusten gave his address as 1058 Lowell Avenue. He stated that there is some confusion about the 10-foot storage for snow off of Lowell Avenue, as he does not know what that means exactly. There is not a lot of real estate left after the development. Mr. Rusten reported that the thru access that used to be there through the adjacent property to the south has been blocked off. He is somewhat confused about the footprint and some of the specific details.

There were no further comments. The public hearing was closed.

The applicant, Stacy Head, asked to address some of the earlier comments made by Commissioner Suesser. With regard to the easement, it sounded like there was a question about whether or not she has taken action on the easement that would be inconsistent. She denied this. She did not build a fence across the easement. If there is a desire to remove the easement in the future, that will require a process at the City level. The easement is not currently blocked.

Ms. Head wanted to make sure the applicant representative present does not agree to anything about short-term rentals. She explained that there was never a statement made that short-term

rentals will not be there. It is important to maintain the ability to have those rentals. Mr. Frost clarified that he only agreed to conditions that reference the previously agreed on conditions. Planner Zollinger explained that Condition of Approval #9 from Exhibit C states:

- The Owner shall demonstrate compliance with applicable standards prior to establishing a Lockout Unit or Nightly Rental use.

Planner Zollinger reiterated that the language does not prohibit nightly rentals, but in order for that to happen in the future, there needs to be compliance with Code. Ms. Head next discussed the snow melt and explained that she wants the snow to be moved where it needs to be moved. That being said, she noted that there are inconsistencies with what is being applied to her property compared to other nearby properties. The two properties built next to hers at the same time did not have to sign a snow melt agreement, but she has no issue signing something like that.

Chair Hall asked Staff to share information about the snow storage easement. Planner Zollinger reported that a 10-foot snow storage easement is a fairly common requirement in recent years. It is typically 10 feet from the property line. She shared an example image with the Commission.

The Commission reviewed the Conditions of Approval and discussed the proposed amendments. Planner Zollinger shared the drafted language, which included the addition of Condition of Approval #6 and Condition of Approval #7. Commissioner Suesser asked to review the Conditions of Approval from the prior approval. She believes something might need to be done with the access. Commissioner Suesser reported that previously when the duplex was approved, a significant portion of the discussion had to do with the access easement over the neighboring property. It is her understanding that the neighbor to the south has now blocked off that access. She does not know now whether the applicant property is compliant with the requirements due to the lack of access back onto Lowell Avenue and wants to make sure that is addressed properly. Planner Zollinger explained that she would need to look into the matter more, but if it is an issue where something is not compliant with the Code, then that would be a code enforcement issue.

MOTION: Commissioner Johnson moved to APPROVE the 1061 and 1063 Lowell Avenue Condominium Plat, according to the Findings of Fact, Conclusions of Law, and amended Conditions of Approval, as follows:

Findings of Fact

1. 1061 and 1063 Lowell Avenue are in the Historic Residential – 1 (HR-1) Zoning District and are both Duplexes under construction.
2. On October 28, 2021, the City Council approved the Northstar Subdivision – Lot 1 Amended Plat Amendment at 1061 and 1063 Lowell Avenue (Ordinance No. 2021-42).
3. On March 22, 2023, the Planning Commission approved Conditional Use Permits (PL-22-05491 and PL-22-05492) for both Duplexes.
4. On May 4, 2023, the Planning Director approved Historic District Design reviews for both Duplexes (PL-22-05444 and PL-22-05445).

5. The Applicant proposes to covert two Duplexes to four Condominium Units.
6. There are no proposed changes to the existing structures or HDDR or CUP approvals.
7. The Development Review Committee reviewed the proposed Plat Amendment on May 7, 2024, and required Condition of Approval 4.
8. Staff published notice of the Planning Commission's public hearing on the City website, the Utah Public Notice website, and posted notice to the property on May 8, 2024. Staff mailed courtesy notice to property owners within 300 feet on May 8, 2024. The Park Record published courtesy notice on May 8, 2024.

Conclusions of Law

1. There is Good Cause for this Plat Amendment because it does not change the footprints or masses of the existing Structures, will have no negative impacts to the public, and does not create any non-conformities.
2. The Plat Amendment is consistent with the Land Management Code, including LMC Chapter 15-2.2, Historic Residential - 1 (HR-1) Zoning District and § 15-7.1-3(C) Classification Of Subdivision – Condominium.
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 shall review and approve the final form and content of the Plat Amendment for compliance with State law, the Land Management Code, and these Conditions of Approval, prior to recordation of the plat.
2. The Applicant shall record this Plat Amendment at the County within one year from the date of Planning Commission approval. If recordation has not occurred within one 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 date and an extension is granted by the Planning Director.
3. All existing Conditions of Approval under the HDDR and CUP continue to apply, including Condition of Approval 9 from the CUP. Any proposed modifications to the HDDR or CUP require a Modification Application.
4. The Applicant shall provide a 10' snow storage easement off Lowell Avenue prior to Plat recordation.
5. The final Condominium Plat shall comply with Utah Code § 57-8-13.

6. The Building Footprint for each Lot is 2,818 square feet.
7. The property shall remain two Lots, as previously platted under the North Star Subdivision – Lot 1 Amended.

Commissioner Shand seconded the motion.

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

- C. 2250 Deer Valley Drive South – Conditional Use Permit** - The Applicant Proposes a New Passenger Tramway (Ski Lift), Approximately 4.62 Miles of New Beginner Ski Runs, an 8,483-Square-Foot Terminal and Lift Storage Building, and a 375-square-foot Operator House in the Recreation and Open Space Zoning District and Sensitive Land Overlay. PL-23-05938.

City Planner, Virgil Lund, presented the Staff Report and explained that this is an application for a CUP for property located at 2250 Deer Valley Drive South. He reported that this relates to Deer Valley Lift 7. He shared a map of the area and stated that the proposal is for a six-passenger 0.56-mile-long ski lift on Park Peak with 4.62 miles of new ski runs. Since the last submission, the ski-related accessory building footprint has been removed from this proposal and will be under a separate CUP. That will be reviewed by the Planning Commission at a later date. Planner Lund clarified that the updated request is only for the area shown in blue on the map, which he explained illustrates the 4,437 square foot bottom terminal and lift storage building.

Some updated Conditions of Approval were shared with the Commission. For Condition of Approval #27, there was a reference made to Technical Report #13, Wildlife Management Plan. That must be updated within a certain timeline. As for Conditions of Approval #16-27, those are based on the Consultant's Report that was submitted to the City and is included in the Meeting Materials Packet. Planner Lund explained that it relates to wildlife management and mitigation.

Staff recommends that the Planning Commission review the proposal, open a public hearing, and consider approving the CUP based on the Final Action Letter in the Meeting Materials Packet.

Commissioner Johnson asked about the Open Space Management Plan that is part of the Flagstaff Development Agreement. He wanted to know what regulatory power that document has. City Attorney, Mark Harrington, clarified that the Open Space Management Plan is a technical report that is required. It was not adopted concurrently with the Development Agreement but was adopted as a separate submittal. It was a comprehensive submittal addressing all of the technical reports at the time. It addresses the necessity of open space management and designation. Attorney Harrington stated that it was a plan submitted by the applicant that clearly outlined how the management would be handled.

Commissioner Johnson noted that part of the designation is on Park City Municipal lands. He wanted to know how to approach this for other landowners outside of Deer Valley. Attorney Harrington believed Commissioner Johnson wanted to better understand the evaluation of the current proposal before the Commission. Previously, it was possible that additional property owners could come and join the Development Agreement. That did not really happen, so there were amendments made to other agreements that were outside of the Development Agreement.

The main purpose of the Development Agreement was to concentrate the development activity within the designated pods and allow flexibility in terms of the ski area use and open space. However, on Page 19-21 of the Development Agreement, it calls out specific areas that are subject to additional restrictions. Within that, there is discretion to evaluate a proposed management plan based on public access, public use, or ski area uses that are otherwise permitted uses in the Development Agreement. Commissioner Johnson explained that he wants to make sure the Commission is not setting a precedent with some other parts of the plan.

Commissioner Johnson further discussed the Open Space Management Plan. He believed the goals and objectives are guides but are not regulatory. Attorney Harrington clarified that those are regulatory. The Planning Commission approved the Open Space Management Plan, and it is not simply a guideline. He suggested that the Commission consider whether the proposal is consistent with the overall methodology and goals of the original Master Planned Development. For instance, preserving ski use flexibility, but focusing on the residential and commercial density in the pods. He reiterated that some additional restrictions were called out in the Development Agreement. The Planning Commission is now considering whether proposed changes meet the intent of the original approval and will evaluate whether there are reasons to approve or deny.

Todd Bennett, President and Chief Operating Officer at Deer Valley, Hannah Tyler, Vice-President of Resort Planning, Steve Graff, Vice-President of Mountain Operations, and Garrett Lang, Director of Mountain Operations, introduced themselves to the Planning Commission. Ms. Tyler thanked the Commission for having them back to discuss this project. This evening, the plan is to address the comments and information requests received from the Commission during the April 24, 2024, Planning Commission Meeting. Before that, she wanted to cover some housekeeping information included in the Staff Report and referenced in public comment.

Ms. Tyler reviewed some details related to the lift enclosure building included on Page 1 of the Staff Report. The Staff Report insinuates that Deer Valley updated the application to add the lift enclosure and storage building since the last Planning Commission Meeting. However, that is not the case. The plan included in the Staff Report was given to the Planning Department as part of the February 2024 submission. The information was presented on both the 10th and 24th of April and it was Finding of Fact #11 in both meetings. What is proposed as part of the application is a building pad and maximum building footprint for the lift enclosure and storage building.

Ms. Tyler explained that the lift enclosure is simply a building that goes over the bottom terminal. Attached to that is a storage building. Those are included as separate square footage so there is clarity that one is for the lift enclosure, and one is for storage. The building pad is similar to what is seen in the historic district or subdivisions with large lots. The possible location of the building was included in the application to provide context about what would come back. Additionally, a maximum building footprint was included to identify how large that building can be within the building pad. The footprint is smaller than the building pad. The current application is simply for the lift infrastructure, the ski terrain, and the building pad/maximum building footprint. Deer Valley will come back to the Planning Commission later in the year with the application for the building.

Ms. Tyler next addressed a public comment that was received. That comment calls into question their drone footage. She reported that the drone footage was updated because it was directional at the time and was more artistic than intended. Ms. Tyler clarified that there was no desire to cause confusion. Every civil drawing and plan represents the accurate ski runs that are proposed.

On April 24, 2024, the Planning Commission requested supplemental information, which includes:

- Safety;
- Gondola and Lift 7 infrastructure analysis;
- Skier movement and paths of travel;
- Wildlife review;
- Flagstaff Open Space Management Plan review;
- Construction timeline.

Mr. Graff shared information about skier circulation. The Planning Commission wanted to see additional egress routes other than the Ontario ski run. Not only will Lift 7 be beneficial for the beginner terrain that it services, but it will also be a connection to larger pieces of the resort. He shared a map of the area and explained that the upper righthand side shows where people can board Lift 7 from the western half of the resort. It is possible to board Lift 7 and go down via intermediate or beginner runs to Deer Valley East. This makes it possible to avoid Ontario, Silver Lake, and Snow Park. Mr. Graff pointed out the center of the screen moving to the left. That is another ski run that will be 8% to 10%. Another option off of Lift 7 coming from the western half of the resort will be access to Park Peak, which he explained is the new day lodge.

Mr. Graff next shared a slide to illustrate grading. He explained that the image is of the Lift 7 Base Terminal. The runs that come from the north and south were pointed out. One of the call outs for safety are the large flat areas on either side of the terminal. Commissioner Johnson asked if there was always a plan to soften that corner. Mr. Graff confirmed that it has always been in the plan and the corner of Ontario will be softened. Commissioner Johnson appreciated the information shared and found the visuals useful. Commissioner John Frontero asked where the storage access building is proposed to be located. Mr. Graff pointed out the building pad location.

A request was made to clarify the square footage of the building footprint that is under review. Ms. Tyler reported that it is included in the Meeting Materials Packet as part of Exhibit C. The pad and the footprint were reviewed. Director Ward noted that the Draft Final Action Letter references 4,437 square foot lift equipment, so if the request is for the full building footprint, that will need to be updated accordingly. The original Staff Report included the full footprint, which is over 8,000 square feet. Based on the clarification provided, the Draft Final Action Letter was updated.

Commissioner Frontero wanted to know why the request was made to include the accessory building footprint in this application rather than waiting for the CUP at a later date. Ms. Tyler explained that the intention was to provide predictability to the Planning Commission. Commissioner Frontero wondered what would happen if the accessory building is not approved. Ms. Tyler clarified that nothing would be built in the location unless there is approval. She reported that what will be built as part of this CUP is the bottom terminal. There will not be a roof over it, and it will be a traditional terminal, similar to what is seen elsewhere at Deer Valley.

Chair Hall reported that Commissioner Van Dine joined the Planning Commission Meeting.

Mr. Graff further reviewed the grading plan and pointed out the setback of 25 feet from the Bransford land. The next slide shows how this will be utilized as a skiable surface. What is highlighted in blue is what will be done in mid-season as a maintained snow surface, which is slightly different than the graded surface on the natural land. The next presentation slide showed

some circulatory traffic patterns and how the area will function. Mr. Graff explained that the position of the lift is ideal because if it was moved further to the north or south, cross traffic would increase. The placement ensures the flow will happen in a much better manner for all involved. Mr. Graff reported that the design capacity on the lift is 3,000, but it is not expected it will be run at that capacity. It is more comfortable to run 75% to 80% of the overall capacity of the lift.

Commissioner Frontero asked what the plan is if the lift has to be stopped for maintenance. He wanted to understand whether it is possible to maze the lift area. While most of the time, it is anticipated that this will not be necessary, he wants to make sure for safety reasons that there is a backup plan. Mr. Graff reported that there are always plans to accommodate weather events, mechanical issues, visitation levels, and so on. There are a lot of ways to mitigate issues. For example, varying speed, queuing, staffing, and different egress points. If the lift were to stop for an hour to address maintenance, it would be possible to redirect skiers to other lifts and areas.

Mr. Graff reported that work was done with SE Group, who designed the Lift 7 pod and all of the expanded terrain. There has been a lot of success with SE Group in the past and there is always follow-up done after. The EcoSign Analysis Memo was shared next. Both EcoSign and SE Group evaluated the plan. In the memo, it notes that EcoSign agrees it is a safe and viable plan.

During the previous meeting, Commissioner Suesser requested additional information about the potential gondola crossing in the future. She wanted confirmation that Lift 7 would not get in the way of the gondola. The minimum clearance is 10 feet at the maximum sag of the gondola. Over Lift 7 that can easily be accommodated. He shared an image to highlight the two alignments and how those would cross. Additionally, some example images were shared. Mr. Graff pointed out that the images represent scenarios where a gondola goes over a chair lift. The Tramway Analysis Memo from Steven Kilmer was reviewed. It states that this can be done safely.

Ms. Tyler reviewed the Wildlife Study. She reported that a previous request was for a wildlife consultant to do an analysis of the area. Due to the current weather conditions, it was not possible for the consultant to physically see down to the dirt, so the current conditions and current impacts were analyzed. The consultant determined that based on current impacts, the winter infrastructure proposed will not have a greater impact than what is already there. However, the consultant recommended an additional study be conducted once the snow melts.

Mr. Lang reported that BIO-WEST is a wildlife and environmental consultancy firm out of Logan. They took a look at the site, compared it to other areas in the State, and shared some conclusions. There was a lengthy interview with the biologist as well. The conclusion was ultimately that while wildlife inhabits the area, it does not inhabit the area heavily during the winter months. During the summer months, it is possible to cross through the area unimpeded.

Commissioner Frontero appreciates that there is snow in the area and BIO-WEST cannot get out there to see the dirt. That being said, he has some questions about the sequencing of this if it moves forward. He asked if the necessary tree removals will be done prior to the study being complete. Ms. Tyler clarified that the Building Permit will not be issued until the study is done.

Ms. Tyler reported that at the last Planning Commission Meeting on the item, Commissioner Frontero requested that Deer Valley come back with an exact analysis of the trees that will be removed. She reported that 13.1 acres of trees will be removed. At the last meeting, it was requested that there be an equal trade of the tree removal from undeveloped recreation open space to developed recreation open space. The entire pod has been identified and within the

Deer Valley resort boundary, lands that are currently developed recreation open space have been identified as good candidates for undeveloped recreation open space. Mr. Graff explained that pieces of the mountain with minimal impact were considered. For instance, no roads and no structures. The areas that were identified were shared and were shown in red on the map. Discussions were had about the locations that were identified and the reasons for the choices.

Several Conditions of Approval were shared. Ms. Tyler explained that there is a desire to ensure that the biologist has enough time to get on site, but also conduct a proper analysis. There has been work with Staff to amend Condition of Approval #13. Information was next shared about construction phasing. Mr. Lang noted that at the last meeting, there were some questions about the phasing plan. Pending approval of the CUP and the subsequent Building Permit, the intention is to start work on the grading and foundations. From there, the vertical work will begin in the summer of 2025. Discussions were had about the construction map shown.

Ms. Tyler reported that Deer Valley has agreed to all of the Conditions of Approval that have been added throughout this process, including the additional ones since the last meeting. She clarified that for Condition of Approval #13, the request is to allow for three months instead of two. Director Ward explained that this also relates to Condition of Approval #27. That allows the applicant more time to submit the application, but the timeline required for the Planning Commission review will stay the same. The applicant would need to come to the Commission within six months. The Conditions of Approval document was shared with the Commission as well as the redline changes. Discussions were had about the building's footprint size. Ms. Tyler explained that she can take the numbers from the plan. The building footprint and building pad should both be listed.

Commissioner Suesser had comments about Conditions of Approval #16-27. She noted that there are references to a project area, development, and development site, which she felt needed to be clarified further. Chair Hall suggested that comments be heard while adjustments are made.

Chair Hall opened the public hearing.

Rick Luskin explained that he is a skier who skies at Deer Valley, but also has some background in the ski industry and liability. There are a lot of crowded and congested areas at various ski resorts, and he has dealt with congestion issues. He did not believe the letter from Shauna Kerr should have that much significance in this process. There is no downside to adding this kind of lift. He referenced the beginner area, which is something that is needed at Deer Valley.

John Kenworthy expressed appreciation for the work done by the Planning Commission. The record that Deer Valley has of good stewardship is well documented and has been appreciated throughout Park City for more than 40 years. Deer Valley has been a great partner. He appreciates that Deer Valley does not stop listening and acting to satisfy community voices. There is a desire to see applications that focus on safety and environmental protections. After viewing the safety reports, he found that the expert reports were satisfactory. He does not believe anyone from Deer Valley will put skiers in dangerous situations, which is something that has been proven in the past. Deer Valley has swapped open space, which will result in more open space than is being sacrificed. As a result, Mr. Kenworthy expressed his support for the application.

Carrie Oaks reported that she has been an instructor at Deer Valley for 30 years. When she saw the addition, she first thought of the huge benefit to skiers and instructors as there will be a safe space and the choke point will be taken away. She is grateful for the thoughtfulness that has

been put into the design of the runs. Ms. Oaks is excited to see what this will bring in the future. There will be a much better environment for teaching. She thinks this will improve safety.

Brad Ulch appreciated the presentation materials shared by Deer Valley. He pointed out that the new area will give beginners and young children the opportunity to have a safe space. As for the wildlife issue, he knows that Deer Valley is very sensitive to that and has been in the past. Mr. Ulch believes that this is a great project and thought the Deer Valley growth was positive.

Michael Demkowicz stated that the location of the ski run in the previous materials was incorrect. That exhibit will be fixed. There was no intention to show the ski run in the incorrect location. Mr. Demkowicz clarified that his comment was in response to an email from Anne Bransford.

Anne Bransford reported that she is with Bransford Land Company. She explained that the company has tried to keep things friendly, which is evident by the repeated outreach to their long-term partner and tenant, Deer Valley. The company believes that the Lift 7 plan proposed is unnecessarily conflicted and dangerous. The Bransford Land Company wishes to offer their land to them by way of an easement to build a safer and more compliant alternative, but it seems their new partner and landlord will not allow that to happen. As a result, Deer Valley is left to pursue a lesser alternative to the detriment of the brand. The Bransford Land Company is deeply disappointed by recent statements made by Deer Valley that misrepresent their land as unavailable because it is in litigation. The accurate record is that the land is not in litigation.

Ms. Bransford is disheartened that Staff seems to supporting Deer Valley's opposition to the Bransford alternative by cherry-picking a single amendment to the Summit Lands Conservation Easement that paints the Bransfords as anti-conservation. The current Staff Report claims that their land, under a new conservation easement, cannot be disturbed or developed, but that is not the case. The reason they are advocating for an alternative is because they truly believe the alternative is better. This is not about money, as they are not asking Deer Valley for any.

Last year, after Bransford Land Company was granted a zone change to support the development of two estate lots, Ms. Bransford and her sisters decided to dedicate the remainder of their property to Park City Municipal. There was a desire to thank the community. On June 13, 2023, long before Lift 7, she delivered a letter personally to Mayor Nann Worel, along with the term sheet for 18 acres they intended to deed to Park City in a conservation easement. For reasons unknown, the gift was never accepted. If Park City Municipal had assumed control of the 18 acres, they would be the ones engaging with Deer Valley now in a public-private partnership.

Brandon Halcott noted that Deer Valley has the right to have lifts, and this will solve a problem that will be created due to additional skiers in the area. Right now, there is nowhere for younger children to ski, minus one run. This will create a wonderful opportunity for Deer Valley moving forward. All of the decisions that have been made have been made in reaction to what is coming. There is a clear desire to mitigate future issues as much as possible. He has comfort as a local with what is proposed, and he likes the idea of being proactive rather than reactive.

There were no further comments. The public hearing was closed.

Discussions were had about the Conditions of Approval. Commissioner Frontero asked to address the Open Space Management Plan. As was noted, that was a main area of focus for him at previous Planning Commission Meetings. He finds Condition of Approval #13 to be a strong movement in ensuring the integrity of the Development Agreement remains in place. He

greatly appreciates the applicant making the 111-acre swap. That was a big ask and he was pleased to see that it was addressed in this way. He thanked the applicant for that willingness.

Commissioner Frontero was interested to see the Wildlife Management Plan when it comes through. As for the other items related to safety, he does not find this to be overly congested and there are mitigation efforts. Commissioner Rick Shand explained that his main concerns related to safety, queueing, and the footprint of the structure that covers the lift and the storage building. His questions have since been answered. However, there was some confusion about the three components at the base: lift storage, cover structure over the lift, and the lift itself. He thanked the Deer Valley representatives for taking time to share clarifying information with the Commission. He also appreciated that one of the diagrams included the queueing lines.

Commissioner Suesser stated that her main concern was the fact that Deer Valley wanted to take open space out of the undevelopable designated area and develop that. There are concerns about the natural habitat that might be disturbed in doing so. She appreciates the efforts from Deer Valley to redesignate the 111 acres to undevelopable land. That being said, she still has some concerns about the way Conditions of Approval #16-27 were drafted. She asked Wade Budge whether or not the intent there is to block areas for hikers and bikers as well as any human activity including construction in the event that elk with calves or large herds are observed.

Attorney Wade Budge responded to comments from Commissioner Suesser. He clarified that the intent of those provisions is to make sure that if sensitive wildlife behaviors are observed, those areas are protected so the species will be undisturbed. Commissioner Suesser thought the conditions need to be edited to reflect this. To address some of the concerns raised during the public comment with regard to whether or not alternative paths for Lift 7 were contemplated, it would be helpful for Deer Valley to share that information. Mr. Graff reported that the terrain was evaluated by SE Group and this alignment was shown to be one of the best. He reiterated that if the alignment is moved to the north or south, there is a lot more cross traffic created.

Chair Hall asked whether there were any specific amendments Commissioner Suesser wanted to see made to the Conditions of Approval. Discussions were had about Condition of Approval #24 and the desire to add a reference to all human activity for clarity. Attorney Budge suggested that there be language to state that the applicant will implement the recommendations coming out of the Wildlife Management update. Commissioner Johnson was supportive of that addition. Planner Lund made amendments to the Conditions of Approval based on comments by the Commission. There were next discussions about Condition of Approval #25. Commissioner Suesser suggested combining Condition of Approval #23 and Condition of Approval #24. It was requested that the reference to BIO-WEST Inc. be removed and replaced with wildlife consultant.

Additional discussions were had about the Condition of Approval language. Amendments and additions were made for clarity. Condition of Approval #29 was drafted. Following the Condition of Approval language review, the Planning Commission focused on the Findings of Fact language. Chair Hall asked to review the initial summary and Finding of Fact #2. The project summary language from the Draft Final Action Letter was amended and now reads as follows:

- Project Summary:
 - The Applicant proposes to install a new ski lift (Lift 7) with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, a 375 square foot

operator house, and 4.62 miles of new ski runs in the Recreation and Open Space Zoning District and Sensitive Land Overlay.

The Action Taken language was amended. The language now reads as follows:

- Action Taken:
 - On May 22, 2024, the Planning Commission conducted a public hearing and approved the new ski lift (Lift 7) with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, a 375 square foot top terminal operator house, and 4.62 miles of new ski runs according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Finding of Fact #2 was amended. Commissioner Johnson next shared comments about Finding of Fact #14-a-4. He wanted to ensure that there is clarity. It was noted that the term “ROS” was added. Chair Hall referenced Condition of Approval #11. She noted that the language, “Planning Commission retains authority to add Conditions of Approval if future traffic and parking mitigation is required,” is a generic statement. Commissioner Suesser believed that statement should stay. Attorney Harrington also recommended that the Commission leave that in the document. Commissioner Johnson shared comments about the Utility Capacity language in the CUP criteria.

MOTION: Commissioner Van Dine moved to APPROVE the Conditional Use Permit for 2250 Deer Valley Drive South, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended, in the Draft Final Action Letter:

Findings of Fact:

1. The Site includes Parcels PCA-S-98-R, PCA-S-85, PCA-S-85-D, and PCA-S-81-A and is within the Recreation and Open Space (ROS) Zoning District and Sensitive Land Overlay (SLO).
2. The new ski runs, ski lift, with a bottom terminal and lift storage Building Pad, not to exceed 13,543 square feet, and 375 square foot top terminal operator house are proposed to be constructed on Parcels PCA-S-98-R, PCA-S-85, PCA-S-85-D, and PCA-S-81-A in the Upper Deer Valley neighborhood of the General Plan, the Recreation and Open Space Zoning District, and the Sensitive Land Overlay.
3. A Grant of Conservation Easement, Amendment to Grant of Conservation Easement (Ski Area), and Deed of Conservation Easement Agreement are recorded for these Parcels.
4. Parcels PCA-S-98-R, PCA-S-85, PCA-S-85-D, and PCA-S-81-A are within the Flagstaff/Empire Pass Development Agreement.
5. Ski lifts included in the Flagstaff/Empire Pass Development Agreement Deer Valley Ski Area Master Plan require an Administrative Conditional Use Permit with Planning Director Final Action.

6. The proposed ski lift and ski runs are not in the Deer Valley Ski Area Master Plan and therefore require a Conditional Use Permit and Planning Commission Final Action pursuant to Land Management Code (LMC) § 15-2.7-2(C)(8).
7. The proposed 375-square-foot operator house and a 4,437-square-foot terminal lift gallery building footprint require Planning Commission review of a Conditional Use Permit pursuant to LMC § 15-2.27-2(C)(14) for Ski-Related Accessory Buildings greater than 600 square feet proposed within the ROS Zoning District.
8. The Applicant proposes constructing approximately 4.62 miles of ski runs.
9. The Applicant proposes the ski lift and ski runs to increase beginner ski terrain at the resort.
10. On March 1, 2024, Planning staff issued a complete application notice to the Applicant for the Conditional Use Permit.
11. On April 15, 2024, the Planning Commission and City staff participated in a Site Visit to see the proposed project area. The Applicant provided a tour showing the proposed lift alignment and ski runs from three separate vantage points: West-Flagstaff Mountain, East- Bald Mountain, and the proposed bottom terminal and lift storage building.
12. The application as conditioned complies with LMC Chapter 15-2.7 ROS Zoning District as follows:
 - a. The proposed ski lift, ski runs, 375-square-foot operator house, and terminal building provide additional recreational opportunities for residents and visitors of Park City – especially for beginner skiers.
 - b. Setbacks
 - i. The ski lift, ski runs, 375-square-foot operator house, and terminal building are proposed to be constructed on metes-and- bounds Parcels leased by Deer Valley Resort.
 - ii. The ski lift bottom terminal and terminal building are proposed to be constructed adjacent to Parcel PCA-S-79C, which is excluded from Deer Valley Resort's lease and is under separate ownership.
 - iii. The ski lift bottom terminal must meet at least a 25-foot Setback from Parcel PCA-S-79-C. The Applicant exceeds this requirement, and the proposed ski lift and terminal building are set back 90 feet from Parcel PCA-S-79-C.
 - iv. The top ski lift terminal and 375-square-foot operator house maintain a 61-foot Setback from the nearest property line.
 - c. Vegetation Protection

- i. LMC § 15-2.7-6 requires the Applicant to protect Significant Vegetation during construction within the ROS Zoning District. Significant Vegetation includes large trees six inches in diameter or greater measured four and one-half feet above the ground, groves of smaller trees, or clumps of oak and maple covering an Area fifty square feet or more measured at the drip line.
 - d. ROS Zoning District Height
 - i. In the ROS Zoning District, no Structure may be erected to a height greater than twenty-eight feet from Existing Grade.
 - ii. The applicant proposes installing 10 ski lift towers.
 - iii. The ski lift towers range in height as follows:
 - Tower 1 – 19.54 feet (complies with ROS height).
 - Tower 2 – 33.01 feet (exceeds ROS height by 5.01 feet).
 - Tower 3 – 46.33 feet (exceeds ROS height by 18.33 feet).
 - Tower 4 – 52.87 feet (exceeds ROS height by 24.87 feet).
 - Tower 5 – 46.31 feet (exceeds ROS height by 18.31 feet).
 - Tower 6 – 49.59 feet (exceeds ROS height by 21.59 feet).
 - Tower 7 – 39.75 feet (exceeds ROS height by 11.75 feet).
 - Tower 8 – 46.31 feet (exceeds ROS height by 18.31 feet).
 - Tower 9 – 36.29 feet (exceeds ROS height by 8.29 feet).
 - Tower 10 – 29.72 feet (exceeds ROS height by 1.72 feet).
 - iv. The bottom terminal reaches a height of approximately 22 feet from Existing Grade, and the top terminal reaches a height of approximately 24 feet from Existing Grade.
 - v. LMC § 15-2.7-4(A)(4) states ski lifts within the ROS Zoning District may extend above the maximum Height subject to a visual analysis and administrative approval by the Planning Director.
 - vi. On March 29, 2024, the Planning Director approved the proposed lift tower heights, pending Planning Commission approval of the top terminal and Lift Tower 10 within a Ridge Line Area.
 13. The application as conditioned complies with LMC Chapter 15-2.21 SLO:
 - a. LMC § 15-2.21-2(A) requires Applicants proposing construction within the SLO to submit a Sensitive Lands Analysis, including sensitive environmental and aesthetic Areas such as Steep Slopes, Ridge Line Areas, Crest of Hills, wetlands, Stream Corridors, Wildland interface, and wildland habitat Areas. The Applicant submitted a Sensitive Lands Analysis prepared by Alliance Engineering.

- b. Additionally, LMC § 15-2.21-3(A)(3) requires a Soils Investigation Report and Geotechnical Report. The Applicant submitted a Geotechnical Investigation prepared by AGECE Applied GeoTech, dated November 17, 2023.
- c. Sensitive Land Overlay Evaluation for Ski Area Construction and Expansion:
 - i. LMC § 15-2.21-7 establishes Sensitive Land Regulations for Ski Area Construction and Expansion within the SLO. LMC § 15-2.21-7(A) requires the following: "The Developer must submit a plan detailing the location, alignment, and scope of the undertaking. If the Planning Director determines that the project may have significant visual and environmental impacts, a consultation meeting will be scheduled. No Development shall occur until after the consultation meeting and any required approvals have been granted."
 - ii. Since submittal, the Applicant has modified the proposed ski lift to comply with the ROS Zoning District setbacks.
- d. Steep Slopes: The proposed ski lift does not cover a topographic Area at least twenty-five feet vertically upslope or downslope and fifty feet horizontally and is not within fifty feet of Very Steep Slopes. The average slope for the length of the ski lift and the proposed ski runs are between 15 and 30 percent. LMC § 15-2.21-4(B) exempts ski slopes from the limitation of a 3 to 1 slope.
- e. Ridge Line Area Protection:
 - i. The Applicant's Sensitive Lands Analysis shows the proposed ski lift from the Vantage Points designated in LMC § 15-2.21-3(A)(6). The proposed ski lift is visible from one Vantage Point only. The top terminal of the ski lift will be visible from the Park Meadows Golf Course Clubhouse Vantage Point.
 - ii. The Applicant states: "The top terminal of Lift 7 will be situated on the ridge line that separates Wasatch and Summit Counties at an elevation of approximately 9285'. While sitting on a ridge line, this structure will only be visible from one of the Park City's Designated Vantage Points (Vantage Point "G": Park Meadows Golf Course Clubhouse) and will not be placed directly onto the peak. Given that the proposed Lift 7 will be a vital piece of infrastructure in the terrain expansion efforts to improve the recreational opportunities and experiences offered by Deer Valley Ski Resort, it's [sic] construction shall be to great public benefit. Furthermore, there are numerous examples of existing ski area chairlifts in the Park City area that appear in greater prominence from the Designated Vantage Points than the proposed lift 7."

- iii. LMC § 15-2.21-7(B), Development Approvals for Ski Area Construction and Expansion within the SLO, requires the Applicant to mitigate impacts to the “Maximum Extent Feasible.” LMC § 15-15-1 defines “Maximum Extent Feasible” as the maximum mitigation where no prudent, practical, and feasible alternative exists to completely mitigate the adverse impact. Economic considerations may be taken into account but shall not be the overriding factor in determining “Maximum Extent Feasible.”
- iv. From Vantage Points within Park City, there are ski lifts visible within Ridge Line Areas. The proposed ski lift will be minimally visible from the Park Meadows Golf Course Clubhouse Vantage Point, which is approximately four map miles north of the proposed ski lift. However, the Planning Commission may require a Condition of Approval establishing a minimum required distance from the Ridge Line Area.
- f. Wetlands and Stream Protection
 - i. According to the Applicant’s Sensitive Lands Analysis, the Utah Department of Environmental Quality data does not identify any wetlands within the area proposed for the ski lift and ski runs. However, the Utah Department of Environmental Quality identifies an intermittent or ephemeral stream channel.
 - ii. On November 6, 2023, Daren Rasmussen, an Environmental Scientist – Dam Safety & Stream Alterations with the Utah Department of Natural Resources Division of Water Rights outlines the designated stream channel as a natural stream and therefore will not require special permitting for stream alteration.
 - iii. LMC § 15-2.21-6(F) establishes a minimum of fifty feet outward from the Ordinary High-Water Mark in the SLO for streams.
- g. Wildlife and Wildlife Habitat Protection
 - i. LMC § 15-2.21-8 establishes the intent of the Wildlife and Wildlife Habitat Protection to “promote, preserve, and enhance wildlife and wildlife habitat Areas in and around Park City, and to protect them from adverse effects and potentially irreversible impacts.” The LMC explains further: “If the Development Site contains or is within five hundred feet (500') of a natural Area or habitat Area, and the wildlife and habitat report show the existence of Sensitive or Specially Valued Species, the Development plans shall include provisions to ensure that any habitat contained in any such natural Area shall not be disturbed or diminished, and to the Maximum Extent Feasible, such habitat shall be enhanced.”

- ii. Technical Report #13 from the Flagstaff Development Agreement outlines that “there are no federally listed threatened or endangered species likely to make substantive use of the Plan Area.” The proposed ski lift is not located within a Sensitive Wildlife Area as designated on Appendix B of Technical Report #13.
- iii. The Utah Division of Wildlife Resources has compiled a list of all Sensitive and Specially Valued Species in the State of Utah. The Applicant submitted analysis to show there are no Sensitive or Specially Valued species occupying or using on-Site and adjacent Areas where the proposed ski lift, ski runs, and associated facilities are proposed. Sensitive or Specially Valued Species includes Federally Threatened and Endangered Species; State of Utah Threatened and Endangered Species; State of Utah Species of Concern and animals and plants of special concern to the Park City Community as identified in the General Plan and in need of special protection.
- iv. The Flagstaff Development Agreement Technical Report #13 “Wildlife Management Plan” describes the major habitat types that occur within the Plan Area and provides information on common wildlife species that have the potential to occur within these habitats. The goal of the Wildlife Management Plan is to preserve wildlife habitat values within the Plan Area by minimizing habitat loss and human/wildlife conflicts. There are no federally threatened or endangered species likely to occur in the Plan Area. The proposed Lift 7 is located near a potential wildlife movement corridor.
- v. The Wildlife Management Plan explains “It should be noted that the primary cause of habitat fragmentation within the Plan Area is associated with the clearing of lift alignments and construction of ski runs. It is imperative that existing wildlife movement corridors continue to function in this capacity. Accordingly, habitat modifications should be minimized, fencing prohibited, and recreationists should be directed away from these areas in the spring and fall migration periods.” Staff recommends Conditions of Approval to mitigate any potential wildlife corridor impacts.
- h. Preserve the Natural Character of the Sensitive Lands, Revegetate, and Establish Permanent Erosion Control Measures.
- i. The Applicant included a vegetative cover evaluation in their Sensitive Land Analysis submittal.
On March 14, 2024, the Forestry Board approved the removal of Significant Vegetation for the proposed ski lift, ski runs, terminal building, and 375-square-foot operator house with the following Condition of Approval: The Applicant is responsible for the removal of dead and dying Significant Vegetation in an area equal to the proposed area of disturbance.

14. The application, as conditioned, complies with the Flagstaff Mountain Development Agreement Technical Reports:
 - a. Several technical reports were prepared as part of the Flagstaff Development Agreement and are relevant to the development of the proposed Lift 7.
 - i. Technical Report #5 “Open Space Management Plan” details objectives, goals, and strategies for the Open Space areas that are not located within any of the designated development pods. The overall goal of the Open Space Management Plan is to ensure the preservation and maintenance of Flagstaff Mountain’s open space for public enjoyment and the protection of ecological values. The proposed project area for Lift 7 is in an area designated as Recreational Open Space (ROS). The purpose of ROS is to establish and preserve districts for land uses requiring large areas of undeveloped open land; permit, preserve, and encourage recreational use of these lands; and preserve and enhance environmentally sensitive lands such as wetlands, steep slopes, ridge lines, meadows, stream corridors, and forests.
 - ii. According to the Flagstaff Development Agreement, all land outside of the development pods was zoned as Recreation Open Space. Upon issuance of the first MPD or CUP for any portion of the Project, Deer Valley Resort executed a conservation easement for the benefit of the City and a third-party conservation trust, to limit the use of Flagstaff Mountain to construction, development, and operation of ski lifts, ski runs, one skier day lodge, and other similar winter and summer recreational uses and services.
 - iii. The Open Space Management Plan classifies two separate types of ROS. Developed Recreational Open Space (DROS), and Undeveloped Recreational Open Space (UROS). The proposed Lift 7 project area is located within UROS. Undeveloped Recreational Open Space (UROS) may be skied in the winter and typically contains some summer trails, but it has not been heavily modified for these purposes. Where the main purpose of DROS is to provide year-round public recreation opportunities, UROS serves a wider variety of functions. The general management objectives for UROS are to continue to allow human access and use while maintaining the scenic qualities and habitat values of these areas.
 - iv. The Open Space Management Plan further clarifies the goals and objectives of ROS: “Much of the Plan Area consists of moderately steep, north-facing slopes that provide ideal opportunities for downhill skiing. Most of these areas have or will be developed by Deer Valley Resort for this purpose. As mentioned above, these areas are considered DROS. Areas containing steep, rocky, and/or heavily vegetated south- or west-facing slopes as well as areas

lying beyond practical lift-served terrain are less well-suited for alpine skiing and more appropriate for other forms of recreation such as hiking, biking, or horseback riding. These areas are designated UROS. Other amenities associated with designated UROS include the preservation of wildlife habitat and the protection of scenic viewsheds.”

- v. “UROS forms the second largest type of open space within the Plan Area. While these areas may contain a variety of hiking, biking, and equestrian trails, these facilities do not dominate the character of the land. Native vegetation cover remains largely intact and forest stands do not exhibit the high level of fragmentation characteristic of DROS. Consequently, these areas tend to have greater visual appeal and higher-quality wildlife habitats relative to DROS. While these areas will continue to experience summer trail construction and maintenance, the overall character of UROS within the Plan Area is unlikely to experience substantive change over time.”
 - vi. Staff recommends a Condition of Approval which requires separate review and approval of an amendment to the Open Space Management Plan by the Planning Commission.
 - b. Technical Report #8 “Trails Master Plan” outlines the goals and objectives of trails planning for the Flagstaff Mountain area. The goal of the Trails Master Plan is to establish guidelines to maintain and enhance public access and provide quality public recreation opportunities for hikers, mountain-bikers, and equestrians. Staff recommends Conditions of Approval to comply with the Trails Master Plan.
 - c. Technical Report #12 “Drainage Study” outlines the methodology and criteria to be used to design the drainage structures and systems for the Flagstaff Mountain Area. Staff recommends a Condition of Approval for ski runs to comply with the Drainage Study technical report.
 - d. Technical Report #15 “Construction Mitigation Plan” outlines specific measures to mitigate the impacts of infrastructure construction associated with the Resort.
15. The application as conditioned complies with LMC § 15-4-18 Passenger Tramways and Ski Base Facilities as follows:
- a. Ownership
 - i. The Applicant owns or controls the Liftway necessary to construct and operate the Passenger Tramway. For the purpose of this section, ownership or control is established if the Applicant can demonstrate that he has title to the Property being crossed by the Liftway, or an easement over that Property, or options to acquire the Property or an easement or a leasehold interest in the Property,

or an option to acquire a leasehold, of at least fifteen (15) years duration.

- ii. The Applicant (Deer Valley Resort Company, LLC) has an existing lease with the property owner (BLX LEASE 2 LLC) for 105 years, commencing on August 24, 2023, and expiring on August 23, 2128.
- b. Width
 - i. The Liftway shall extend a distance of at least ten feet (10') outward from the vertical plane established by the outermost surface of the Passenger Tramway, which generally is the outside edge of the chair or passenger compartment, on each side of the tramway's course excluding base and terminal Structures. Width is computed in this manner, rather than measuring from the center line of the Passenger Tramway or the cable in order to provide a minimum clearance of ten feet (10') on each side of the Liftway regardless of the configuration of the passenger-carrying elements.
 - ii. The Applicant has proposed a 15' foot clearance on either side of the lift and therefore complies with this requirement.
- c. Base or Terminal Facilities
 - i. The Passenger Tramway must be constructed without the installation of base or terminal facilities within the HR-1 or HRL zones. Mid-loading and unloading points are allowed in the HR-1 and HRL zones.
 - ii. The proposed ski lift, base terminals, and accessory structures are within the ROS Zoning District.
- d. Crossing of Public Roads
 - i. The Applicant must show that all components of the Passenger Tramway and any components of the Liftway, such as safety netting provide a minimum clearance of eighteen feet (18') over major roads and fourteen feet (14') over residential Streets. In addition, the Applicant must show compliance or the ability to comply with any safety or height restrictions, which might be imposed by any governmental agency having jurisdiction over public roads crossed by the Liftway.
 - ii. There is no required mitigation, the proposed ski lift will not cross any public roads or ROW.
- e. Utility Clearance
 - i. The Applicant must show all portions of the Passenger Tramway including any associated safety netting constructed with it provides a minimum clearance of ten feet (10') over any wires or utility line which it crosses, and that the Applicant has complied with or has

the ability to comply with safety restrictions or regulations imposed by utilities having possession or control over wires that tramway crosses over.

- ii. No required mitigation, the proposed ski lift, associated lift terminals, and ski runs will not cross over any existing utilities.

f. Parking and Traffic Plans

- i. The Applicant must present a parking, traffic, and transportation plan pertaining to the Passenger Tramway for review and approval by the Planning Commission. The plan must address at least the following considerations: auto, bus, and pedestrian traffic, which could be generated by the Passenger Tramway, the impacts of this traffic on the adjoining landowners and the neighborhood in general, parking demand created by the Passenger Tramway and how that parking would be provided.
- ii. The traffic and parking plan may be included in the neighborhood impact analysis. The parking requirements and impacts of a Passenger Tramway will vary within the zones depending upon the location and the ability of the Applicant to make use of existing public and private parking facilities; therefore, no specific requirement has been set. The Applicant is expected to show workable means of dealing with the traffic generated by the Passenger Tramway construction and operation, including such regulations as resident parking permits, Off-Site traffic controls and facilities, or similar means for controlling traffic and minimizing Off-Site impacts on adjoining Properties.
- iii. The Applicant has stated: "The proposed Ski Lift will circulate skiers on the new beginner ski runs. The new Ski Lift will not move skiers to or from any base area skier portal (current Deer Valley or expanded terrain), rather, this is a circulator Ski Lift that will move skiers within the newly created beginner terrain pod near Park Peak. Those skiers can choose to ski back to the various skier portals or other Ski Lift infrastructure. All of this is to say that no parking, traffic, or transportation plan is required because there is no direct connection between the various base area skier portals and the proposed Ski Lift infrastructure."
- iv. While the Applicant states the new ski lift is intended for beginner skiers already at the resort, staff recommends Conditions of Approval regarding the overall parking and traffic mitigations required for the Snow Park Area. The Applicant has a pending Master Planned Development amendment application before the Planning Commission for the Snow Park parking lot development and parking and traffic evaluation will be key in the Planning Commission's review of that project. Pending Final Action on the

Snow Park project, staff recommends Conditions of Approval to address parking and traffic mitigation in the meantime.

- v. The Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit, dated November 30, 2016, includes the following: Paragraph G, Off-Street Parking: If the capacity of the surface parking lots in the Snow Park Community is exceeded on 10% or more of the days during any single ski season the need for constructing additional parking in said area shall be reviewed by the Commission.
- vi. This provision has been included in the Deer Valley approvals since 1993 when the Seventh Development Agreement was completed. Since 1993, Deer Valley constructed temporary parking for the 2002 Winter Olympics and after the Olympics, the resort converted the additional parking area into a snowmaking pond.
- vii. Deer Valley provides parking within the Snow Park area in two ways: 1,340 on-site parking spaces in five lots, as approved by the Planning Commission; up to 142 parking spaces on Deer Valley Drive not to exceed 10% of the operating days (averaging 13 to 14 days per season), as approved by the City Council.
- viii. Deer Valley exceeded parking overflow allowances during the 2018-2019 ski season. On August 14, 2019, the Planning Commission conducted a work session to discuss parking in the Snow Park area. The report includes the following: Surface parking lot capacity at that time provided approximately 1,250 spaces; during the 2018-2019 ski season there was considerable traffic and congestion; an average of 80 vehicles parked along Deer Valley Drive, creating conflicts with City buses and pedestrians.
- ix. As part of an August 14, 2019, work session, the Planning Commission approved an expansion of parking lot 5 to create an additional 90 parking spaces and encouraged the applicant to collaborate with the City to mitigate additional impacts. In November of 2019, the Planning Director approved an Administrative Permit for the construction of the 90-parking space addition to lot 5.
- x. On December 19, 2019, the City Council discussed resort overflow parking on Deer Valley Drive in a work session and authorized a temporary parking program that allowed the resort up to 142 on-street parking spaces not to exceed 10% of the operating days.
- xi. The Applicant provides reports to the City outlining compliance. As of March 8, 2024, the Applicant's last report, Deer Valley has not exceeded overflow parking days this year.

- xii. To further mitigate traffic and parking impacts in the Snow Park area, on October 5, 2023, the Transit team presented a staff communication to City Council outlining winter transit service from Richardson Flat Park & Ride to Snow Park. On November 1, 2023, Deer Valley entered into an agreement with the City to pay \$150,000 toward the cost of running a direct bus route from Richardson Flat Park & Ride to Snow Park during the 2023-2024 winter season. Transit service was offered from December 10, 2023, through March 30, 2024, in 20-minute intervals from 6:00 AM through 6:00 PM.

g. Liftway Setback

- i. The minimum Setback between the outermost surface of Structure of the Liftway and any existing dwelling shall be ten feet (10'), in addition to the width of the Liftway itself. This Setback may be waived with the written consent of the Owner of the affected dwelling, which consent shall be in a form suitable for recording with the County Recorder.
- ii. There are no existing dwellings or Structures within the proposed Liftway. The nearest Structure is approximately 0.35 miles away from the bottom terminal and lift storage building. The nearest Structure is approximately 0.5 miles away from the top terminal.

h. State Regulation

- i. Any Passenger Tramway constructed under a Conditional Use permit is subject to safety regulation by the Passenger Tramway Safety Committee of the State Department of Transportation. The Applicant is expected to involve the State in the planning process to the extent necessary to inform the Commission of State requirements in order to avoid the imposition of inconsistent requirements by the State and the Planning Commission.
- ii. Condition of Approval 4 requires the Applicant to work with the Tramway Board for final approval consistent with the standard state review authority review process.

i. Public Purpose Served

- i. The Planning Commission must find that the construction and operation of the tramway serves the overall community interest by accomplishing or furthering community goals such as reducing traffic congestion and volume between the downtown Area and the base facilities of the ski resorts, mitigating the demand for, parking in the Historic District, and that adequate controls on noise, mechanical equipment, smoking and safety aspects of the tramway

have been provided to mitigate the effects of the Passenger Tramway on adjoining Properties.

- ii. According to the Applicant: "The initiative aligns seamlessly with the objectives outlined in the Park City General Plan (2014). Specifically, it contributes to Objective 10A, aimed at enhancing the competitiveness of Park City as a world-class, multi-season destination resort community through the expansion of year-round recreational events. Furthermore, it supports Objective 11A, emphasizing the importance of allowing primary resorts to evolve within the tourism industry, thus ensuring sustained relevance and attractiveness to visitors. Finally, as per Section K of the 12th Amended and Restated Large Scale Master Planned Development Permit dated November 30, 2016, access to Lift 7 remains accessible to all users of the resort, further underlining its inclusive and community-oriented nature. This underscores Deer Valley's commitment to providing enhanced recreational opportunities while maintaining alignment with established regulatory frameworks and long-term development objectives."
- j. Status of Land Within Liftway
 - i. Owners of Lots or other land, which is burdened by the easement for the Liftway are entitled to count the land within the Liftway for calculation of open space for improvement of that Property. Normal Setback and Side Yard requirements apply from the Lot Line or Property boundary.
 - ii. There are no other property owners who will be affected by the proposed Liftway.
- k. Structures Within Liftway
 - i. Structures may be constructed within the Liftway, subject to the terms of the easement agreement between the Lot Owner and the owner of the Liftway.
 - ii. No Structures are proposed to be constructed within the Liftway.
- l. Preservation of Historic Structures
 - i. It is the policy of the City to protect and preserve Historic Structures within the City. The Applicant for the Passenger Tramway must provide a study, which catalogues any Structures within the Liftway easement and identifies their Historic value and indicates whether the Structure will be removed to accommodate the tram.
 - ii. There are no Historic Structures or Historic Mine Sites within the proposed project area.

16. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).
- a. Size and Location of Site.
 - i. The proposed ski lift, ski runs, 375-square-foot operator house, and terminal building are located within the existing Deer Valley Resort ski area and will increase beginner ski terrain on the upper portion of the mountain. The proposed lift is similar in size and dimensions of the exiting lifts in the resort and is in an appropriate location on the mountain to connect to the future Deer Valley East Village expansion area. The proposed lift will help distribute skiers on the mountain.
 - b. Traffic
 - i. The City's adopted Traffic Impact Study Guidelines require a Traffic Impact Study when a land use generates 25 or more net new vehicle trips during the weekday AM or PM peak hour.
 - ii. The Applicant states: "The proposed ski lift will circulate skiers on the new beginner ski runs. The new ski lift will not move skiers to or from any base area skier portal (current Deer Valley or expanded terrain), rather, this is a circulator Ski Lift that will move skiers within the newly created beginner terrain pod near Park Peak. Those skiers can choose to ski back to the various skier portals or other Ski Lift infrastructure. All of this is to say that no parking, traffic, or transportation plan is required because there is no direct connection between the various base area skier portals and the proposed Ski Lift infrastructure."
 - c. Utility Capacity
 - i. As part of the ski improvements, the Applicant proposes installing a snowmaking line and power line.
 - ii. The proposed ski lift associated lift terminals, and ski runs do not cross existing utilities. The Development Review Committee reviewed the Application on December 5, 2023, and does not require additional Conditions of Approval.
 - d. Emergency Vehicle Access
 - i. The Park City Fire District reviewed this Application on December 5, 2023, and confirmed the proposal conforms with their requirements.
 - e. Parking

- i. LMC § 15-3-6 "Parking Ratio Requirements For Specific Land Use Categories" does not outline any specific Off-Street Parking requirements for ski lifts.
 - ii. Parking for Deer Valley resort is regulated by the Twelfth Amended and Restated Large Scale Master Planned Development Permit. The Deer Valley MPD Permit states the following: "Parking required with relation to each portion of the Project shall be based upon Code as in effect at the time application for a building permit for such portion of the Project as is filed with City. Parking for each separate development parcel in the Project shall be determined in accordance with the Code at the time of application for Conditional Use approval. Any additional parking shall not encroach into zoned open space." The MPD permit continues: "If the capacity of the surface parking lots in the Snow Park Community is exceeded on 10% or more of the days during any single ski season, the need for construction additional parking in said area shall be reviewed by the Commission."
 - iii. The Applicant has stated: "The proposed Ski Lift will circulate skiers on the new beginner ski runs. The new Ski Lift will not move skiers to or from any base area skier portal (current Deer Valley or expanded terrain), rather, this is a circulator Ski Lift that will move skiers within the newly created beginner terrain pod near Park Peak. Those skiers can choose to ski back to the various skier portals or other Ski Lift infrastructure. All of this is to say that no parking, traffic, or transportation plan is required because there is no direct connection between the various base area skier portals and the proposed Ski Lift infrastructure."
- f. Internal Vehicular and Pedestrian Circulation System
- i. The proposed ski lift will help improve the circulation and distribution of beginner skiers throughout the resort. The proposed location of the lift located between Flagstaff Mountain and Bald Mountain gives beginner skiers additional area on the mountain to ski. The additional 4.62 miles of ski run helps distribute the number of skiers on the mountain.
- g. Fencing, Screening, and Landscaping
- i. The Applicant is responsible for the removal of dead and dying Significant Vegetation in an area equal to the proposed area of disturbance.
- h. Building Mass, Bulk, and Orientation
- i. The proposed ski lift, terminal building, and 375-square-foot operator house are appropriate in size and scale. The Structures comply with the ROS Zoning District Height and Setbacks. The

Planning Director determined the ski lift towers may exceed ROS Zoning District Height pursuant to LMC § 15-2.7-4(A)(4).

- i. Useable Open Space
 - i. The proposed ski lift will increase the amount of recreational open space for beginner skiers at Deer Valley Resort.
- j. Signs and Lighting
 - i. The lights proposed for the ski lift are emergency lights and utility lighting that is consistent with current ski lift infrastructure.
 - ii. Condition of Approval 6 states that all Outdoor Lighting must be down-directed, fully shielded, with bulbs 3,000 degrees Kelvin or less. A fully shielded light is installed in such a manner that all light emitted either directly from the bulb, or indirectly by reflection or refraction, is below the horizontal plane through the fixture's lowest light-emitting part. The top and sides of a Fully Shielded fixture are made of completely opaque material such that light only escapes through the bottom of the fixture. Final lighting details shall show compliance with this condition and shall be reviewed by the Planning Staff prior to installation.
 - iii. No signs are proposed or approved as part of this CUP Application.
- k. Physical Design and Compatibility with Surrounding Structures
 - i. The proposed ski lift will be similar in design to the existing ski lifts in Deer Valley Resort. The proposed lift will be 0.56 miles long and the towers will range in height from 19 feet to 52 feet. The lift will be manufactured by Doppelmayr.
 - ii. The proposed materials for the ski lift will be constructed with materials similar to other standard ski lifts across the resort and painted with colors to match the existing Deer Valley ski lifts. The ski lift towers will be constructed of steel and painted green consistent with the existing Deer Valley lift towers. The bottom and top terminals will be of the same aesthetic as the existing Deer Valley lift terminals.
- l. Noise, Vibration, Steam, or Other Mechanical Factors
 - i. The proposed ski lift will be 70 to 80 decibels, typical for ski lifts. It will not be located near any existing residences (the proposed ski lift is located 0.35 miles away from the nearest residence), and it must comply with the City Noise Ordinance in Chapter 6-3.

- ii. The ski lift bottom terminal and terminal building are proposed to be constructed adjacent to Parcel PCA-S-79C, which is excluded from Deer Valley Resort's lease and is under separate ownership. The ski lift bottom terminal must meet at least a 25-foot Setback from Parcel PCA-S-79-C. The Applicant exceeds this requirement, and the proposed ski lift and terminal building are set back 90 feet from Parcel PCA-S-79-C.
- m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas.
 - i. There is an existing service road through Ontario Canyon that will serve as access for the construction of the new lift. The Applicant is responsible for providing trash and recycling areas during construction and operation of the ski lift.
 - ii. The construction site must be maintained in a neat manner. Trash and other debris may not accumulate outside the construction dumpster. The construction site shall be cleaned prior to the end of each workday.
- n. Expected Ownership and Management
 - i. The parcels are owned by BLX Lease, LLC and BLX Lease 2, LLC and are being leased by Deer Valley Resort. BLX Lease has given written permission for the construction of the proposed ski lift. The Applicant (Deer Valley Resort Company, LLC) has an existing lease with the property owner (BLX LEASE 2 LLC) for 105 years, commencing on August 24, 2023, and expiring on August 23, 2128.
- o. 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. See above sections for analysis of Steep Slopes. The Sustainability Department reviewed the proposal on March 6, 2024, and confirmed the project area is not within the Park City Soils Ordinance. The proposed ski lift does not cover a topographic Area at least twenty-five feet vertically upslope or downslope and fifty feet horizontally and is not within fifty feet of Very Steep Slopes. The average slope for the length of the ski lift and the proposed ski runs are between 15 and 30 percent. LMC § 15-2.21-4(B) exempts ski slopes from the limitation of a 3 to 1 slope.
- p. Reviewed for consistency with the goals and objectives of the Park City General Plan.

- i. The project is proposed within the Upper Deer Valley Neighborhood of the General Plan, home to resort-oriented development, surrounded by open space.
 - ii. The proposed ski lift, ski runs, terminal building, and 375-square-foot operator house align with Goals 9, 10, and 11 outlined in the Park City General Plan. Goal 9 of the General Plan states: "Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors."
 - iii. Goal 10 of the General Plan is to "provide world-class recreation and public infrastructure to host local, regional, national, and international events that further Park City's role as a world-class, multi-seasonal destination resort while maintaining a balance with our sense of community." Objective 10A of the General Plan is to "remain competitive as a world-class, multi-season, destination resort community by increasing year-round recreation events and demand for resort support services, such as hotels and restaurants."
 - iv. Goal 11 of the General Plan is to "Support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience." Objective 11A of the General Plan states the "vibrancy of Park City's resorts is essential to the success of resort support businesses. The City must provide flexibility to allow the primary resorts to evolve with the tourism industry, increase occupancy rates year-round, and create more demand for the resort support industries throughout the City."
- 17. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 27, 2024.
 - 18. Staff mailed courtesy notice to property owners within 300 feet on March 27, 2024.
 - 19. *The Park Record* published courtesy notice on March 27, 2024.
 - 20. On April 10, 2024, the Planning Commission reviewed the proposal, opened a public hearing, requested a site visit, and continued the public hearing to April 24, 2024.
 - 21. On April 15, 2024, the Planning Commission and City staff participated in a site visit to see the proposed project area. The Applicant provided a tour to show the proposed lift alignment and ski runs from three separate vantage points: West-Flagstaff Mountain, East- Bald Mountain, and the proposed bottom terminal and lift storage building footprint.
 - 22. On April 24, 2024, the Planning Commission reviewed the proposal, held a public hearing, requested additional information, and continued the public hearing to May 8, 2024.

23. On May 8, 2024, the Planning Commission opened a public hearing and continued the public hearing to May 22, 2024, to allow the Applicant time to gather additional information.

Conclusions of Law

1. The proposed ski lift, ski runs, and accessory structures comply with the Land Management Code requirements pursuant to Chapter 15-2.7 Recreation and Open Space Zoning District, Chapter 15-2.21 Sensitive Land Overlay, Section 15-4-18 Passenger Tramways and Ski Base Facilities, and Section 15-1-10, Conditional Use Review Process.
2. The use will be compatible with 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. Final buildings plans and construction details shall reflect substantial compliance with the final plans dated March 19, 2024, submitted to the Planning Department and reviewed May 22, 2024, by the Planning Commission.
2. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans. 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 prior to construction.
3. The project is subject to safety regulation by the Passenger Ropeway Safety Committee of the Utah State Department of Transportation. The Applicant must work with the Safety Committee for final approval consistent with the standard state review authority review process prior to submitting a Building Permit.
4. The Applicant is responsible for the removal of dead and dying Significant Vegetation in an area equal in square footage to the proposed areas of disturbance.
5. All Outdoor Lighting must be down-directed, fully shielded, with bulbs 3,000 degrees Kelvin or less. A fully shielded light is installed in such a manner that all light emitted either directly from the bulb, or indirectly by reflection or refraction, is below the horizontal plane through the fixture's lowest light-emitting part. The top and sides of a Fully Shielded fixture are made of completely opaque material such that light only escapes through the bottom of the fixture. Final lighting details shall show compliance with this condition and shall be reviewed by the Planning Staff prior to installation.

6. The operation of the ski lift must comply with the City Noise Ordinance found in Chapter 6-3.
7. The Applicant shall retain the minimum fifty-foot Setback for the natural stream.
8. The finish surface of ski runs shall be graded with a three-foot maximum topsoil and native soils.
9. The Applicant shall install erosion control blankets on all slopes steeper than 2:1.
10. The Applicant is responsible for providing trash and recycling areas during construction and operation of the ski lift. The construction site must be maintained in a neat manner. Trash and other debris may not accumulate outside the construction dumpster. The construction site shall be cleaned prior to the end of each workday.
11. Pending approval of the Snow Park Master Planned Development, the Applicant shall submit an annual report that provides an overview of overflow on-street parking to the Planning Commission no later than May 31. The Planning Commission retains authority to add Conditions of Approval if future traffic and parking mitigation is required.
12. The annual report and Planning Commission review shall continue until the Transportation Demand Management and Parking Management Plan are updated, reviewed, and approved by the Planning Commission through the Snow Park Master Planned Development amendment, or other Planning Commission approval. If Deer Valley fails to secure off-site parking and winter bus service prior to the 2024-2025 ski season and on an annual basis, Deer Valley shall obtain Planning Commission approval for an amendment their Parking Management Plan pursuant to Paragraph G of the Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit, dated November 30, 2016.
13. The Applicant must submit an application to amend Technical Report #5 Open Space Management Plan which shall include a substitution of the designated Undeveloped Recreation Open Space impacted by this application and adjustment of Developed Recreation Open Space Areas, with a minimum 111- acre replacement of the Undeveloped Recreation Open Space, and any proposed additional mitigation measures from the result of increased lift disturbance within Undeveloped Recreation Open Space. The Applicant shall submit the application to the Planning Department within three months of this Conditional Use Permit approval. Planning Commission review and approval must be obtained within six months of the date of Planning Commission approval of this Conditional Use Permit. This approval will expire if either deadline is not met or extended by the Planning Commission.
14. Any trails or portions of trails that must be closed as a result of development will be rerouted prior to their closure. Thus, trail continuity will be maintained during and after construction. Where and when feasible, temporary trail detours will be established to maintain trail continuity during closures.

15. The Applicant must submit a temporary trail alignment for all re-routed public trails to be reviewed and approved by the Trails and Open Space department prior to construction.
16. Silt fencing will be placed at the toe of fill slopes to control erosion during construction. Erosion control will consist of re-vegetating all exposed ski run surfaces including cut and fill slopes. Where appropriate, ditches will be placed to protect cut slopes. Lined channels may be used to convey runoff along ski runs and trails depending on design conditions. Erosion control blankets will be placed as necessary.
17. Fencing is prohibited and users of the project area must be directed away from the wildlife movement corridors during the spring and fall migration periods.
18. Construction must be organized and timed to minimize the disturbance of wildlife habitat areas.
19. To the Maximum Extent Feasible, the Applicant shall preserve any natural habitat Area connections. If natural Areas lie adjacent to the Development Site, but such natural Areas are not presently connected across the Development Site, then the Development plan shall, to the extent reasonably feasible, provide such connection. Such connections shall be designed and constructed to allow for the continuance of existing wildlife movement between natural Areas and to enhance the opportunity for the establishment of new connections for movement of wildlife.
20. If wildlife that may create conflicts for future occupants of the Development are known to exist in Areas adjacent to or on the Development Site, then the Development plan must include provisions to minimize these conflicts to the extent reasonably feasible.
21. A nest clearance for all migratory birds should be performed if land clearing is required during the nesting season.
22. Signage and warnings to hikers and bikers must be installed advising of moose activity. If adult cow moose with calves are utilizing the project area, then a buffer zone around those animals should be blocked from human activity including closing trails and preventing hiking, biking, and construction activity until the animals are no longer in the area.
23. Any areas where Mule Deer are giving birth to and raising fawn within the project area must be blocked off to all human activity.
24. If Elk with calves are observed or if large herds of Elk are utilizing a particular part of the project area, then that area must be closed off to human activity such as hiking, biking, and construction until those animals are no longer present.
25. The Applicant must conduct an additional site visit and habitat assessment with a wildlife consultant for further mitigation and management considerations to be

refined following the snow melt. The Applicant and the wildlife consultant shall submit their findings and plans for review and approval by Planning staff prior to issuance of a Building Permit.

26. The Applicant must submit a modification application to amend Technical Report #13 Wildlife Management Plan which shall include updated Wildlife Data. The Applicant shall submit a modification application to the Planning Department within three months of this Conditional Use Permit approval. The modification must be reviewed and approved by the Planning Commission within six months of the date of Planning Commission approval of this Conditional Use Permit.
27. If the updated Wildlife Management Plan Technical Report #13 identifies any additional species necessitating protection, the report shall include additional recommendations consistent with Conditions of Approval #16-#25 for such species.
28. The Applicant must submit a Construction Mitigation Plan that complies with all applicable Park City Construction Mitigation Guidelines, at the time of Building Permit submittal.
29. The Building Pad shall not exceed 13,543 square feet and the Building Footprint shall not exceed 8,446 square feet, as demonstrated in the Concept Floor Plan dated February 28, 2024, and reviewed by the Planning Commission on May 22, 2024. The Applicant shall return to the Planning Commission and Conditional Use Permit review and approval for the ski-related accessory building.

Commissioner Frontero seconded the motion.

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

- D. Bonanza Park Small Area Plan** – The Consultants will Present the Draft Plan to the Planning Commission, Which Establishes a Vision Statement and Project Goals to Create a Mixed-use, Local, User-Friendly, Inclusive, Green, and Cultural Neighborhood. PL-24-06026.

Director Ward shared information about the Bonanza Park Small Area Plan. Within the 200-acre neighborhood, there will likely be a lot of redevelopment in the coming years. There is an opportunity to envision what the future of this neighborhood will be. There has been an extensive community engagement process and work has been done with an advisory group. It is now time for a preliminary review of the draft plan. It is scheduled for a public hearing and will come back to the Planning Commission for a second public hearing and potential recommendation on June 12, 2024. The focus of the current meeting is on the first three goals in the recommended plan.

Two consultants from MKSK are present at the Planning Commission Meeting, including Andy Knight and Emily Silvius. Mr. Knight shared presentation slides and pointed out the 200-acre study area. He reported that Fehr & Peers is working on the transportation component and Future IQ is assisting with the engagement. During the current meeting, the intention is to share the Phase 3 engagement results and the plan recommendations as well as receive feedback from

the Planning Commission. There will ultimately be a formal document. Mr. Knight shared the Executive Summary and stated that the draft version of the plan has been shared with Staff.

Mr. Knight reported that there has been a robust engagement process. There were three different engagement opportunities as well as online and paper surveys. As far as the timeline, the Small Area Plan schedule is currently in the Task 6 section and the adoption process is close.

Ms. Silvius took the time to review the engagement process in more detail. Phase 1 was from May to July 2023 and 250 people attended the community meeting. Phase 2 was from August 2023 to January 2024 and 150 people attended the community meeting. Phase 3 was from January to June 2024 and 100 people attended the third community meeting. One of the key findings from the Phase 3 engagement included support for additional building heights in parts of Bonanza Park in return for community benefits. This finding was derived from feedback from the third community meeting. 29% of commenters wanted no changes to the building levels, 29% were supportive of four stories in exchange for community benefits, and 42% were supportive of more than four stories. The benefits residents were most passionate about trading for additional density were:

- Connectivity;
- Affordable Housing;
- Outdoor Community Areas.

The other key findings were that there is support for improving the Frontage Protection Zone ("FPZ"), prioritizing pedestrian safety in future improvements, and there is a desire to keep Bonanza local. The mountain views through the entry corridor of Park City are integral to the character and there is a desire to codify support and protection for those. Ms. Silvius explained that residents want to see Bonanza remain local and there is support to limit the number of nightly rentals, hotels, and timeshares in Bonanza Park. The Bonanza Park Vision Statement was read:

- 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.

Mr. Knight reported that the project goals for Bonanza Park are as follows:

- Mixed Use;
- Local;
- User-Friendly;
- Inclusive;
- Green;
- Cultural.

Mixed Use, Local, and User-Friendly are the items that will be reviewed during the current Planning Commission Meeting. The recommendations for a Mixed-Use Bonanza Park are to create a safe and intuitive network for pedestrians, cyclists, and transit users. There are three recommendations within this goal. Mr. Knight read the following recommendations:

- Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits;
- Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring;
- Establish development guidelines for new multi-family and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.

Mr. Knight further discussed the Bonanza Park Mixed Use Zoning District ("BPMX"). Right now, it is currently zoned General Commercial. Mixed-use will introduce the potential for residential, which is a conditional use currently. There could be more residential uses by right. This shift will encourage the missing middle housing in addition to potential affordable housing. As for vertical zoning standards, if density increases and there is a desire for a walkable community, there could be a requirement for active ground-level uses. For building heights, the base height could remain 35 feet, with some expanded opportunities available as density bonuses. Mr. Knight next shared several examples of community benefits, such as affordable/workforce housing, outdoor community spaces, connectivity, bike share stations, underground parking, transit stop improvements, transit-oriented development, community facilities, and sustainable development.

Additional information about density bonuses was shared. Mr. Knight informed the Commission that density bonuses are a zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed in exchange for providing a defined public benefit. The means of providing a density bonus for Bonanza Park can be through:

- Reducing setback requirements from 25 feet, unless it is in the Frontage Protection Zone;
- Reducing parking requirements for mixed-use buildings;
- Increasing building heights to 45 feet with community benefits.

Mr. Knight shared example scenarios of density bonuses in other areas such as Colorado Springs, CO. He next shared information about the second recommendation, which is to update the FPZ. The third recommendation has to do with the establishment of development guidelines. The intention is to ensure that new multifamily and mixed-use buildings reflect human scale design for a walkable community by regulating design elements. Some example renderings were shared by Mr. Knight to illustrate the different ways the regulations can shape development.

Ms. Silvius discussed the Local project goal for Bonanza Park. Throughout the engagement process, it was clear residents want a neighborhood they can spend time in and connect in. The land uses in Bonanza Park need to reflect that sentiment. The recommendations are:

- Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals;
- Limit conventional chain businesses to prioritize locally owned and unique retailers/restaurants in Bonanza Park;
- Cap commercial square footages per building, with exceptions for grocery stores, to incentivize mixed-use development.

For the first recommendation, to limit nightly rentals and hospitality, some options are:

- Make major hotels a conditional use, while still allowing for minor or boutique hotel uses;

- Establish limits on nightly rentals, such as a total cap on the number of nightly rentals in Bonanza Park, limit the number of nights a property can be rented, or limit the number of tenants who can stay in a nightly rental;
- Establish a policy limiting investor-owned nightly rentals, while still allowing for homeowners in their primary residence.

As for limiting conventional chain businesses, a few different options were recommended:

- Limit chain businesses into the neighborhood by reducing the size of single-store square footages;
- Limit the amount of chain stores for any single building by establishing a threshold. For instance, a target that chain stores may not occupy more than 30% of the ground floor commercial space for a building.

For the third recommendation, to cap commercial square footages per building, the options were:

- Limit the allowable commercial square feet for a single building to no more than 15,000 to 29,000 square feet;
- Limit the size of allowed square footage for all commercial uses to no more than 5,000 square feet for a single tenant;
- Require that at least 50% of the total square footage for mixed-use buildings are dedicated to residential or office (excludes grocery stores, institutional uses, and municipal uses).

Mr. Knight discussed the third goal for Bonanza Park, which is that it be User-Friendly. The intention is to create a safe and intuitive network for pedestrians, cyclists, and transit users. He explained that there are several recommendations associated with the User-Friendly goal:

- Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity;
- When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system;
- Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods;
- Create a vibrant pedestrian-oriented neighborhood by restricting auto-centric uses, lowering parking minimums, and incentivizing underground parking structures.

A map was shared to illustrate existing and planned trail connections as well as potential signature trail connections. Mr. Knight explained that the lines shown in orange indicate opportunities. He reported that during the engagement process, it was clear there is a desire to see more sidewalks and connections. He shared a map of the sidewalk network. The connections would help to create a more walkable neighborhood. Mr. Knight discussed some of the superblocks in the area and the recommendation that those be broken down with access streets and a traffic light. The latter has been identified in previous studies at Kearns and Homestake.

To leverage future developments, Mr. Knight reported that suggestions include traffic calming measures, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods. When it comes to creating a pedestrian-oriented neighborhood, recommendations include:

- Restrict car-centric uses: These may include auto-related retail, drive-up windows, and gas stations;
- Lower parking minimums: Lower required parking minimums for mixed-use developments or when in close proximity to transit. A shared parking strategy should be developed as an implementation next step update to the Land Management Code;
- Incentivize underground parking: Included as a community benefit within the BPMX, underground parking should be encouraged and incentivized through a parking reduction (for example: a 5% reduction of parking minimum).

The study that was conducted by Fehr & Peers took a maximum build-out of the area. Based on the 2032 build-out, if all went according to plan, the level of service ("LOS") grades will start to drop. One of the questions for Commissioners to consider is whether there should be a more City-wide approach to transportation. With each development that occurs, there will be more congestion. It is not something individual roads within the Bonanza Park area will necessarily be able to solve, so it might be best to have a broader discussion about transportation needs.

Commissioner Suesser asked whether previous Commissioner feedback was passed along to the consultant. Director Ward explained that there have been meetings with Commissioners in groups of two, but there has not been an opportunity to meet with Commissioner Sigg yet. All Commissioners were provided with the draft plan in preparation for the current Planning Commission Meeting. The Commission's input has been consolidated. The draft plan before the Commission currently will be updated before the June 12, 2024, Planning Commission Meeting.

Mr. Knight shared a list of questions for the Commission. Chair Hall determined that the Commission would address each question one by one. The first two questions were as follows:

- The details of measuring community benefits in exchange for density will be an important element in the codification of the proposed plan. If the exchange for increased density with community benefits is determined by a point system, how should benefits be ranked?
- Are there any other community benefits that should be added or removed from the list?

Chair Hall noted that a lot of the community benefits listed are already required. For instance, Park City requires sustainable development, connectivity, and open space. As a result, this is a difficult question to answer. Director Ward explained that the assumption is that the benefits will be above and beyond the current requirements. Commissioner Van Dine thought the cost a developer should contribute should be in a tier level. For instance, increasing the affordable housing and putting in underground parking will be a lot more expensive than an outdoor community space. Commissioner Johnson did not believe ranking the options was appropriate. He does not want a developer to choose the easiest items rather than make positive changes.

Commissioner Shand wondered whether it is possible to handle this on a case-by-case basis. It might be possible to rank the items based on cost, benefits to the community, and so on. However, he thought it makes the most sense to look at things on a case-by-case basis. Commissioner Van Dine pointed out that a lack of predictability for developers can cause issues. Chair Hall found it difficult to justify the increases based on the items included on the community benefits list. She shares the reservations expressed by Commissioner Shand.

Director Ward referenced the AMPD and inclusionary housing, where 80% AMI can be required. She wondered whether a community benefit might be that a certain number of units meet a 50%

or 60% AMI. It might be possible to incentivize affordability. Discussions were had about the suggestion. Commissioner Shand asked whether the consultants have experience with ratios for affordable housing, market-rate condominiums, as well as hotel rooms. Each one of those items creates a different type of vitality to help support commercial uses. Mr. Knight reported that they work with a lot of development partners to determine what those market demands are in order to develop a strategy. Having the right balance between market rate and affordable is important. This is an exercise that can be done for the area in the future to understand the appropriate ratio.

Mr. Knight suggested that Commissioners consider positive impacts to the neighborhood. What is considered a positive impact will evolve over time. At a certain point, there may not be value added to the community if the same item is being added over and over again. An evaluation can happen as the neighborhood matures and grows. Chair Hall wondered whether there are any additional community benefits the Commission feels could supplement the provided list. She agrees with Commissioner Shand that it is difficult to rank the different items and create a formula.

Commissioner Frontero stated that he is not in favor of a formula, but based on the comments by the consultant, it seems that a case-by-case basis is possible moving forward. What works at one time may not make the most sense further down the line. As much as he understands that developers want there to be certainty, it is not necessarily possible to have a set formula where there is always certainty provided. Commissioner Suesser noted that certain community benefits listed are already built into the requirements. Those things should not necessarily add up to a density bonus. Mr. Knight clarified that these items would be above and beyond what is already required. Commissioner Frontero believed the Commission is open to hearing about exceptional community benefits, but it would be challenging for the City to create a formula or list of those benefits. Mr. Knight explained that the items on the list are examples rather than a concrete list.

Chair Hall is open to allowing certain incentives to a developer, such as a parking reduction or setback reduction. However, the Commission is fairly height-sensitive, so added density for community benefits might be a little more difficult. Chair Hall suggested burying powerlines as a potential benefit. Discussions were had about a fund that could be used for some of the community benefits. Commissioner Van Dine believed bike share stations should be removed from the benefit list. She wants to see them be added to the community but does not feel it is a big enough contribution to warrant an incentive. However, it could be combined with other items. She suggested that a point system be developed for the different community benefit list items.

Another question was posed to the Commissioners, which was as follows:

- Are there any changes to the FPZ sufficient to protect Park City's viewsheds along entry corridors?

The Commission reviewed the slide that showed the recommendations for the FPZ. Commissioner Johnson expressed concerns with the overall recommendation. He understood it based on some of the community feedback but was reluctant to make drastic changes to the FPZ. He likes that there is currently discretion, so it is possible to look at things on a site-by-site basis. Commissioner Suesser stated that she is in favor of keeping the first 50 feet of the FPZ development free. From 50 feet to 100 feet would retain a 35-foot height limit. Outside of the FPZ, there can be density bonuses. That was the consensus at the breakout session.

The next question had to do with the Local focus area. Mr. Knight read the following question:

- Understanding that the proposed recommendation on transient uses is more restrictive than what exists under the current code, should there be a distinction between major hotels and boutique hotels in the proposed Mixed-Use Zone?

Commissioner Van Dine leaned towards allowing boutique hotels and setting a number cap. Small boutique hotels help add to the livelihood of the neighborhood since those visitors will dine at local restaurants. She believes major hotels should be a Conditional Use. Suggestions were made to limit boutique hotels to 35 rooms. Commissioner Johnson asked that a boutique hotel definition come back to the Commission for consideration as well as a definition of minor hotel.

It was noted that Commissioner Suesser left the Planning Commission Meeting.

Chair Hall stated that there is consensus for allowing boutique hotels in the Mixed-Use Zone, but there is a desire to maintain a CUP for a major hotel. Commissioner Frontero pointed out that there is not a desire to allow too many boutique hotels. There will need to be some limitations placed. It was noted that these are somewhat self-regulating because if there are too many in one area, there is too much competition. However, some limitations might make sense.

Mr. Knight shared the final questions that were prepared for Planning Commission consideration:

- User-Friendly:
 - The City's major intersections are within or pass through the Bonanza Park neighborhood and already experience challenges during peak hours. Improving traffic under existing conditions and the anticipated future buildout will require comprehensive strategies. Are there additional recommended considerations for the mobility component of the plan?
- General:
 - What additional revisions would the Commission like to be incorporated into the draft plan scheduled for a public hearing on June 12, 2024?

Chair Hall felt that at a high level, adding connectivity within the area would be beneficial, since there are no real cut-throughs. Adding pathways for all modes of transportation would be ideal. Director Ward mentioned a point of discussion in one of the group conversations. There was an idea to have a capital improvements fund for the neighborhood. She wondered whether there would be support for a broader park and ride plan outside of the neighborhood that developers could potentially contribute towards. Commissioner Van Dine thought something like that could work. Commissioner Frontero agreed that contributions towards a specific goal could potentially be beneficial to all. Chair Hall preferred to see a lot of the money stay in the user area. One of the goals is to keep the project local, so it does not make sense to spend money outside the area.

Chair Hall asked for additional recommendations for mobility. Director Ward noted that representatives from Fehr & Peers will be at the June 12, 2024, Planning Commission Meeting. It is possible to further address this matter at that meeting. Discussions were had about connectivity. Chair Hall thought it was best to prioritize pedestrian and bicycle connectivity. Commissioner Frontero noted that if pedestrian and bicycle connectivity is prioritized, then vehicles will be de-emphasized. As a result, there can be reduced parking requirements in the BPMX. Director Ward reported that the draft plan includes planned trail connectivity.

Commissioner Frontero asked about an open space area where there can be live music or something similar to draw in locals. Mr. Knight believed there is a scenario where something like that can occur. It is not unheard of for cities to develop that or for developers to include that. It could be either public or private, but that is something that should be discussed early on.

Chair Hall asked that any additional comments and suggestions be submitted to Director Ward. She can then forward those questions to the appropriate consultant ahead of the next meeting.

Chair Hall opened the public hearing. There were no comments. The hearing remained open.

MOTION: Commissioner Johnson moved to CONTINUE the Bonanza Park Small Area Plan item and the public hearing to the June 12, 2024, Planning Commission Meeting. Commissioner Van Dine seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission. Commissioner Frontero was not present for the vote.

6. ADJOURNMENT

MOTION: Commissioner Van Dine moved to ADJOURN.

The meeting adjourned at approximately 9:33 p.m.

Planning Commission Staff Report



Subject: Arrowood Condominiums at Deer Valley
Unit 3 Amended
Application: PL-24-06095
Author: Jaron Ehlers, Planning Technician
Date: June 12, 2024
Type of Item: Administrative – Condominium Plat Amendment

Recommendation

(I) Review the proposed Arrowood Condominiums at Deer Valley Unit 3 Amended Plat, (II) conduct a public hearing, and (III) consider approving the Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in Draft Final Action Letter.

Description

Applicant: Joyce Houser
Gabriela Bragen, Houser Walker Architecture, Applicant Representative
Location: 2413 Gilt Edge Circle
Zoning District: Residential Development
Adjacent Land Uses: Single Family Dwellings; Multi-Unit Dwellings
Reason for Review: Plat Amendments require Planning Commission review and Final Action.¹

DRC Development Review Committee
RD Residential Development
HOA Homeowners Association
LMC Land Management Code

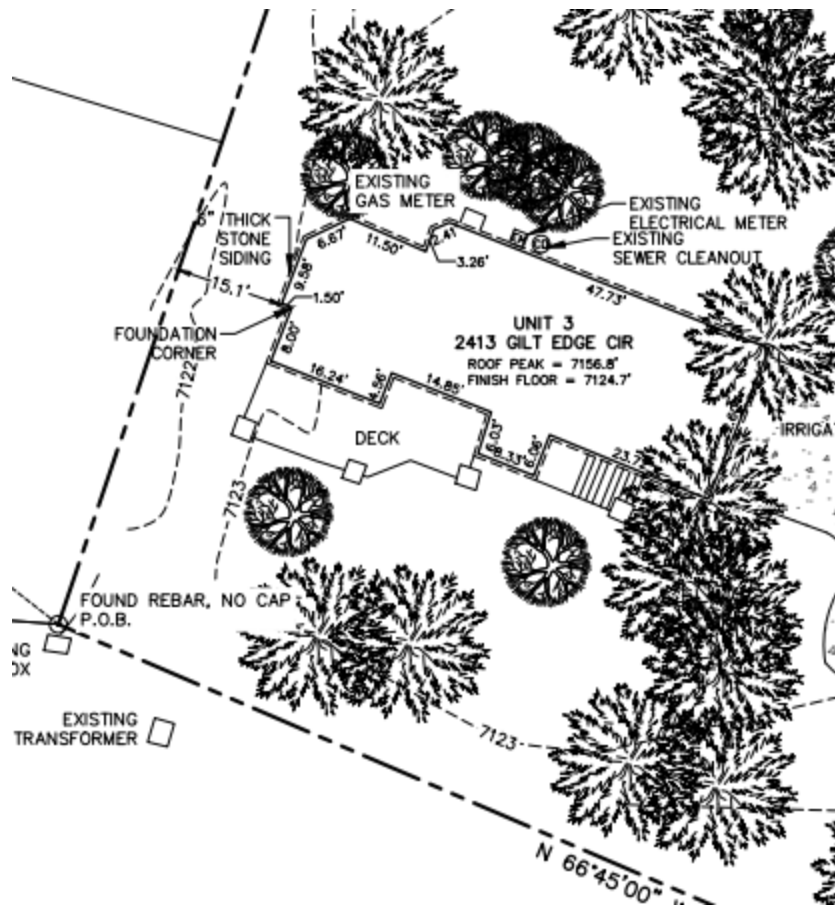
Terms that are capitalized as proper nouns throughout this staff report are defined in LMC [§ 15-15-1](#).

Summary

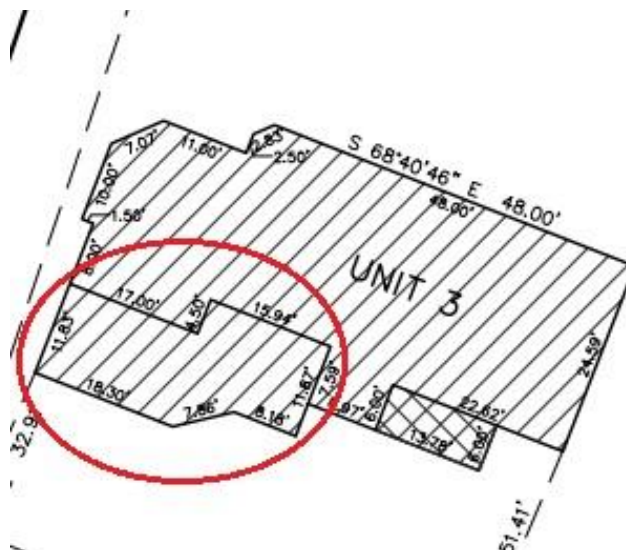
The Applicant proposes to amend the Arrowood Condominiums in Deer Valley Plat for Unit 3 to convert 356 square feet of Limited Common Area to Private Ownership. This proposal would increase living space by allowing the enclosure of the area below the existing porch to include a bedroom and bathroom. The porch would be converted to be a roof for the addition.

The following image, taken from the Applicant's Existing Conditions Survey (Exhibit C), shows the existing unit and deck:

¹ LMC [§ 15-1-8\(H\)](#)



The area proposed to be converted to Private Ownership is then shown in the following image from the Proposed Plat (Attachment 1), with the slanted line area showing what would be designated as Private Ownership. The addition is called out by a red circle:



Background

On September 25, 1997, the City Council adopted Ordinance 97-44 which approved the Arrowood Condominiums, a three unit detached Condominium (Exhibit D). A legal dispute resulted that prevented the recordation of the Plat. A settlement agreement was reached in November of 1998 and the Applicant resubmitted (Exhibit E).

On January 28, 1999, the City Council adopted Ordinance 99-2, which approved the Arrowood Condominiums, with minor adjustments from the 1997 approval as required by the settlement agreement (Exhibit F). All three units have been constructed.

On August 11, 2004, the Planning Commission held a public hearing on an amendment to Unit 2. That proposal was also to convert the area under the deck into living space. The Planning Commission directed Staff to return with a recommendation to forward a recommendation to the City Council. On August 25, 2004, the Planning Commission held a public hearing and forwarded a positive recommendation to the City Council (Exhibit G). On August 26, 2004, the City Council adopted Ordinance 04-37, approving the amendment to Unit 2 (Exhibit H). That Plat Amendment was never recorded.

On April 12, 2024, the Applicant submitted a Plat Amendment application to the Planning Department to convert 356 square feet of Limited Common Area to Private Ownership. On April 22, 2024, the Planning Department issued the Applicant a complete application notice.

Analysis

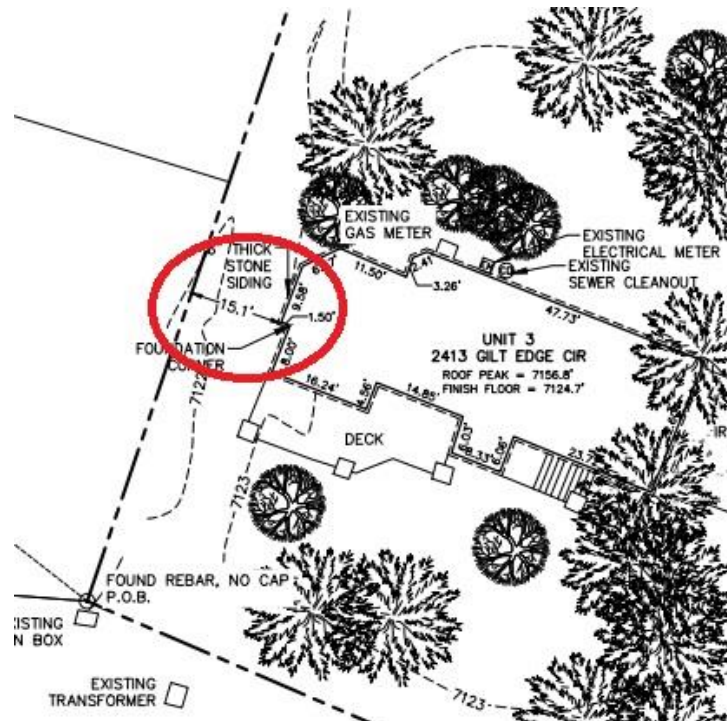
(I) The proposal to amend Unit 3 complies, as conditioned, with the Residential Development Zoning District Requirements outlined in LMC Chapter 15-2.13.

Arrowood Condominiums is in the Residential Development (RD) Zoning District. The proposed conversion from Limited Common Area to Private Ownership is consistent, as conditioned, with the requirements of the RD Lot and Site Requirements in LMC [§ 15-2.13-3](#).

The existing Deck is compliant with Setbacks. LMC [§ 15-2.13-3](#) defines the required setbacks: 20 feet for the Front, 15 feet for the Rear, and 12 feet for the Side. Condition of Approval 3 of Ordinance 99-2 (Exhibit F) establishes that “[f]or the purpose of setback calculations, Gilt Edge Circle abuts the front of the parcel and the Solamere subdivision abuts the rear.” The following image, based on the Applicant’s original existing conditions survey, shows encroachment into the 15-foot Rear Setback along with its compliance with the 12-foot Side Setback:



On June 6, 2024, the Applicant submitted a revised Proposed Plat (Attachment 1) and revised Existing Conditions Survey (Exhibit C) which shows that the existing structure is compliant with the Setbacks:



To ensure clarity, Staff recommends Condition of Approval 3 to require the proposed Addition to be compliant with the 15-foot Rear Setback.

The proposal is otherwise compliant with LMC Chapter [15-2.13](#) as it is not proposing to

alter the Lot Size or Lot Width, nor would the addition increase Building Height.

(II) The proposal to amend Unit 3 complies, as conditioned, with the Off-Street Parking Requirements outlined in LMC Chapter 15-3.

The existing Unit 3 has a living space of 2,653.65 square feet. LMC [§ 15-3-6\(A\)](#) establishes the minimum Parking Requirement for a Condominium Unit of over 2,000 square feet to be two Spaces. Unit 3 already has a two-car Garage, and the proposed expansion of Private Ownership will not increase the Parking Requirement.

(III) The proposal to amend the Unit 3 complies with the Subdivision Procedures outlined in LMC Chapter 15-7.1.

Plat Amendments shall be reviewed according to LMC [§ 15-7.1-6](#) Final Subdivision Plat and approval requires (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.

(a) There is Good Cause for this proposed Plat Amendment

The Planning Commission shall make a finding as to good cause prior to approving a Plat Amendment². LMC [§ 15-15-1](#) defines Good Cause as “[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.”

Staff finds Good Cause for the Plat Amendment as it maintains the Good Cause that was identified when the City approved the Plat in 1999 (Exhibit F), specifically that “[t]here is good cause for the Record of Survey, as a significant portion of the property will remain unbuildable.” The addition does not exceed the area disturbed by the existing deck, and most of the site remains undisturbed.

(b) No Public Street, Right-of-Way, or easement is vacated or amended.

The proposed Plat Amendment does not vacate or amend any Public Street, Right-of-Way, or easement.

(IV) The Development Review Committee reviewed the proposal on May 21, 2024, and requires a Condition of Approval.³

² LMC [§ 15-7.1-6\(C\)](#)

³ 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

The Summit County Surveyor requires Condition of Approval 4, which requires recordation of amended Covenants, Conditions, and Restrictions to reflect the Plat Amendment prior to recordation of the amended Plat.

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 the Utah Public Notice website and posted notice to the property on May 29, 2024. Staff mailed courtesy notice to property owners within 300 feet on May 29, 2024. The *Park Record* published courtesy notice on May 29, 2024.⁴

Public Input

Staff did not receive any public input at the time this report was published. Letters of Support from the other two property owners in Arrowood in Deer Valley are attached as Exhibit I.

Alternatives

- The Planning Commission may approve the Plat Amendment.
- The Planning Commission may deny the Plat Amendment and direct staff to make Findings for the denial.
- The Planning Commission may request additional information and continue the discussion to July 10, 2024.

Exhibits

Exhibit A: Draft Final Action Letter

Attachment 1: Revised Proposed Plat

Exhibit B: Current Recorded Plat

Exhibit C: Revised Existing Conditions Survey

Exhibit D: Ordinance 97-44

Exhibit E: January 28, 1999, City Council Staff Report

Exhibit F: Ordinance 99-2

Exhibit G: August 25, 2004, Planning Commission Staff Report

Exhibit H: Ordinance 04-37

Exhibit I: Redacted Letters of Approval

District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

⁴ LMC [§ 15-1-21](#)



Planning Department

June 12, 2024

Gabriela Bragan
Houser Walker Architecture

CC: Joyce Houser

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 2413 Gilt Edge Circle

Zoning District: Residential Development

Application: Plat Amendment

Project Number: PL-24-06095

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: June 12, 2024

Project Summary: The Applicant Proposes to Amend the Arrowood Condominiums at Deer Valley Unit 3 to Convert 356 square feet of Limited Common Area to Private Ownership to Construct a New Bedroom and Bathroom under an existing deck within the Residential Development Zoning District.

Action Taken

On June 12, 2024, the Planning Commission conducted a public hearing and approved the Arrowood Condominiums at Deer Valley Unit 3 Amended Plat according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. 2413 Gilt Edge Drive is Unit 3 of the 3-Unit Arrowood Condominiums at Deer Valley Condominium.
2. 2413 Gilt Edge Drive is in the Recreation Development (RD) Zoning District.
3. On September 25, 1997, the City Council adopted Ordinance 97-44, approving the Arrowood Condominiums, a three unit detached Condominium development.



Planning Department

4. On January 28, 1999, the City Council adopted Ordinance 99-2, approving the Arrowood Condominiums, with minor adjustments from a 1997 settlement agreement.
5. All three units have been constructed.
6. On August 11, 2004, the Planning Commission held a public hearing on an amendment to Unit 2. That proposal was also to amend the Condominium Plat to convert the area under the deck into living space. The Planning Commission directed Staff to return with a recommendation to forward a recommendation to the City Council.
7. On August 25, 2004, the Planning Commission held a public hearing and forwarded a positive recommendation to the City Council.
8. On August 26, 2004, the City Council adopted Ordinance 04-37, approving the Plat Amendment for Unit 2.
9. That Plat Amendment was never recorded and has since expired.
10. On April 12, 2024, the Applicant submitted a Plat Amendment application to the Planning Department to amend Unit 3.
11. On April 22, 2024, the Planning Department issued the Applicant a complete application notice for the current application.
12. The Arrowood at Deer Valley Homeowners Association approved the proposal.
13. The Applicant proposes to amend the Arrowood Condominiums in Deer Valley Plat for Unit 3 to convert 356 square feet of Limited Common Area to Private Ownership.
14. This proposal increases living space by allowing the enclosure of the area below the existing porch.
15. This proposed addition includes a Bedroom and Bathroom.
16. The porch will be converted to a roof for the addition.
17. Unit 3 currently has a Private Ownership of 2,653.65 square feet.
18. The proposed conversion from Limited Common Area to Private Ownership is consistent, as conditioned, with the requirements of the RD Lot and Site Requirements in LMC § 15-2.13-3.
19. LMC § 15-2.13-3 defines the required setbacks: 20 feet for the Front, 15 feet for the Rear, and 12 feet for the Side.
20. Condition of Approval 3 of Ordinance 99-2 establishes that the Front of the Lot abuts Gilt Edge Circle while the Rear abuts the Solamere Subdivision No. 1.
21. The existing Deck is in compliance with the Setbacks.



Planning Department

22. Due to the proximity of the existing structure to the zone setback, Condition of Approval 3 is necessary to confirm any addition/new construction meets the required zone Setbacks.
23. The proposal is compliant with LMC Chapter 15-2.13 because it is not proposing to alter the Lot Size or Lot Width, nor does the Addition increase Building Height.
24. LMC § 15-3-6(A) establishes the minimum Parking Requirement for a Condominium Unit over 2,000 Square Feet to be two Spaces.
25. The existing Unit 3 already has a two-car Garage, and the proposed expansion of Private Ownership does not increase the Parking Requirement.
26. There exists Good Cause for the Plat Amendment because it maintains the Good Cause that was identified when the City approved the Plat in 1999, specifically that "[t]here is good cause for the Record of Survey, as a significant portion of the property will remain unbuildable." The addition does not exceed the area disturbed by the existing deck, and most of the site remains undisturbed.
27. The proposed addition does not disturb any Public Street, Right-of-Way, or easement.
28. The Development Review Committee reviewed the proposal on May 21, 2024, and requires Condition of Approval 4.
29. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on May 29, 2024.
30. Staff mailed courtesy notice to property owners within 300 feet on May 29, 2024.
31. The *Park Record* published courtesy notice on May 29, 2024.

Conclusions of Law

1. The proposal to amend Arrowood Condominiums at Deer Valley Condominium Unit 3 complies, as conditioned, with the RD Zoning District Requirements outlined in LMC Chapter 15-2.13.
2. The proposal to amend Arrowood Condominiums at Deer Valley Condominium Unit 3 complies, as conditioned, with the Off-Street Parking Requirements as outlined in LMC Chapter 15-3.
3. The proposed Plat Amendment complies with the LMC requirements pursuant to LMC Chapter 15-7.1 for Plat Amendment procedures because there is Good Cause and no Public Street, Right-of-Way, or easement is vacated or amended.

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



Planning Department

Management Code, the Conditions of Approval, and the amended Conditions, Covenants, and Restrictions prior to recordation of the plat.

2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
3. The addition shall comply with the required 15-foot Rear Setback.
4. Before recordation of the Plat Amendment, the Applicant shall record with the County the Amended Declaration to the Condominium for Arrowood at Deer Valley Condominiums in a form approved by the City Attorney.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5058 or email jaron.ehlers@parkcity.org.

Sincerely,

Sarah Hall, Planning Commission Chair

CC: Jaron Ehlers, Project Planner

Attachment 1: Revised Proposed Plat

OWNER'S CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consents to the recording of this condominium plat amendment.

By: Frank Houser

ACKNOWLEDGMENT

State of)
County of)

On this day of 2024, Frank Houser personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that he is an owner of Unit 3 and that he signed the above Consent to Record, and that he acknowledged to me that he executed FIRST AMENDED ARROWOOD CONDOMINIUMS AT DEER VALLEY AMENDING UNIT 3.

By: Notary Public
A Notary Public Commissioned in

Printed Name
Residing in:
My commission expires:
Commission No.:

SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I certify that I have verified all measurements. I do further certify that by authority of the owners, I have prepared this condominium plat amendment of the property described herein, hereafter to be known as FIRST AMENDED ARROWOOD CONDOMINIUMS AT DEER VALLEY AMENDING UNIT 3.

LEGAL DESCRIPTION

Unit 3, Arrowood at Deer Valley Condominiums, a Utah Condominium Project, together with its appurtenant undivided ownership interest in and to the Common Areas and Facilities, as established and described in the Record of Survey Map recorded March 4, 1999 as Entry No. 532030 and in the Declaration of Condominium for Arrowood at Deer Valley Condominiums recorded March 4, 1999 as Entry 532031 in Book 1235 at Page 452, records of Summit County, Utah.

ASSOCIATION CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of The Arrowood at Deer Valley Homeowner's Association Inc., a Utah general nonprofit corporation, having complied with the requirements of both Statutes and the Recorded Declaration hereby consents to the recording of this Condominium Plat Amendment.

The Arrowood at Deer Valley Homeowner's Association Inc., a Utah general nonprofit corporation

By: President

ACKNOWLEDGMENT

State of)
County of)

On this day of 2024, personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that he is the president of the The Arrowood at Deer Valley Homeowner's Association Inc., a Utah general nonprofit corporation, and that he signed the above Consent to Record for, on, and in behalf of all of the unit owners at the Arrowood Condominiums at Deer Valley project acting as a group (under the name of The Arrowood at Deer Valley Homeowner's Association Inc.) in accordance with the Utah Condominium Ownership Act, U.C.A., Sections 57-1-1 et seq. (1963) as amended and supplemented, and the Declarations of Covenants, Conditions, and Restrictions for Arrowood at Deer Valley Condominiums.

By: Notary Public
A Notary Public Commissioned in

Printed Name
Residing in:
My commission expires:
Commission No.:

OWNER'S CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of Doe Mountain Rental, LLC, a Georgia limited liability company, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consents to the recording of this condominium plat amendment.

Doe Mountain Rental, LLC, a Georgia Limited Liability Company

By: Joyce Houser, Manager

ACKNOWLEDGMENT

State of)
County of)

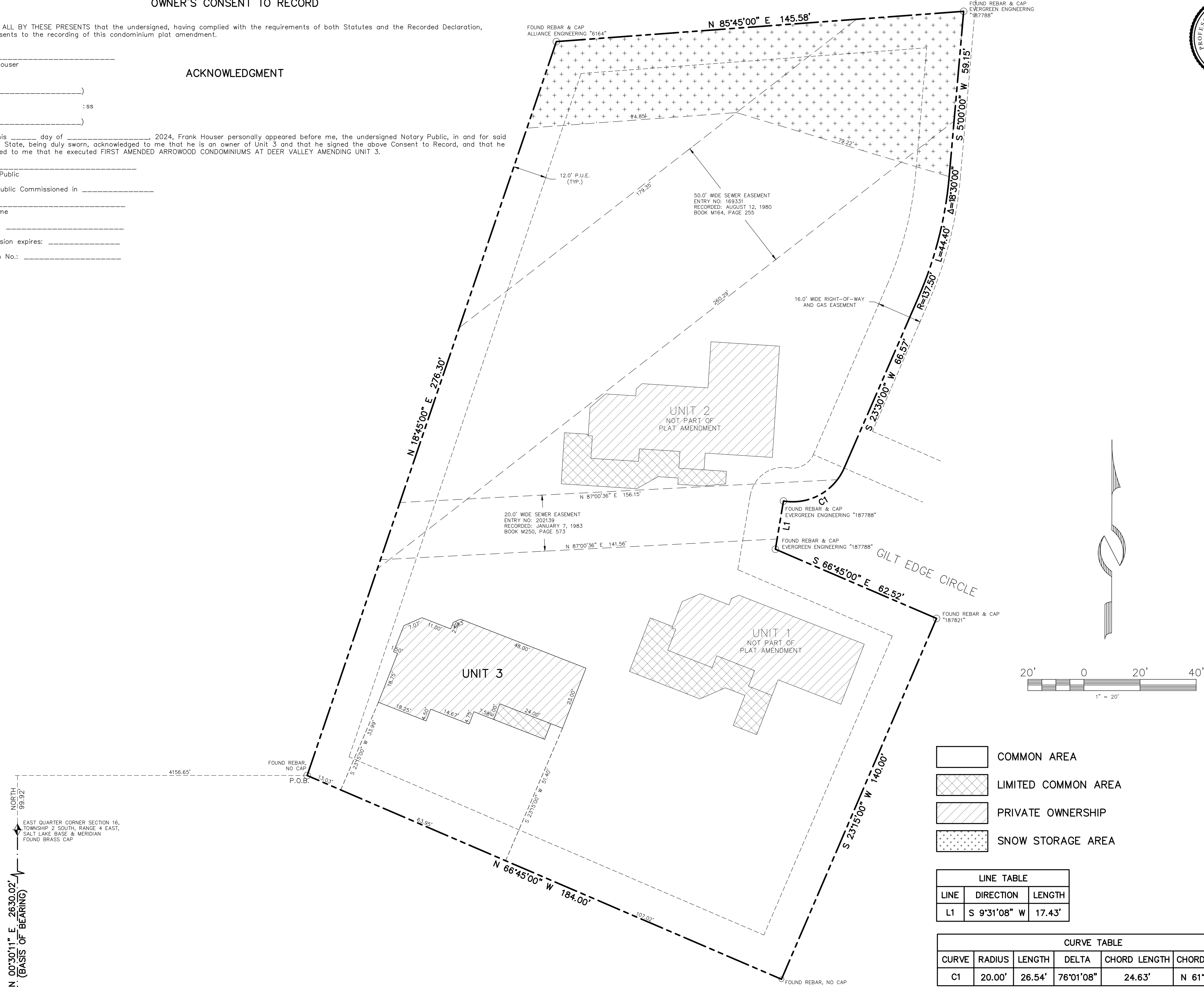
On this day of 2024, Joyce Houser personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that she is the manager of Doe Mountain Rental LLC, a Georgia limited liability company, and that she signed the above Consent to Record for and on behalf of Doe Mountain Rental LLC, a Georgia limited liability company, and that she acknowledged to me that she executed FIRST AMENDED ARROWOOD CONDOMINIUMS AT DEER VALLEY AMENDING UNIT 3.

By: Notary Public
A Notary Public Commissioned in

Printed Name
Residing in:
My commission expires:
Commission No.:

NOTES

- This plat amendment is subject to the Conditions of Approval in the Final Action Letter dated , and on file with the Planning Department (PL-24-).
- The dimensions of the private spaces and square footage calculations are based on the Record of Survey Map of Arrowood Condominiums at Deer Valley, and on measurements in the field. Minor variations may occur. It is the intent that the private ownership area of the units will be as constructed.
- This Plat Amendment represents an addition to Unit 3 that converts the area under the covered patio on the lower level from limited common ownership to private ownership.
- All conditions of approval of Arrowood Condominiums at Deer Valley, recorded March 4, 1999, as Entry No. 532030 shall continue to apply and remain in full force and effect.
- This plat amendment adds approximately 282 square feet to the Lower Level as shown. The amended square footage of Unit 3 was derived by adding the expansion area of approximately 282 square feet to the existing square footage of 2,654, as shown on Arrowood Condominiums at Deer Valley, recorded March 4, 1999, as Entry No. 532030.

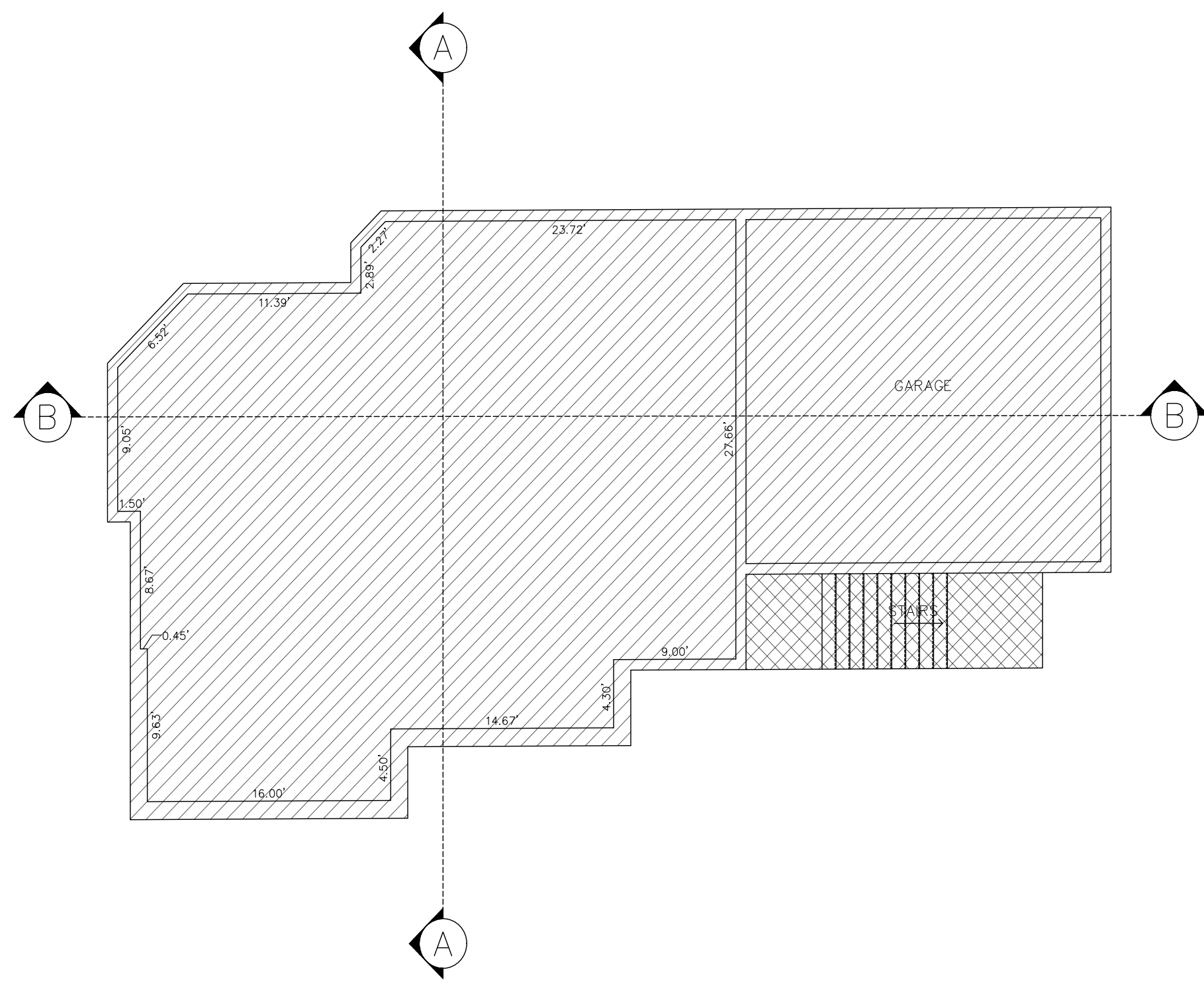


FIRST AMENDED ARROWOOD CONDOMINIUMS AT DEER VALLEY AMENDING UNIT 3

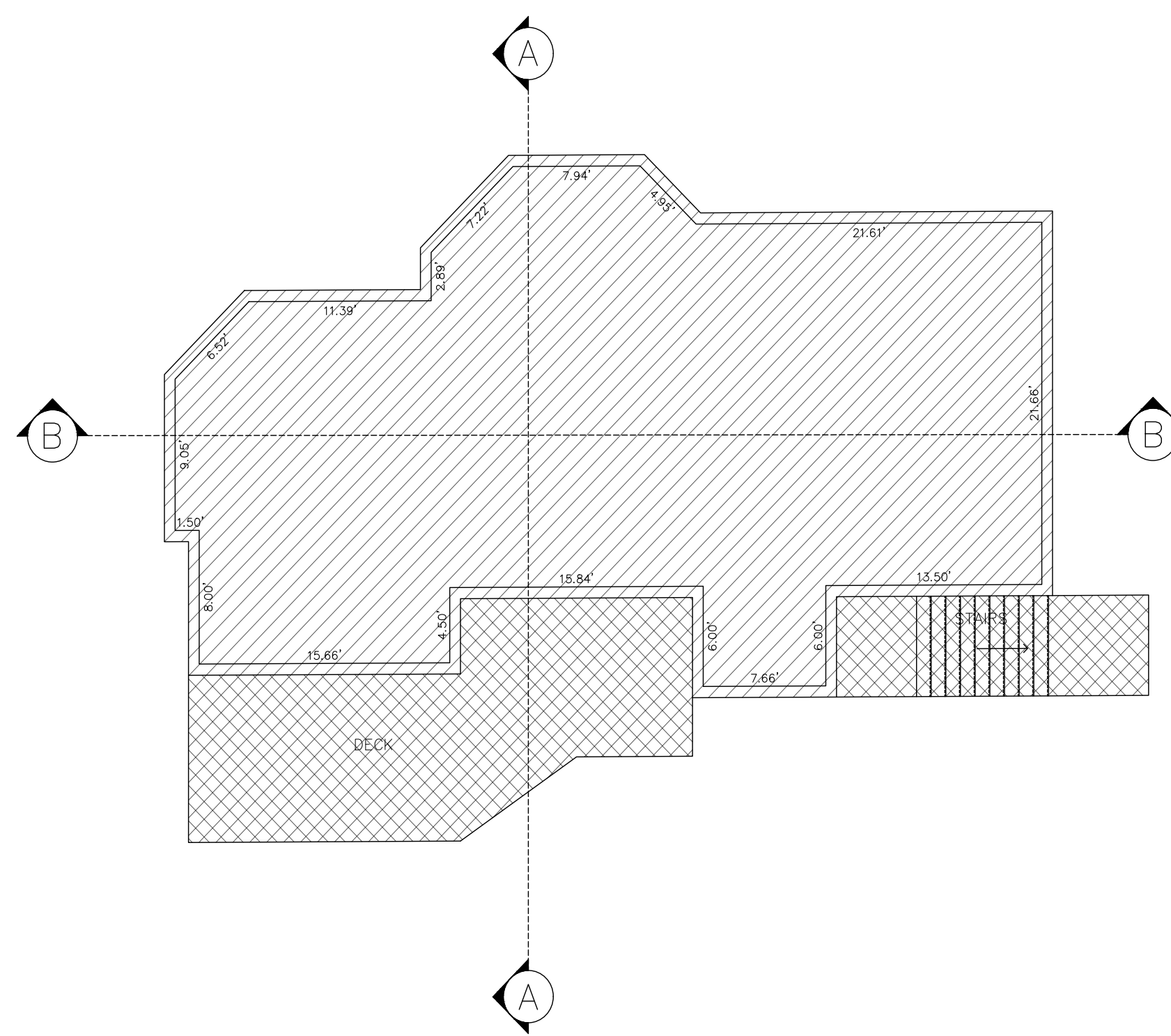
A UTAH CONDOMINIUM PROJECT LOCATED IN THE NORTHEAST QUARTER OF SECTION 15,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 2

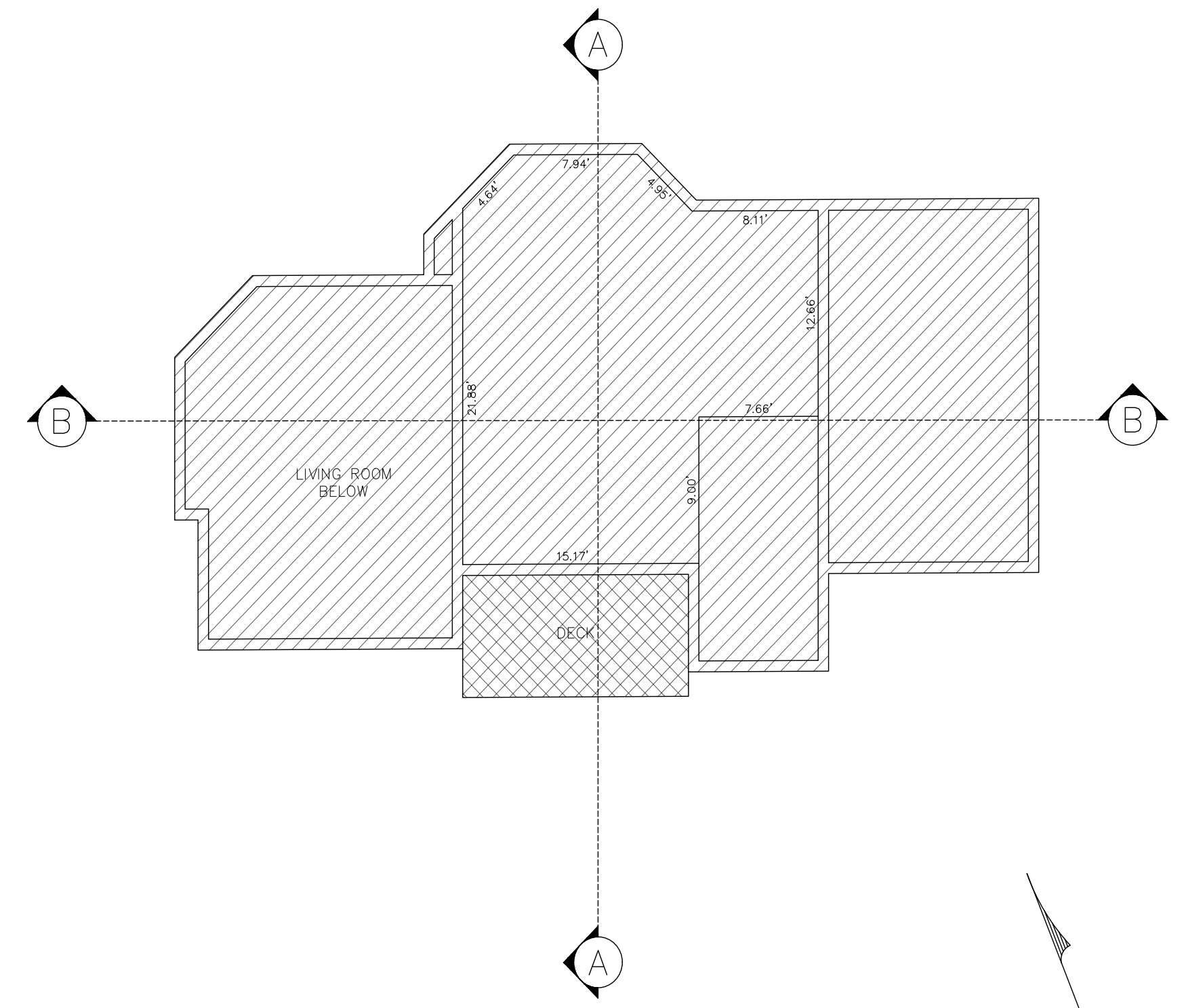
 435-649-9467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS P.O. Box 2664 2700 West Homestead Road Suite 50, 60 Park City, Utah 84098	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2024 BY _____	PLANNING COMMISSION APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2024. BY _____ CHAIR	ENGINEER'S CERTIFICATE I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2024 BY _____ PARK CITY ENGINEER	APPROVAL AS TO FORM APPROVED AS TO FORM THIS _____ DAY OF _____, 2024 BY _____ PARK CITY ATTORNEY	PUBLIC SAFETY ANSWERING POINT APPROVAL APPROVED THIS _____ DAY OF _____, 2024 BY _____ SUMMIT COUNTY GIS COORDINATOR	RECORDED STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ FEE _____ RECORDER _____ TIME _____ DATE _____ ENTRY NO. _____
	8/6/2024 JOB NO.: 3-3-24 FILE: X:\Deer Valley\dwg\sr\plat2024\030324.dwg					



LOWER LEVEL



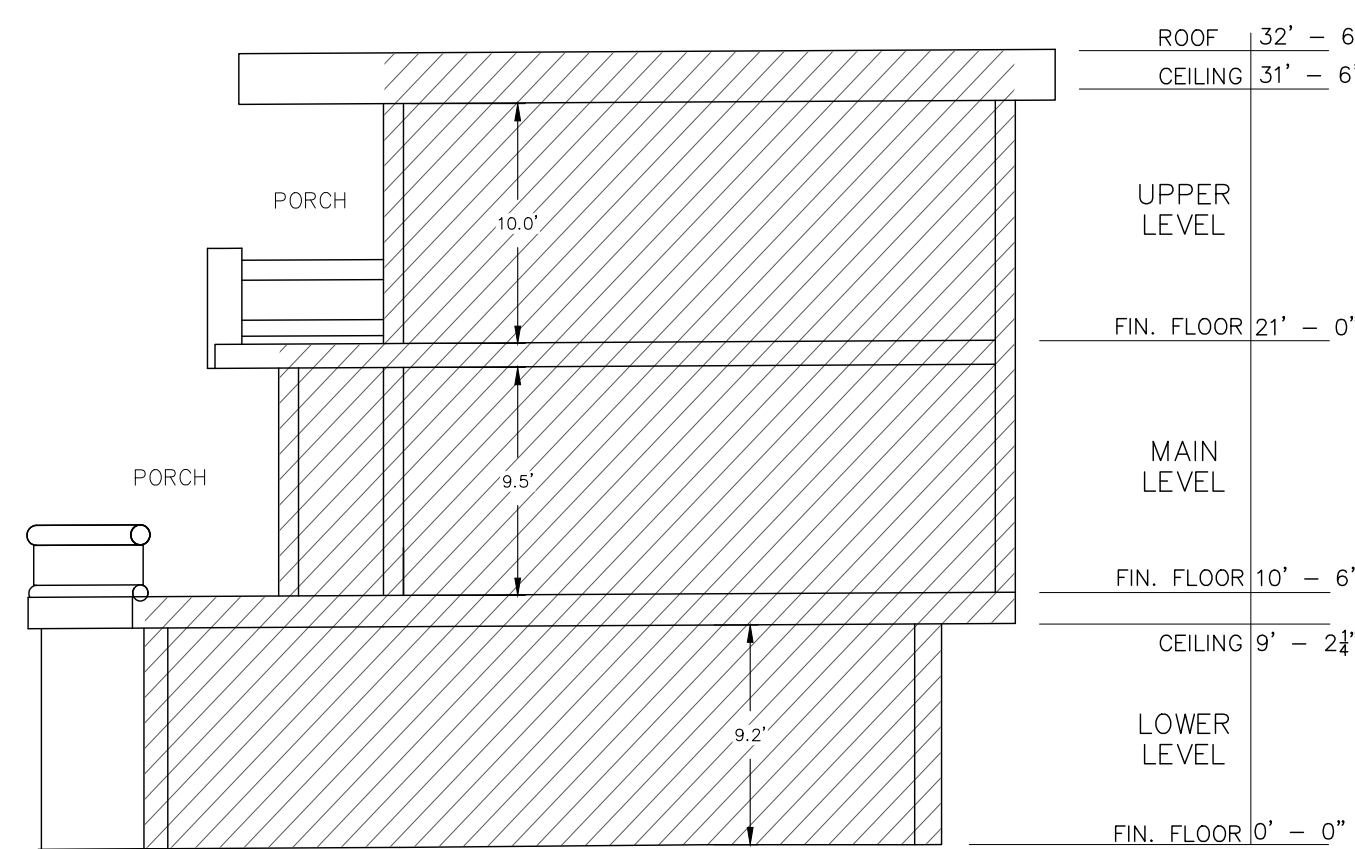
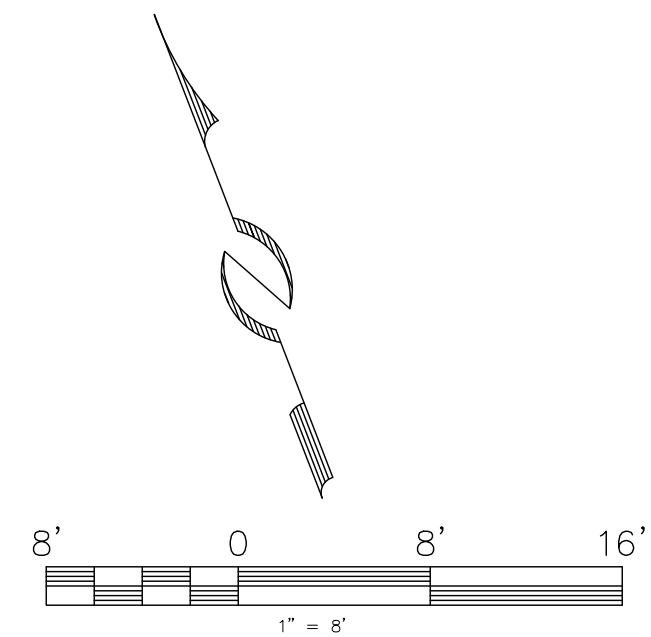
MAIN LEVEL



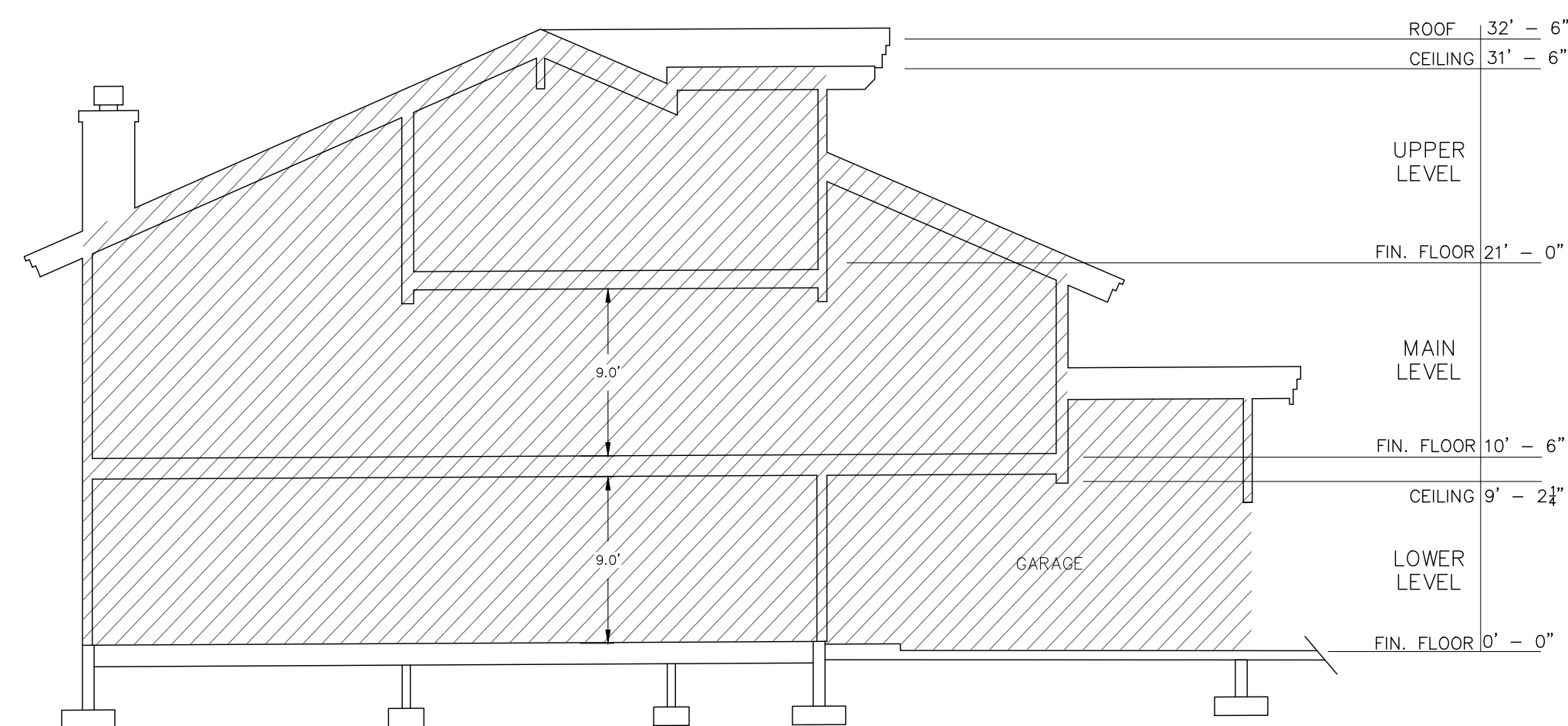
UPPER LEVEL

- LIMITED COMMON AREA
- PRIVATE OWNERSHIP
- COMMON AREA

TOTAL LIVING SPACE AREA = 2,936 SQUARE FEET

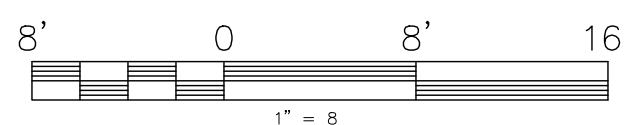


SECTION A-A



SECTION B-B

THIS SHEET 2 OF 2 SUPERSEDES SHEETS 13-18,
ARROWOOD CONDOMINIUMS AT DEER VALLEY, RECORDED
MARCH 4, 1999, AS ENTRY NO. 532030 IN THE OFFICE
OF THE RECORDER, SUMMIT COUNTY, UTAH.



FINAL PLAT
ARROWOOD CONDOMINIUMS AT DEER VALLEY
- A 3 UNIT CONDOMINIUM PROJECT -
A PARCEL OF LAND LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH,
RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, UTAH.

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, CITY OF PARK CITY, COUNTY OF SUMMIT, STATE OF UTAH.
MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT LOCATED NORTH 99.92 FEET AND EAST 4156.65 FEET FROM THE EAST QUARTER CORNER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN, SAID POINT OF BEGINNING IS CORNER NO. 2, OF THE QUEEN ESTHER NO. 10 M.S. 6979, (BASIS OF BEARING BEING NORTH 00° 30' 11" EAST FROM THE SOUTHEAST CORNER OF SAID SECTION 16 TO THE EAST QUARTER CORNER OF SAID SECTION 16); THENCE NORTH 18° 45' 00" EAST A DISTANCE OF 276.304 FEET; THENCE NORTH 88° 45' 00" EAST A DISTANCE OF 145.58 FEET TO THE WESTERLY BOUNDARY LINE OF QUEEN ESTHER VILLAGE NO. 1; THENCE SOUTHERLY ALONG THE SAID WESTERLY BOUNDARY LINE THE FOLLOWING SEVEN (7) COURSES: 1) THENCE SOUTH 5° 00' 00" WEST A DISTANCE OF 59.15 FEET TO THE POINT OF A 137.50 FOOT RADIUS CURVE TO THE RIGHT, RADIUS POINT BEARS NORTH 85° 00' 00" WEST; 2) THENCE 44.40 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18° 30' 00"; 3) THENCE SOUTH 23° 30' 00" WEST A DISTANCE OF 66.57 FEET TO THE POINT OF A 20.00 FOOT RADIUS CURVE TO THE RIGHT, RADIUS POINT BEARS NORTH 66° 30' 00" WEST; 4) THENCE 26.54 FEET ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 76° 01' 08" TO THE POINT OF A NON-TANGENT LINE; 5) THENCE ALONG SAID LINE, SOUTH 9° 31' 08" WEST A DISTANCE OF 17.43 FEET; 6) THENCE SOUTH 66° 45' 00" EAST A DISTANCE OF 62.52 FEET; 7) THENCE SOUTH 23° 15' 00" WEST A DISTANCE OF 140.00 FEET TO A POINT ON THE SOUTHERLY LINE OF QUEEN ESTHER NO. 10 M.S. 6979; THENCE NORTH 66° 45' 00" WEST A DISTANCE OF 184.00 FEET TO THE POINT OF BEGINNING.

CONTAINS: 1.18 ACRES OR 51,471 SQUARE FEET

NOTES

1. BASIS OF BEARING: FOUND AND ACCEPTED MONUMENTS AS SHOWN HEREON.
2. PROPERTY CORNERS: SET OR FOUND AS SHOWN HEREON.
3. LOCATED WITHIN: SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SUMMIT COUNTY, UTAH.
4. NO DEVELOPMENT OR IMPROVEMENTS OTHER THAN LANDSCAPING MAY OCCUR WITHIN AND NORTHWEST OF THE 50 FOOT WIDE SANITARY SEWER EASEMENT.
5. A 12.00 FOOT WIDE NON-EXCLUSIVE PUBLIC UTILITY EASEMENT FOR THE PURPOSE OF INSTALLATION, MAINTENANCE AND ACCESS IS LOCATED ALONG THE EXTERIOR BOUNDARY OF THE PROJECT PARCEL.
6. EASEMENT: ENTRY NO. 169631, BOOK M164, PAGES 255-256. A 50 FOOT WIDE NON-EXCLUSIVE EASEMENT TO CONSTRUCT, INSTALL, MAINTAIN AND UTILIZE SEWER AND DRAINAGE LINES OVER, ALONG AND ACROSS. (SHOWN HEREON).
7. EASEMENT: ENTRY NO. 202139, BOOK M250, PAGES 573-574. A 20 FOOT WIDE PERPETUAL EASEMENT AND RIGHT OF WAY FOR THE PURPOSE OF CONSTRUCTION AND/OR LAYING, MAINTAINING, OPERATING, REPAIRING, REMOVING OR REPLACING A SANITARY LINE, TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT. (SHOWN HEREON).
8. EASEMENT: ENTRY NO. 228457, BOOK M18, PAGES 145-148. A 16 FOOT WIDE RIGHT OF WAY AND EASEMENT TO LAY, MAINTAIN, OPERATE, REPAIR, INSPECT, PROTECT, REMOVE AND REPLACE PIPELINES, VALVES, VALVE BOXES AND OTHER GAS TRANSMISSION AND DISTRIBUTION FACILITIES, TO MOUNTAIN FUEL SUPPLY COMPANY. (SHOWN HEREON).
9. EASEMENT: ENTRY NO. 185794, BOOK M203, PAGES 290-292. A 5 FOOT WIDE RIGHT OF WAY AND EASEMENT TO CONSTRUCT, OPERATE, MAINTAIN AND REMOVE COMMUNICATION AND OTHER FACILITIES. LOCATED 2.5 FOOT EITHER SIDE OF BURIED TELEPHONE CABLE, TO MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY. (NOT SHOWN HEREON).
10. SET ATTACHED ARCHITECTURAL PLANS FOR FLOOR PLANS, BUILDING SECTIONS AND ELEVATIONS.
 - * UNIT 1: SHEETS 2/18 - 7/18 (A-1, UNIT #1 THROUGH A-6, UNIT #1)
 - * UNIT 2: SHEETS 8/18 - 12/18 (A-1, UNIT #2 THROUGH A-5, UNIT #2)
 - * UNIT 3: SHEETS 13/18 - 18/18 (A-1, UNIT #3 THROUGH A-6, UNIT #3)
11. THIS PLAT IS SUBJECT TO THE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS OF THE ARROWOOD CONDOMINIUMS AT DEER VALLEY, AS RECORDED IN THE OFFICE OF THE SUMMIT COUNTY RECORDER, ENTRY NO. 169631, BOOK M164, PAGE 255.
12. THE SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT (S.B.S.I.D.) WILL TRY TO PROTECT ANY LANDSCAPING LOCATED WITHIN THE HEREON SHOWN SANITARY SEWER EASEMENTS. HOWEVER, S.B.S.I.D. WILL NOT BE RESPONSIBLE FOR ANY DAMAGE TO SAID LANDSCAPING CAUSED BY THE INSTALLATION, MAINTENANCE AND ACCESS OF ITS LINES AND EQUIPMENT.

OWNERS DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT WE, THE UNDERSIGNED OWNERS OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS "ARROWOOD CONDOMINIUMS AT DEER VALLEY", CERTIFY THAT WE HAVE CAUSED THIS SURVEY TO BE MADE AND THIS RECORD OF SURVEY PLAT TO BE PREPARED. WE DO HEREBY CONSENT TO THE RECORDED OF THIS SURVEY PLAT. THE OWNERS, OR THEIR REPRESENTATIVES, HEREBY IRREVOCABLY OFFER FOR DEDICATION TO THE CITY OF PARK CITY ALL OF THE STREETS, LAND FOR LOCAL GOVERNMENT USES, PARK AND REQUIRED UTILITIES AND EASEMENTS SHOWN ON THE SUBDIVISION PLAT AND CONSTRUCTION PLANS IN ACCORDANCE WITH AN IRREVOCABLE OFFER OF DEDICATION. WE FURTHER CERTIFY THAT ALL UNITS ARE OR WILL BE BUILT AS SHOWN HEREON.

John Tracy
BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY
BY: SNOW PARK REALTY, INC., A UTAH CORPORATION, ITS MANAGER
BY: JOHN TRACY, PRESIDENT

ACKNOWLEDGMENT(S)

STATE OF UTAH) JOHN TRACY
COUNTY OF SUMMIT)

ON THE 17th DAY OF February, 1999, PERSONALLY APPEARED BEFORE ME JOHN TRACY, WHO BEING BY ME DULY SWORN, DID SAY THAT HE IS THE PRESIDENT OF SNOW PARK REALTY, INC., A UTAH CORPORATION, WHICH CORPORATION IS THE MANAGER OF BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY, AND DULY ACKNOWLEDGED TO ME THAT HE IS AUTHORIZED TO SIGN THE FOREGOING INSTRUMENT ON BEHALF OF SAID CORPORATION BY AUTHORITY OF ITS BYLAWS OR A RESOLUTION OF ITS BOARD OF DIRECTORS AND FURTHER ACKNOWLEDGED TO ME THAT SAID CORPORATION EXECUTED THE SAME AS MANAGER IN AND ON BEHALF OF SAID BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY.

Kim Glass
NOTARY PUBLIC

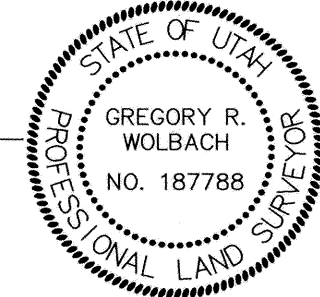
MY COMMISSION EXPIRES: 8-1-99
RESIDING IN: Summit COUNTY, UTAH

SURVEYOR'S CERTIFICATE

I, GREGORY R. WOLBACH, OF PARK CITY, UTAH, CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 187788, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, AND THAT I HAVE PERFORMED A SURVEY OF THE HEREON DESCRIBED PROPERTY.
I FURTHER CERTIFY THAT THIS RECORD OF SURVEY IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REGULATIONS OF THE LAW AND AS SPECIFIED IN SECTION 57-8-13 OF CHAPTER 8, CONDOMINIUM OWNERSHIP ACT (TITLE 57, CHAPTER 8, UTAH CODE ANNOTATED 1953 AS AMENDED BY SESSION LAWS OF UTAH 1994)

Gregory R. Wolbach
GREGORY R. WOLBACH

2-10-99
DATE:



CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS 24th DAY OF February, A.D. 1999.

Chairman
CHAIRMAN

CITY ENGINEER

APPROVED AND ACCEPTED BY THE PARK CITY ENGINEERING DEPARTMENT ON THIS 25th DAY OF February, A.D. 1999.

Chris W. O'Hara
CITY ENGINEER

CITY COUNCIL APPROVAL

PRESENTED TO THE BOARD OF CITY COUNCIL THIS 28 DAY OF JANUARY, A.D. 1999, AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED.

Mayor
MAYOR
City Recorder
CITY RECORDER

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS 25th DAY OF February, A.D. 1999.

City Attorney
CITY ATTORNEY

RECORDED

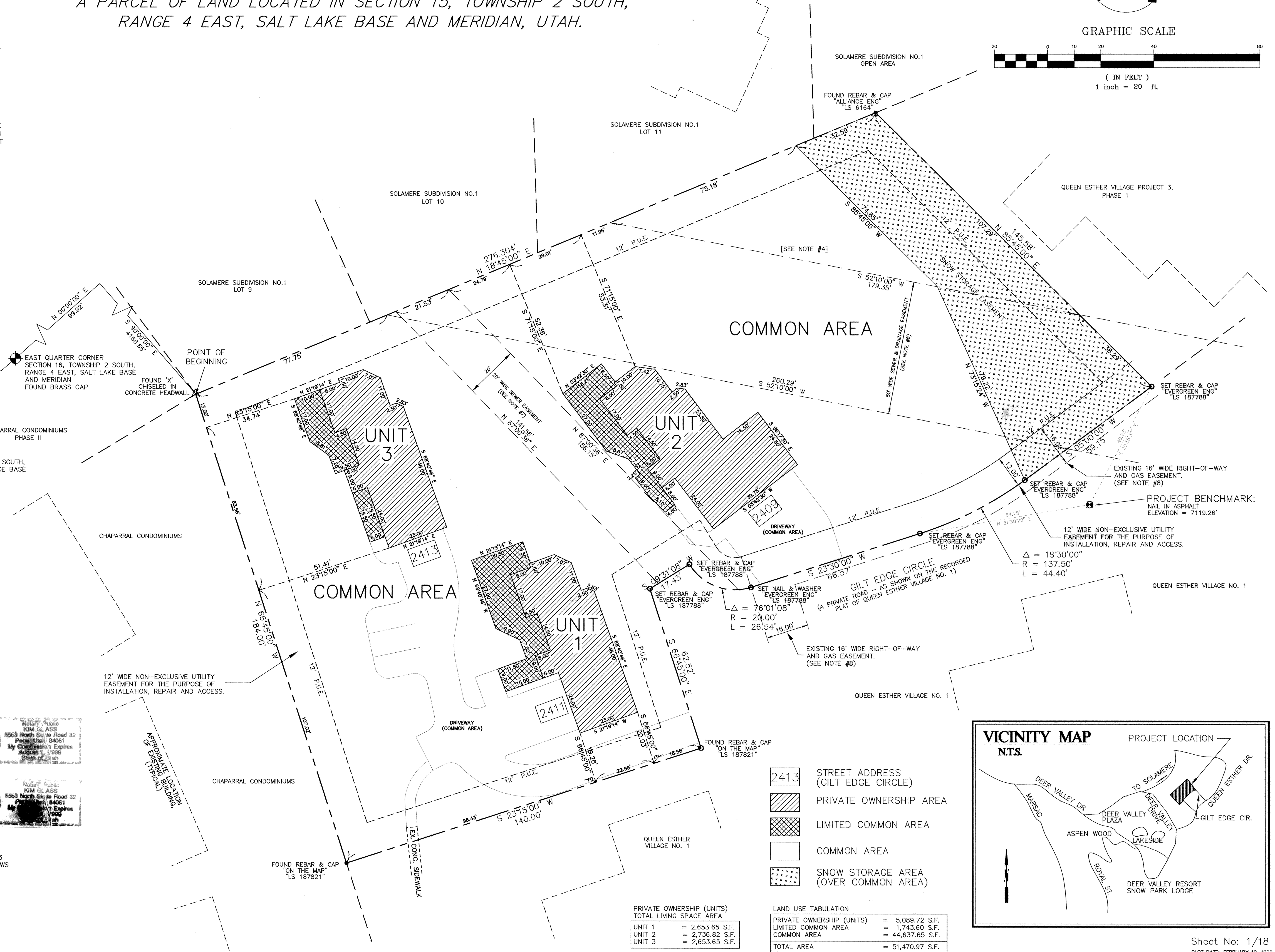
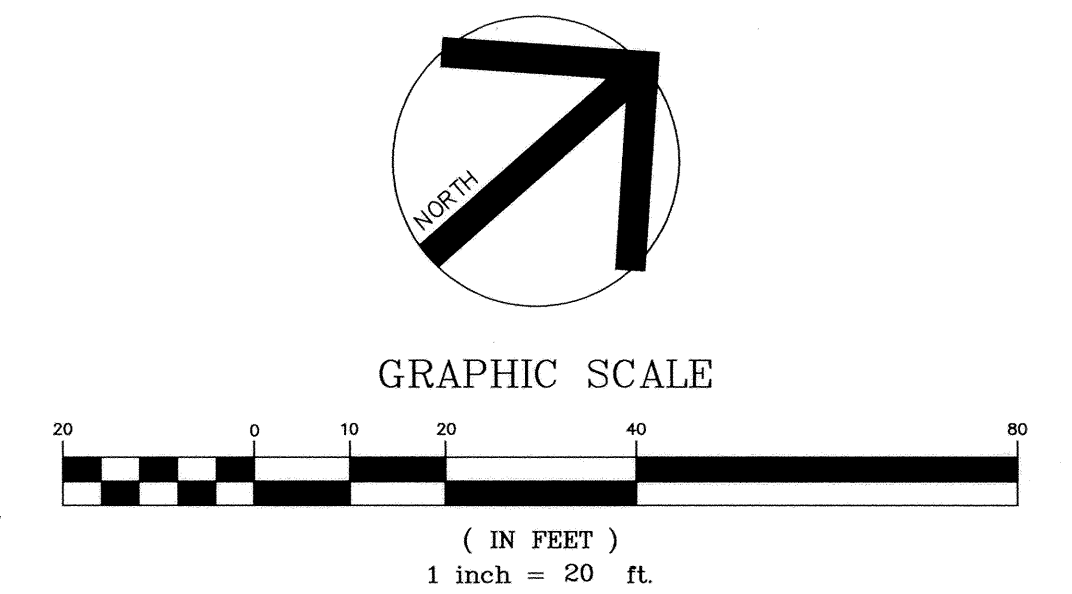
Nº. 532030
STATE OF UTAH
COUNTY OF Summit
RECORDED AND FILED AT THE REQUEST OF:
Park City Title
DATE: 03-04-99
TIME: 10:22 AM
FEE: \$432
Alan J. Perry
COUNTY RECORDER

SNYDERVILLE BASIN S.I.D.

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS 22nd DAY OF February, A.D. 1999.
Shawn D. Stohs
BY: for Roger E. Robinson
S.B.S.I.D.

Evergreen
Engineering, Inc.

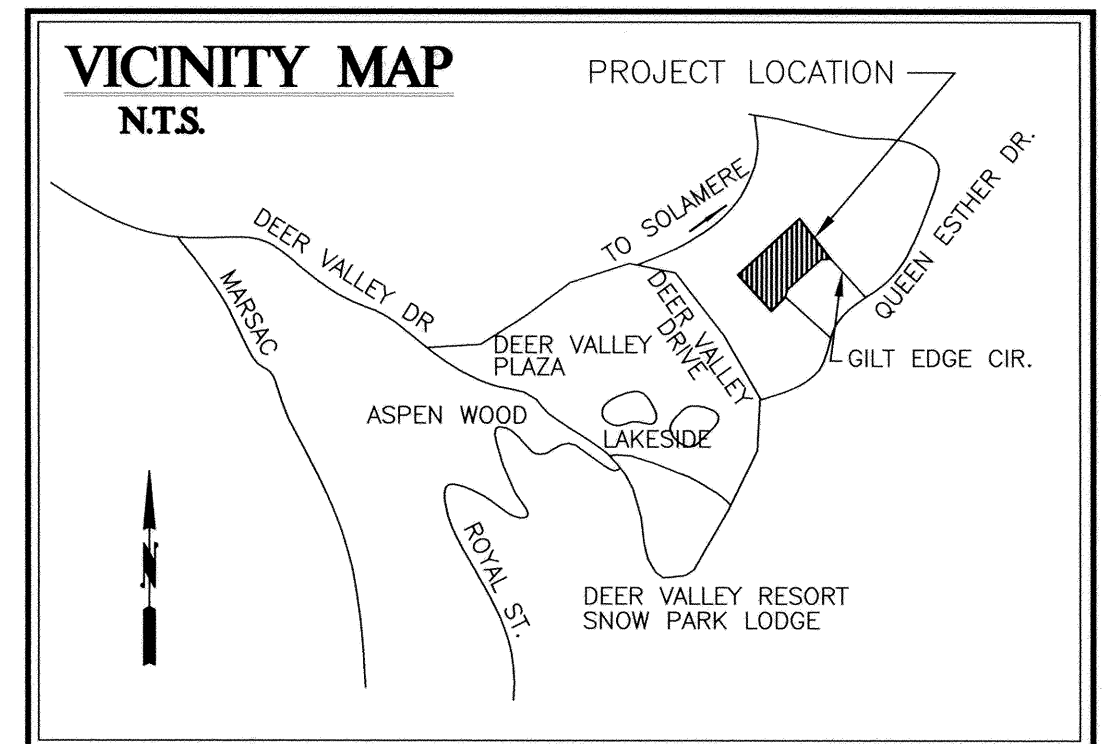
Civil Engineering • Land Surveying • Land Planning
614 Main St. • Suite 305 • P.O. Box 2861 • Park City • UT • 84060
(435) 649-4667 • (435) 649-9219 Fax • Email: eel@emission.com



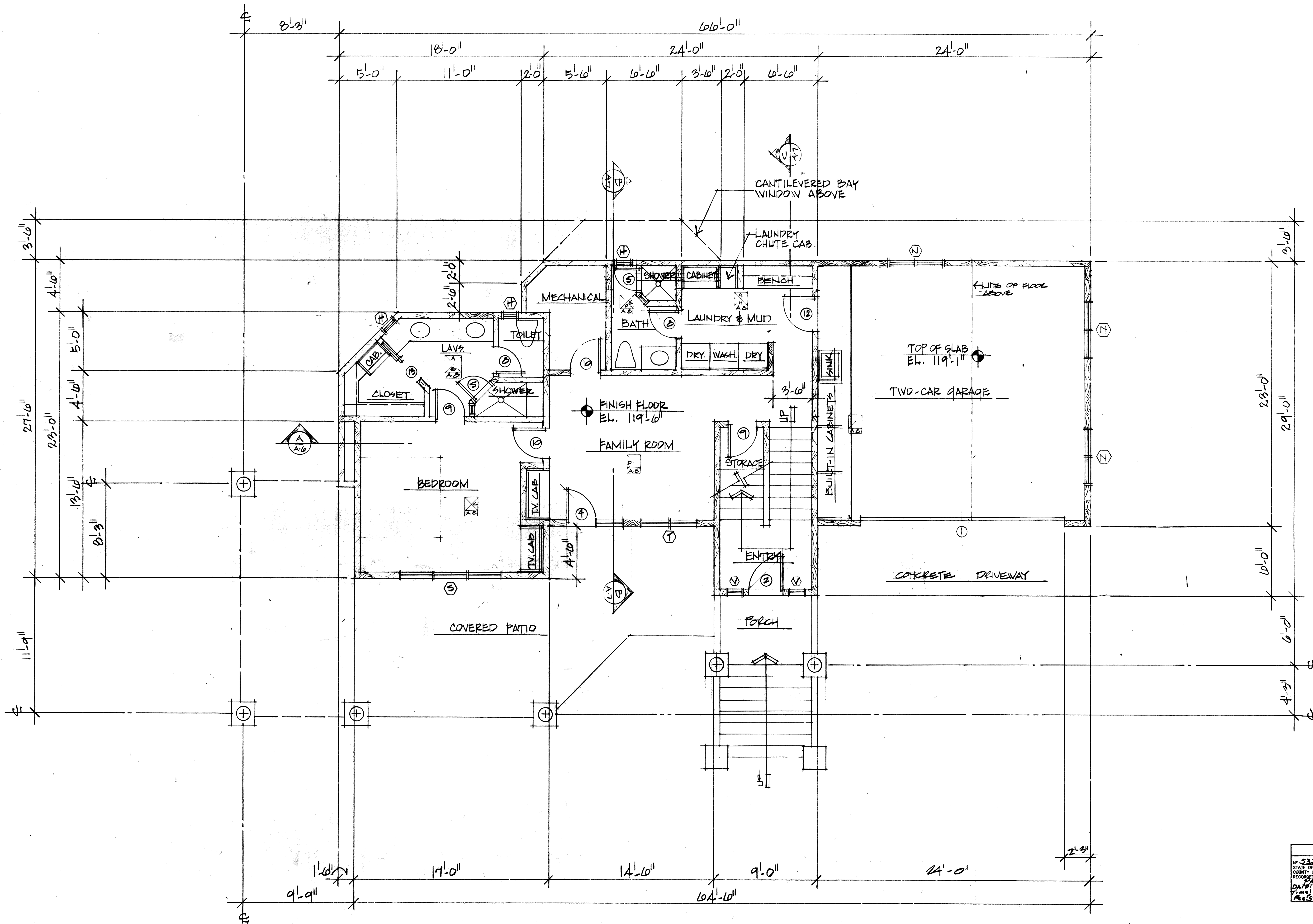
- 2413 STREET ADDRESS (GILT EDGE CIRCLE)
- PRIVATE OWNERSHIP AREA
- LIMITED COMMON AREA
- COMMON AREA
- SNOW STORAGE AREA (OVER COMMON AREA)

PRIVATE OWNERSHIP (UNITS)	
UNIT 1	= 2,653.65 S.F.
UNIT 2	= 2,736.82 S.F.
UNIT 3	= 2,653.65 S.F.

LAND USE TABULATION	
PRIVATE OWNERSHIP (UNITS)	= 5,089.72 S.F.
LIMITED COMMON AREA	= 1,743.60 S.F.
COMMON AREA	= 44,637.65 S.F.
TOTAL AREA	= 51,470.97 S.F.



Sheet No: 1/18
PLOT DATE: FEBRUARY 10, 1999
DRAWING NAME: A-FPLTCondo.DWG



OTTO
WALKER
architects

2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

Project: ARROWOOD CONDOMINIUMS

Date:
Revisions:

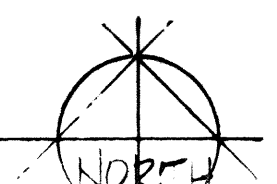
RECORDED
BY: 332032
STATE OF UTAH
COUNTY OF SALT LAKE
RECORDED AND FILED AT THE REQUEST OF:
DATE: 05-04-04
TIME: 10:24 AM
BY: 573 COUNTY RECORDER

Sheet No: 2/18

A-1

UNIT #1

SCALE : $1/4" = 1'-0"$



•

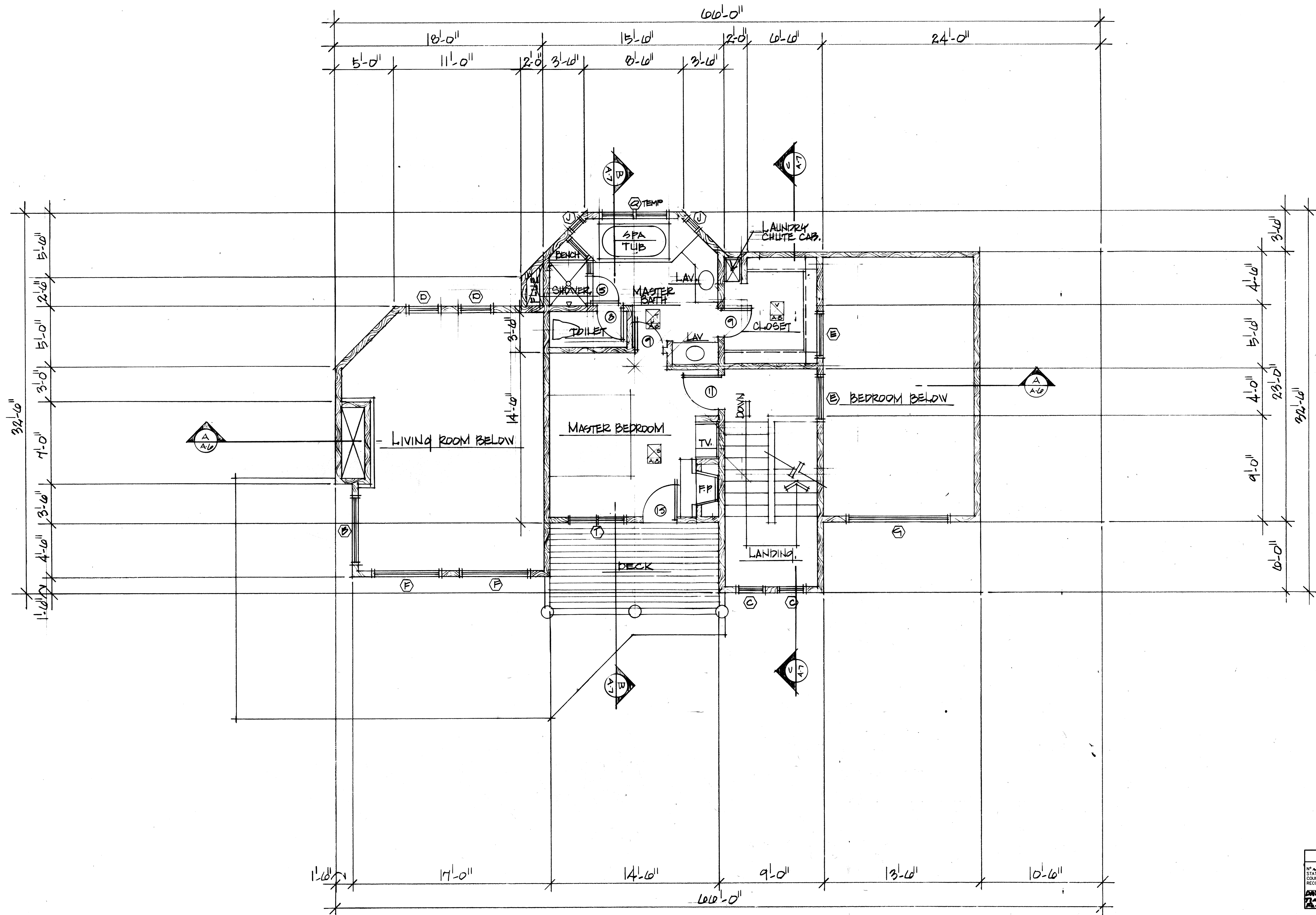
ARROWOOD CONDOMINIUMS

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visions:

Sheet No: 3/18

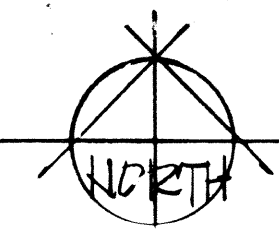
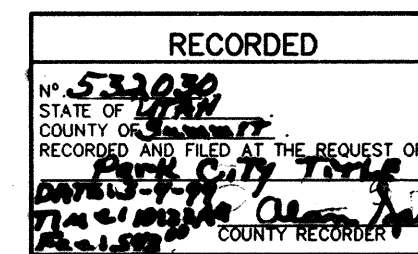
A-2

017#



UPPER LEVEL FLOOR PLAN

SCALE : 1/4" = 1'-0"



Project:

ARROWOOD CONDOMINIUMS

Date:

Revisions:

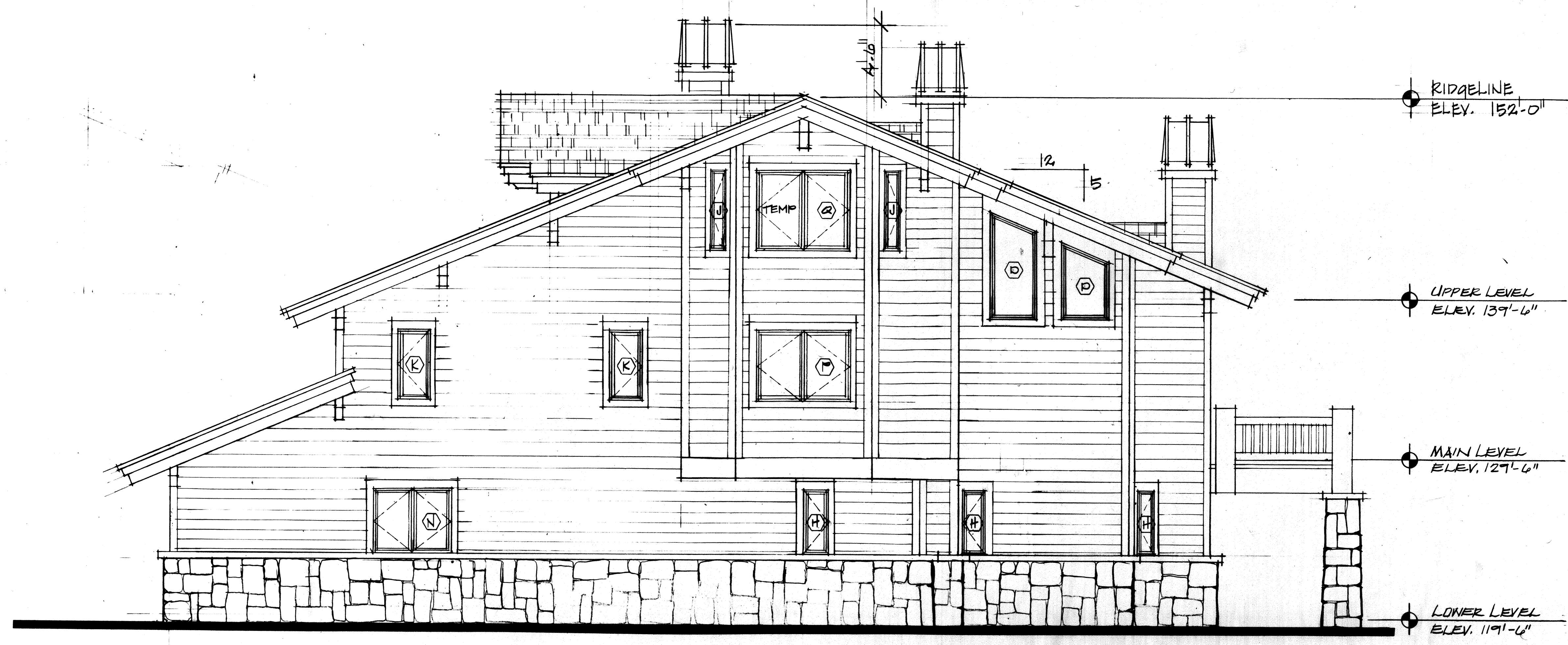
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A-3

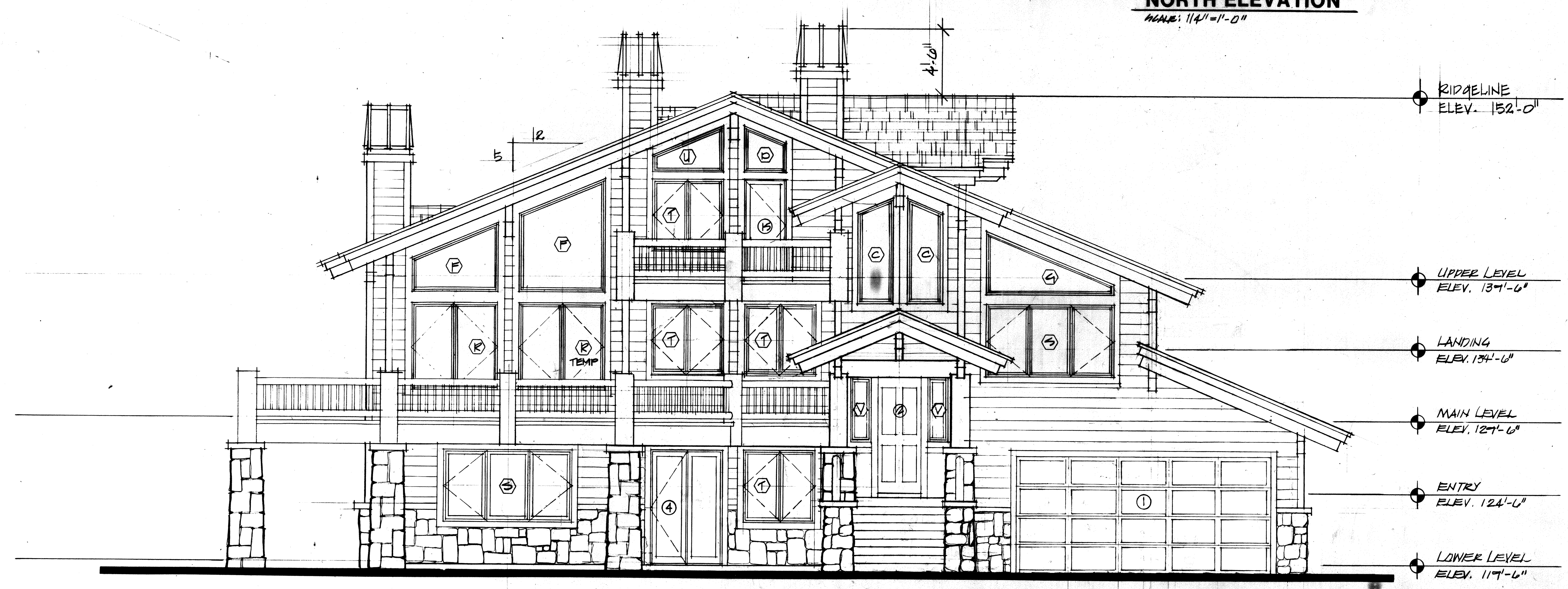
UNIT # 1

OTTO
 WALKER
 architects

2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373



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

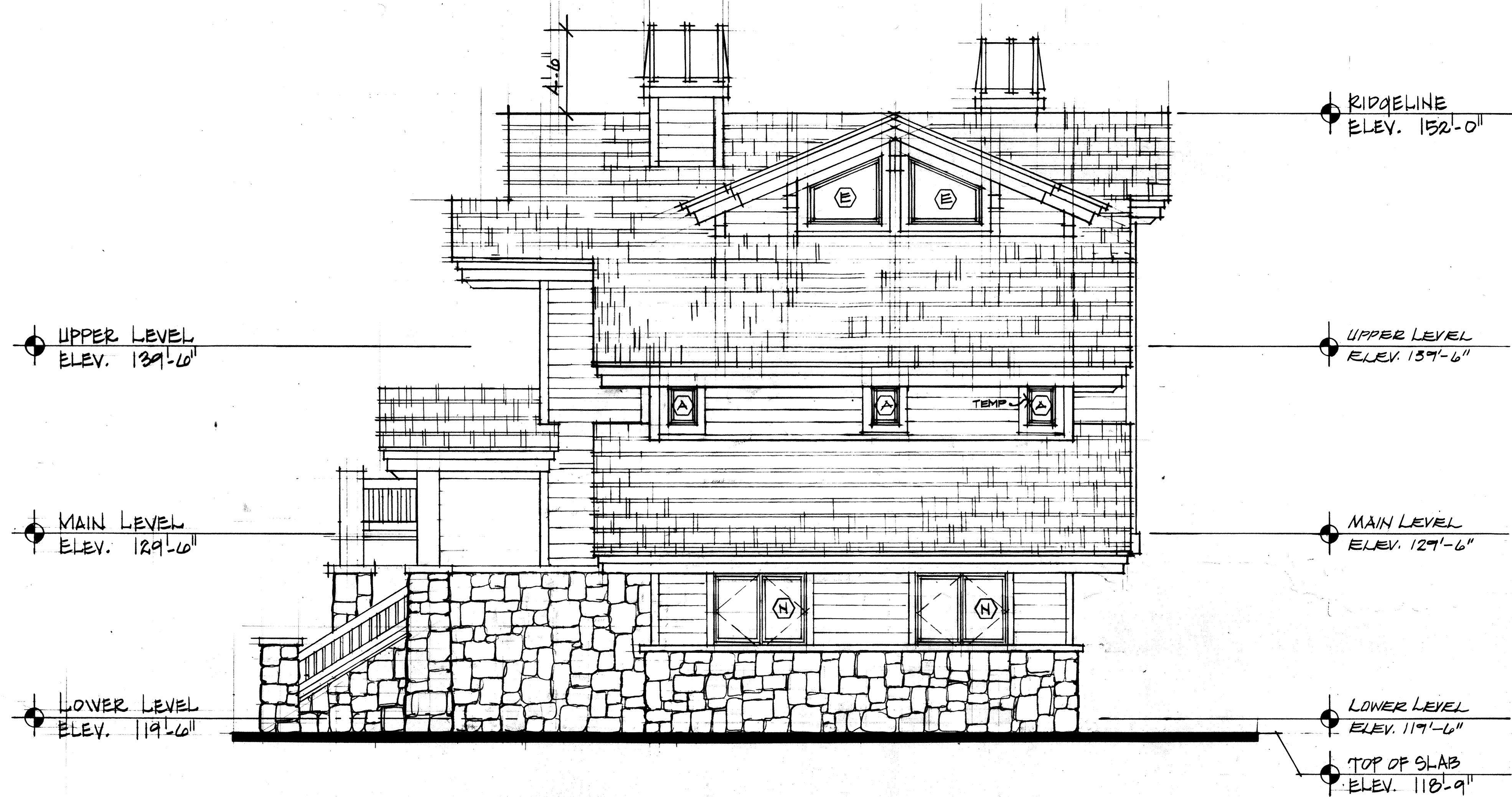


SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

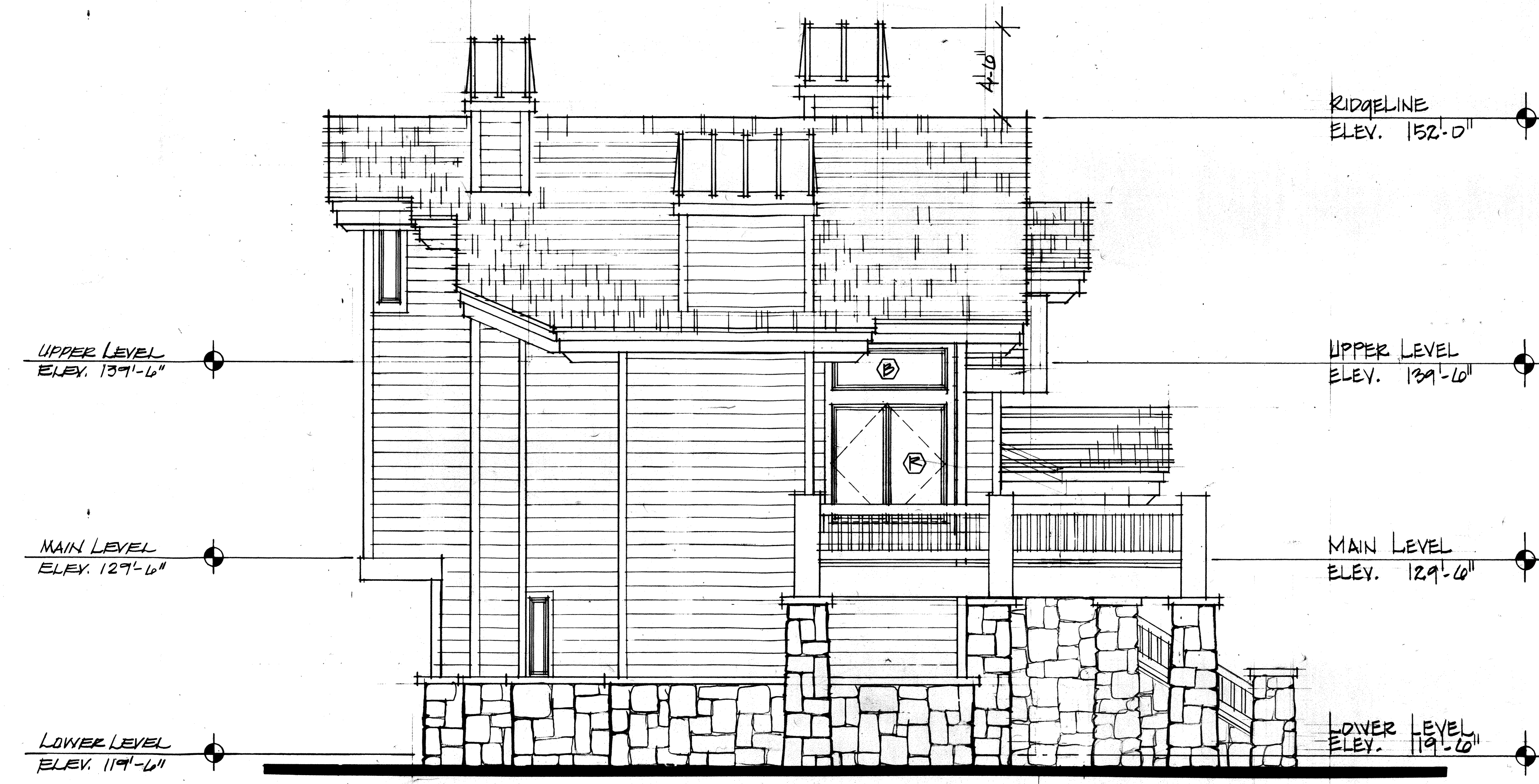
RECORDED
STATE OF UTAH
COUNTY OF KANE
RECORDED AND FILED AT THE REQUEST OF:
PARK CITY TITLE
COUNTY RECORDER

Project: **ARROWOOD CONDOMINIUMS**
OTTO WALKER architects
2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

Date: _____
Revisions: _____
Sheet No: **5/18**
A-4
UNIT 41



EAST ELEVATION
SCALE: 1/4" = 1'-0"



WEST ELEVATION
SCALE: 1/4" = 1'-0"

Project:
OTTO WALKER architects
2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

Project:
ARROWOOD CONDOMINIUMS

Date:
Revisions:
Sheet No: **6/18**
A-5
UNIT #1

RECORDED
No. 333030
STATE OF UTAH
COUNTY OF SALT LAKE
RECORDED AND FILED IN THE REQUEST OF:
Park City Title Co.
COUNTY RECORDER

[illegible]

WINDOW SCHEDULE				
MARK	SIZE	TYPE	GLASS	REMARKS
A	1'-0" x 2'-0"	FIXED		
B	0'-0" x 2'-0"			
C	2'-0" x VARIES			FIELD VERIFY
D	3'-0" x VARIES			" "
E	4'-0" x VARIES			" "
F	0'-0" x VARIES			" "
G	4'-0" x VARIES			" "
H	1'-0" x 4'-0"	CASEMENT		
J	1'-0" x 5'-0"			
K	2'-0" x 4'-0"			
L	2'-0" x 5'-0"			
M	2'-0" x 5'-0"		VOLD	
N	5'-0" x 4'-0"			
P	0'-0" x 4'-0"			
R	0'-0" x 5'-0"			
S	0'-0" x 0'-0"			
T	9'-0" x 5'-0"	CASEMENT		
U	5'-0" x VARIES	FIXED		
V	1'-0" x 4'-0"	FIXED	TEMP	

DOOR SCHEDULE						
DOOR		SIZE		MATERIAL		REMARKS
No.	WIDTH	HEIGHT	THICK	DOOR	FRAME	
(1)	18'-0"	8'-0"				GARAGE DR. w/ AUTO. OPNR.
(2)	3'-0"	8'-0"				ENTRY DR. w/ 12" TEMP GLASS SIDE LITE
(3)	3'-0"	8'-0"				TERRACE DR.
(4)	7'-0"	8'-0"				SLIDING GLASS DR.
(5)	2'-0"	6'-0"				SHOWER DR. TEMP GL.
(6)	2'-0"	8'-0"				4 PANEL FIR
(7)	2'-2"	8'-0"				4 PANEL FIR
(8)	2'-4"	8'-0"				4 PANEL FIR
(9)	2'-6"	8'-0"				4 PANEL FIR
(10)	2'-8"	8'-0"				4 PANEL FIR
(11)	3'-0"	8'-0"				4 PANEL FIR
(12)	3'-0"	8'-0"				20 MIN. DR. w/ SELF CLOSER
(13)	2'-0"	8'-0"				POCKET DR.
(14)	6'-0"	8'-0"				B1. PASS
(15)	3'-0"	6'-8"				TERRACE DR.

614 Main Street, Suite 104, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

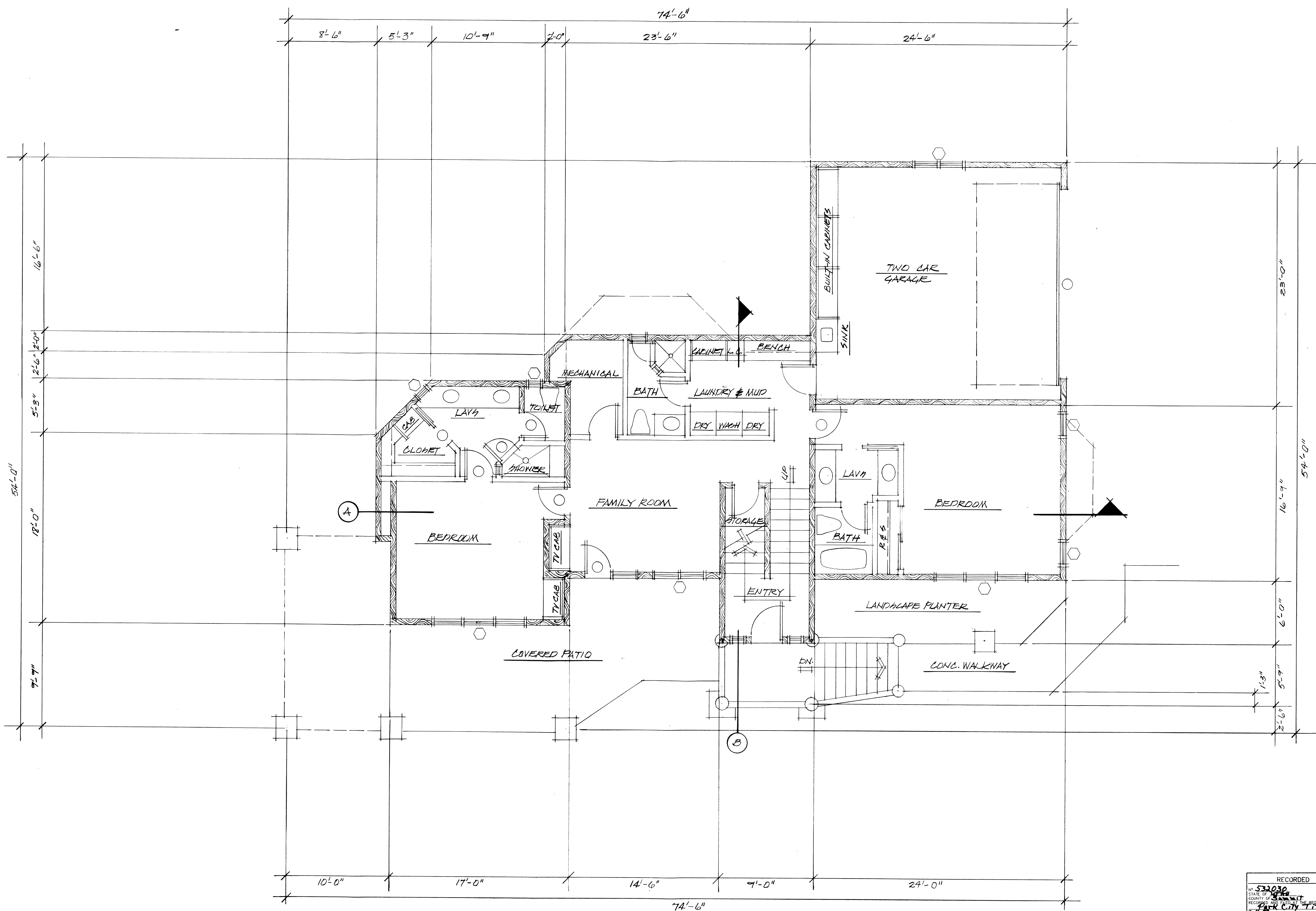


- Project: **ARROWOOD CONDOMINIUMS**

Sheet No: 7/18

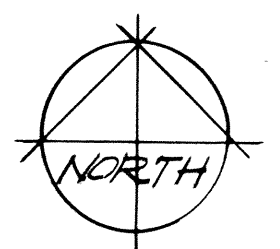
UNIT # 1 Page 92 of 277





LOWER LEVEL FLOOR PLAN
SCALE: 1/4" = 1'-0"

RECORDED
532030
STATE OF UTAH
COUNTY OF SALT LAKE
RECORDED AND FILED AT THE REQUEST OF:
5-2-2018
COUNTY RECORDER



Project: ARROWOOD - UNIT #2

Date:
Revisions:

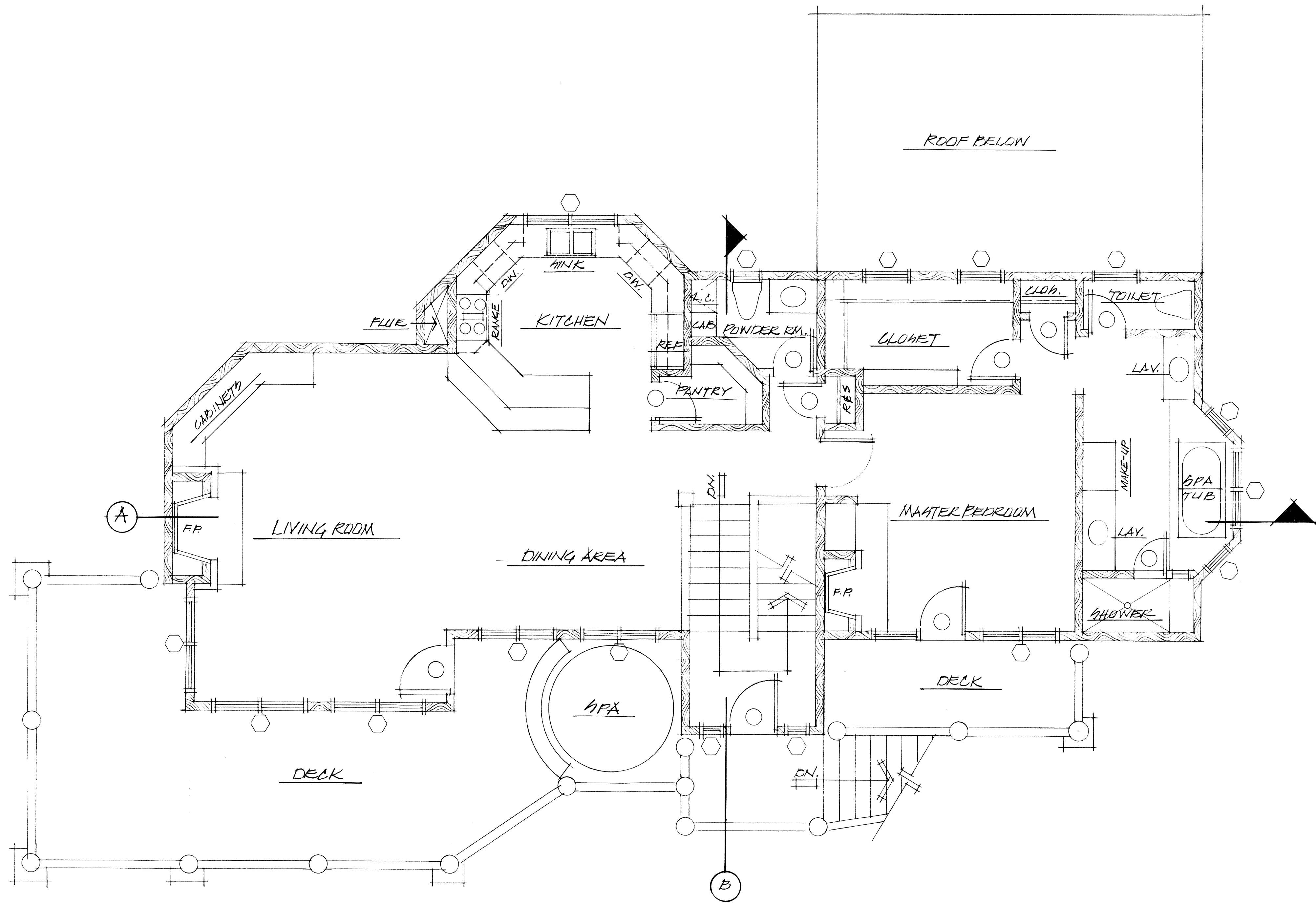
Sheet No: 8/18

A-1

UNIT #2

OTTO WALKER architects

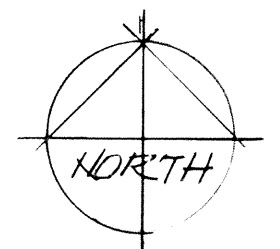
2200 Park Ave., Suite C201, Park City, Utah 84098 (435) 649-6373



MAIN LEVEL FLOOR PLAN

SCALE: 1/4" = 1'-0"

RECORDED
BOOK 532030
PAGE 10
STATE OF UTAH
COUNTY OF SALT LAKE
RECORDED AND FILED IN THE REQUEST OF
CITY OF SALT LAKE
COUNTY RECORDER



Project:

ARROWOOD - UNIT #2

Date:

Revisions:

Sheet No: 9/18

A-2

UNIT #2

OTTO
WALKER
architects

2200 Park Ave., Suite C201, Park City, Utah 84098 (435) 649-6373



SOUTH ELEVATION

SCALE: 1/4" = 1'-0"



EAST ELEVATION

SCALE: 1/4" = 1'-0"

**OTTO
WALKER
architects**

2200 Park Ave., Suite C201, Park City, Utah 84098 (435) 649-6373

Project:
ARROWOOD - UNIT #2

Date:
Revisions:

RECORDED
532030
STATE OF UTAH
COUNTY OF KANE
RECORDED AND FILED AT THE REQUEST OF
3470 Park City Title
COUNTY RECORDER

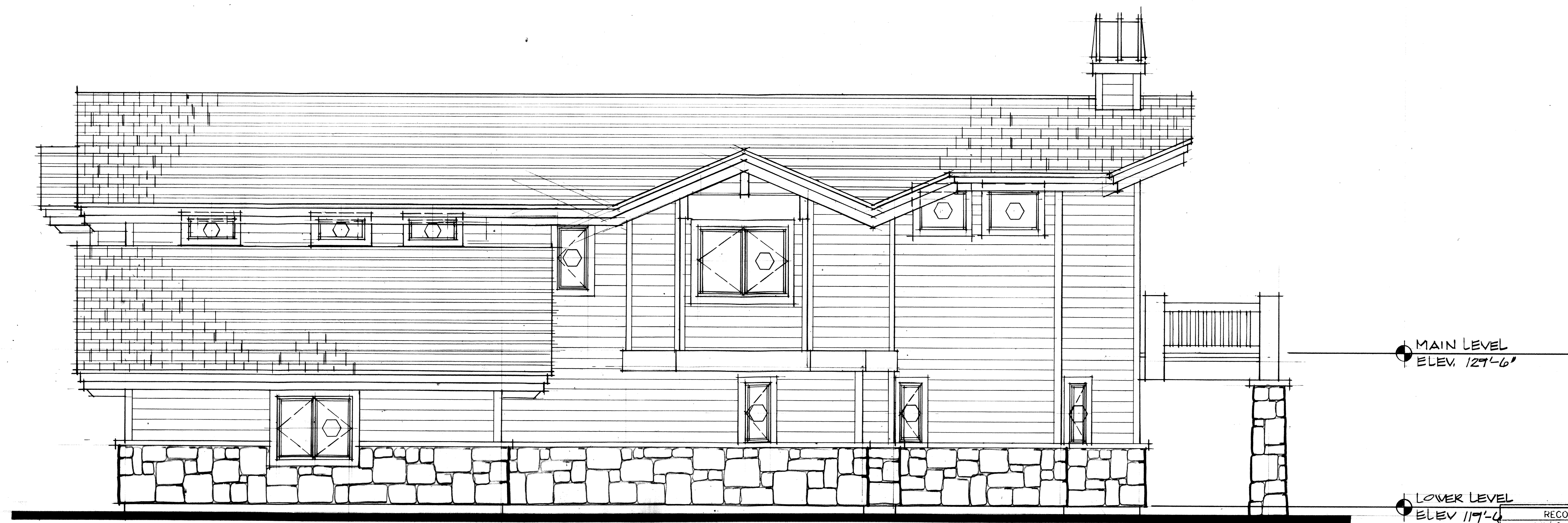
Sheet No: 10/18

A-3

UNIT #2



WEST ELEVATION
SCALE: 1/4" = 1'-0"



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

RECORDED
N^o 532030
STATE OF UTAH
COUNTY OF KANE
RECORDED AND INDEXED AT THE REQUEST OF
5-7-11 Park City, Utah
5-7-11
COUNTY RECORDER

Project:

ARROWOOD - UNIT #2

Date:
Revisions:

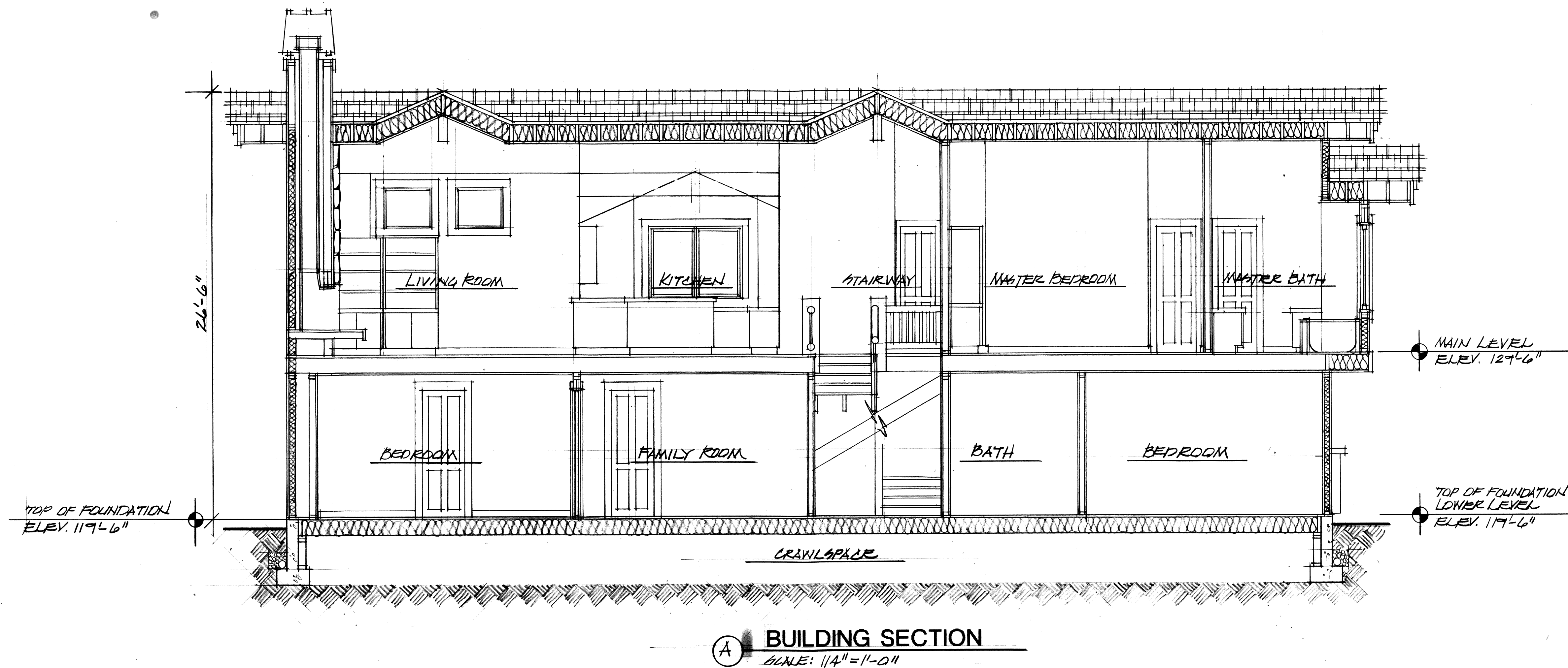
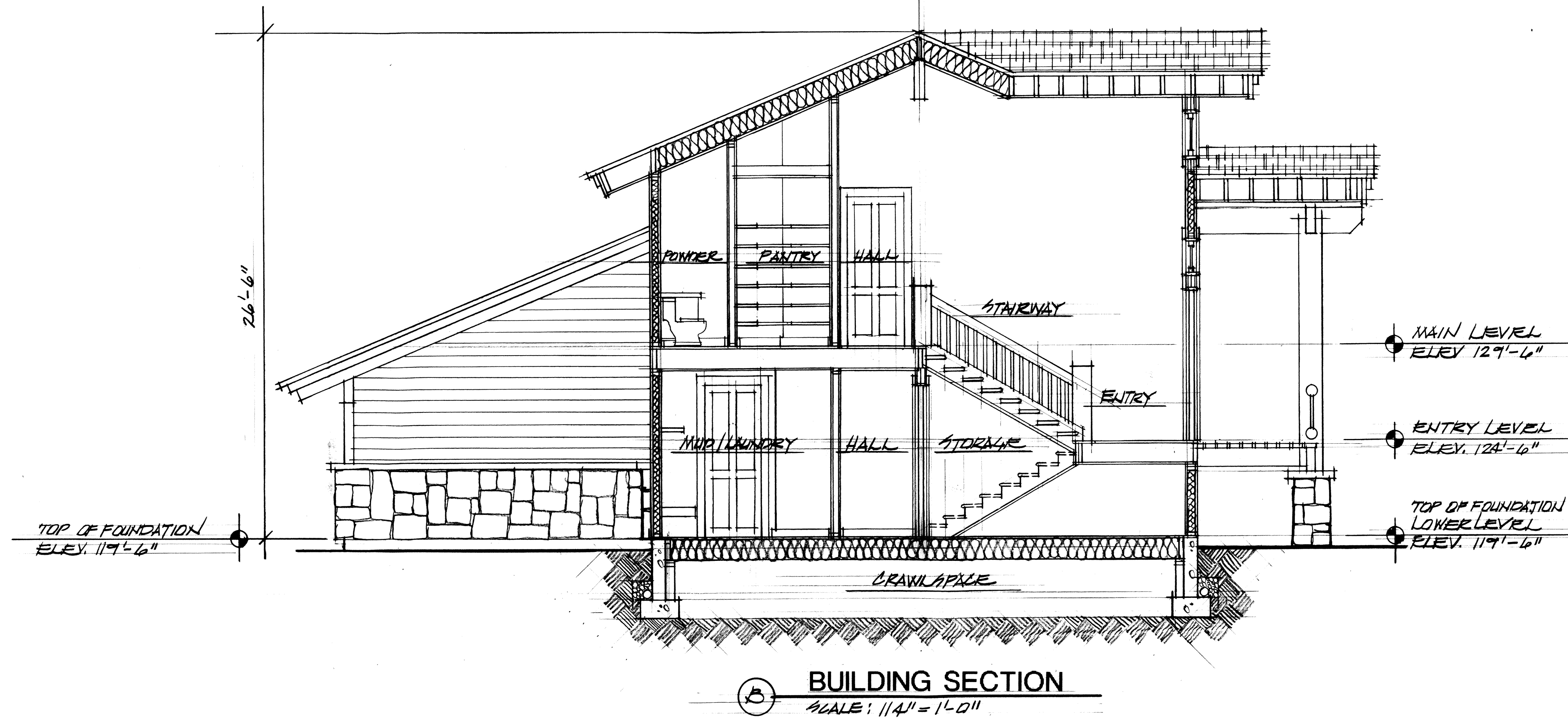
Sheet No: 11/18

A-4

UNIT #2

OTTO
WALKER
architects

2200 Park Ave., Suite C201, Park City, Utah 84098 (435) 649-6373



RECORDED
NO. 532030
STATE OF UTAH
COUNTY OF SALT LAKE
RECORDED AND TRAD. AT THE REQUEST OF:
SALT CITY TITLE
COUNTY RECORDER

Project:
ARROWOOD - UNIT #2

Date:
Revisions:

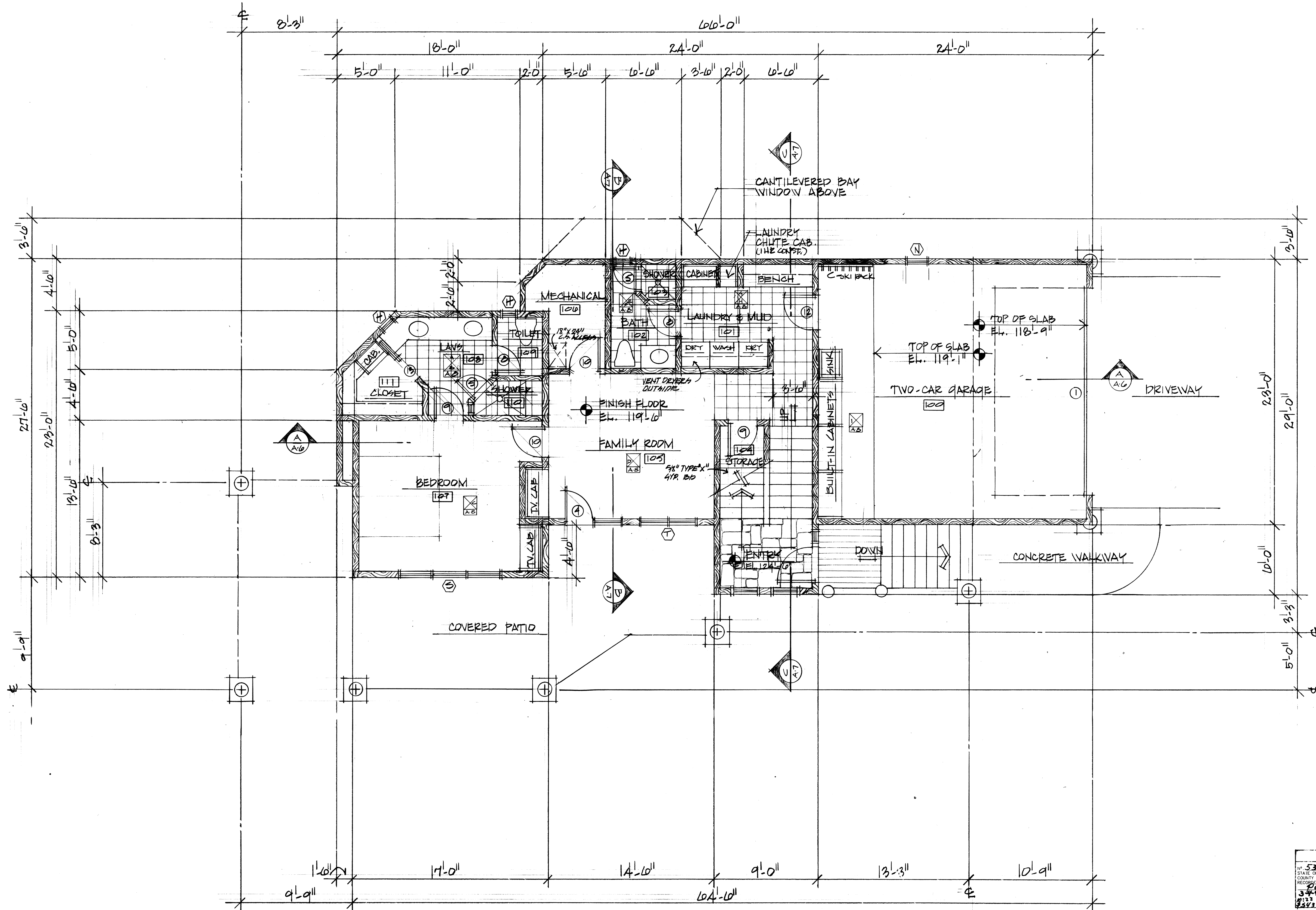
Sheet No: **12/18**

A-5

UNIT #2

**OTTO
WALKER
architects**

2200 Park Ave., Suite C201, Park City, Utah 84098 (435) 649-6373

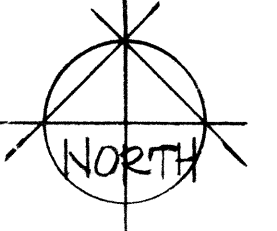


NOTE:
FOR UNIT #3 THE DECK
STOPS @ THIS COLUMN.
SEE SITE PLAN DRAWING.

LOWER LEVEL FLOOR PLAN

SCALE : 1/4" = 1'-0"

RECORDED
532030
STATE OF UTAH
COUNTY OF SALT LAKE
RECORDED AND FILED AT THE REQUEST OF:
3438 CITY TALE
COUNTY RECORDER



Project:

ARROWOOD CONDOMINIUMS

Date:

Revisions:

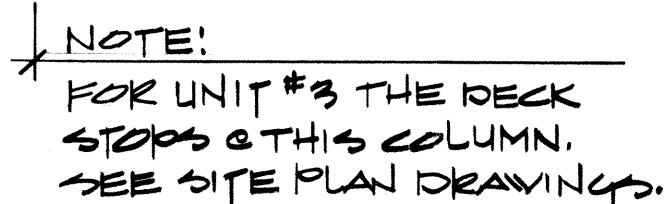
Sheet No: 13/18

A-1

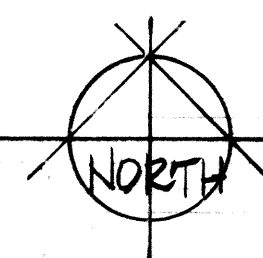
UNIT #3

OTTO
WALKER
architects

2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

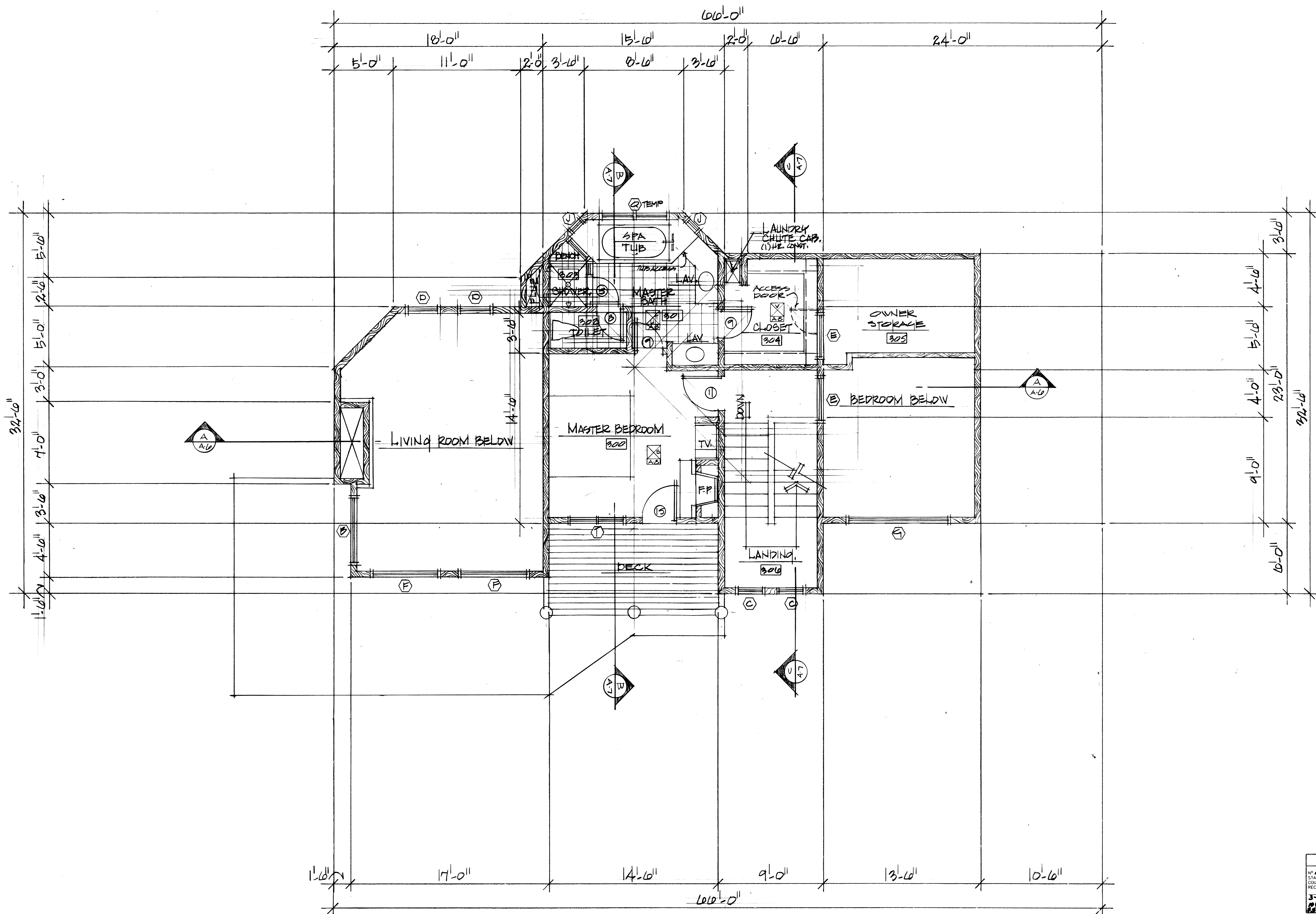


SCALE : $1/4" = 1'-0"$



UNIT #3

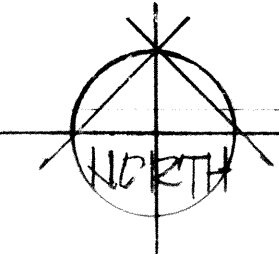
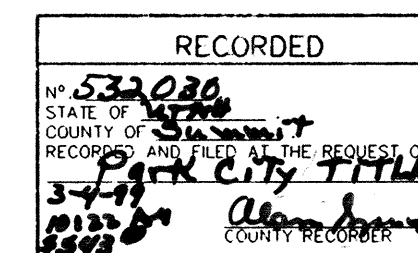
2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373



NOTE:
FOR UNIT #3 THE DECK
STOPS @ THIS COLUMN.
SEE SITE PLAN DRAWING.

UPPER LEVEL FLOOR PLAN

SCALE : 1/4" = 1'-0"



Project:

ARROWOOD CONDOMINIUMS

Date:

Revisions:

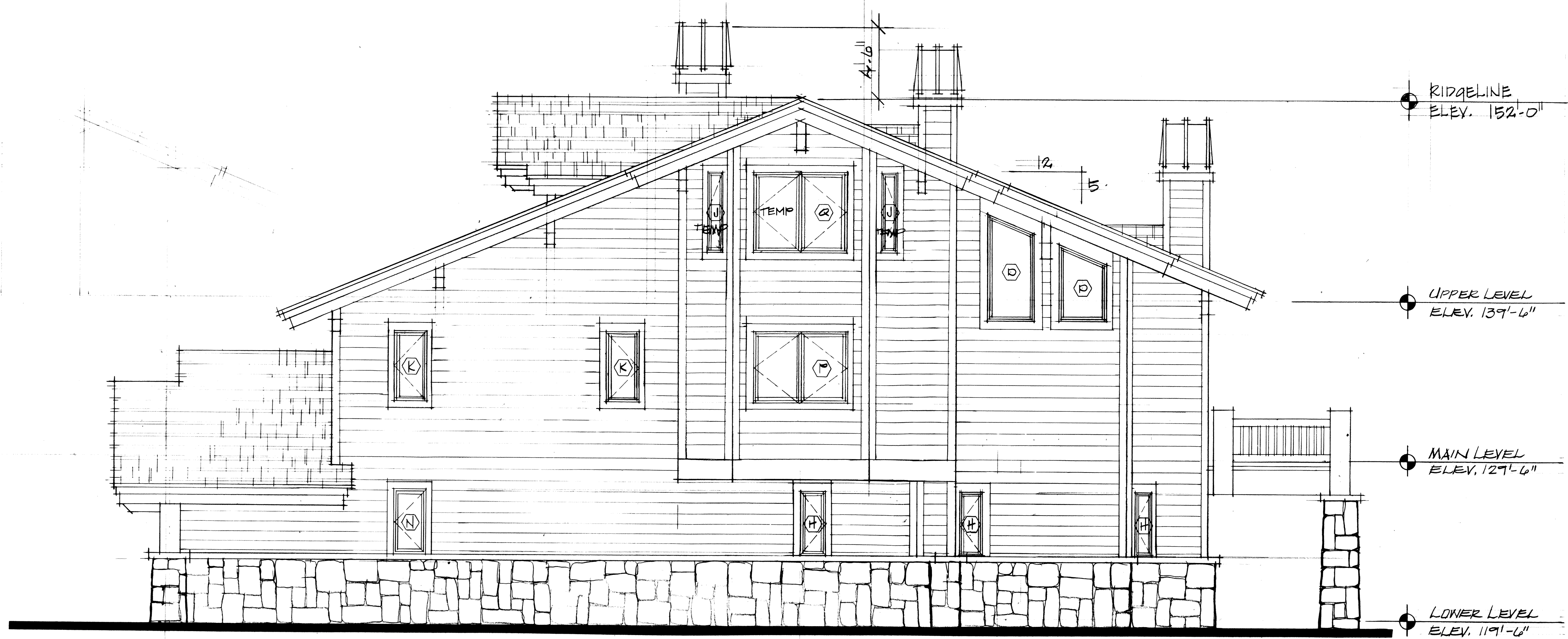
Sheet No: 15/18

A-3

UNIT #3

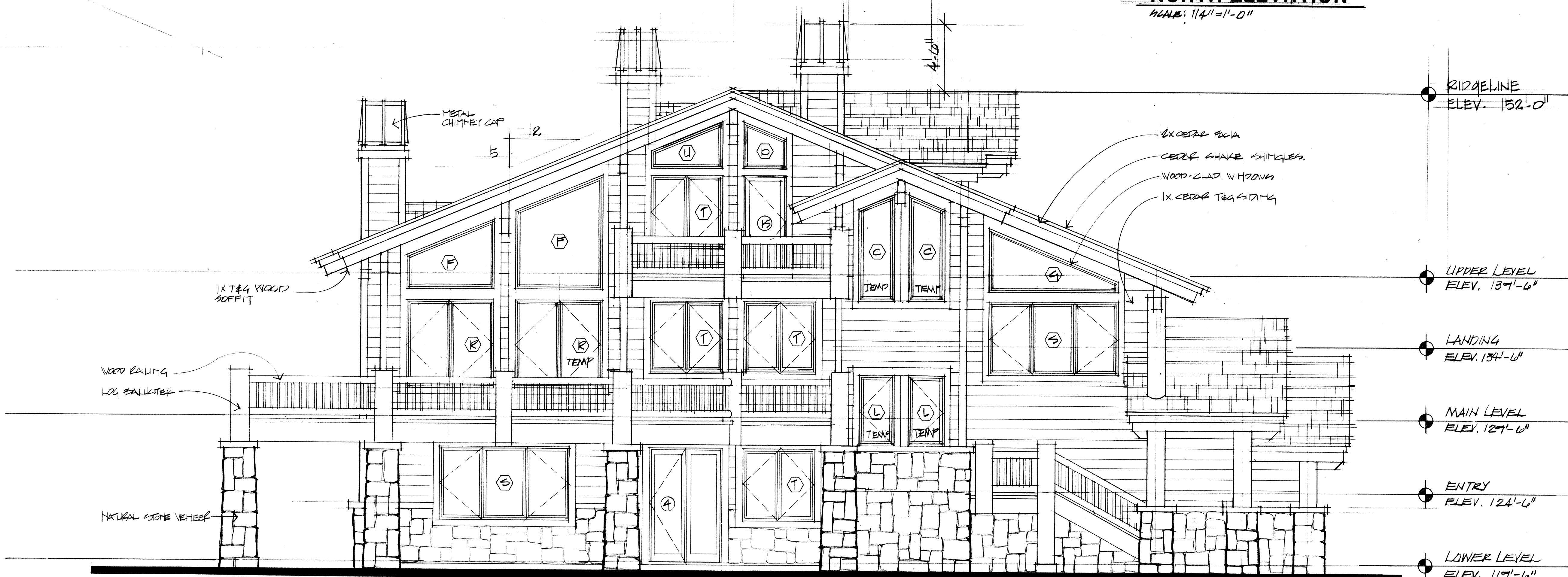
OTTO
WALKER
architects

2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373



NORTH ELEVATION

SCALE: 1/4" = 1'-0"



SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

NOTE:
FOR UNIT #3 THE DECK
STOPS @ THIS COLUMN.
SEE SITE PLAN DRAWINGS.

OTTO
WALKER
architects

2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

Project:
ARROWOOD CONDOMINIUMS

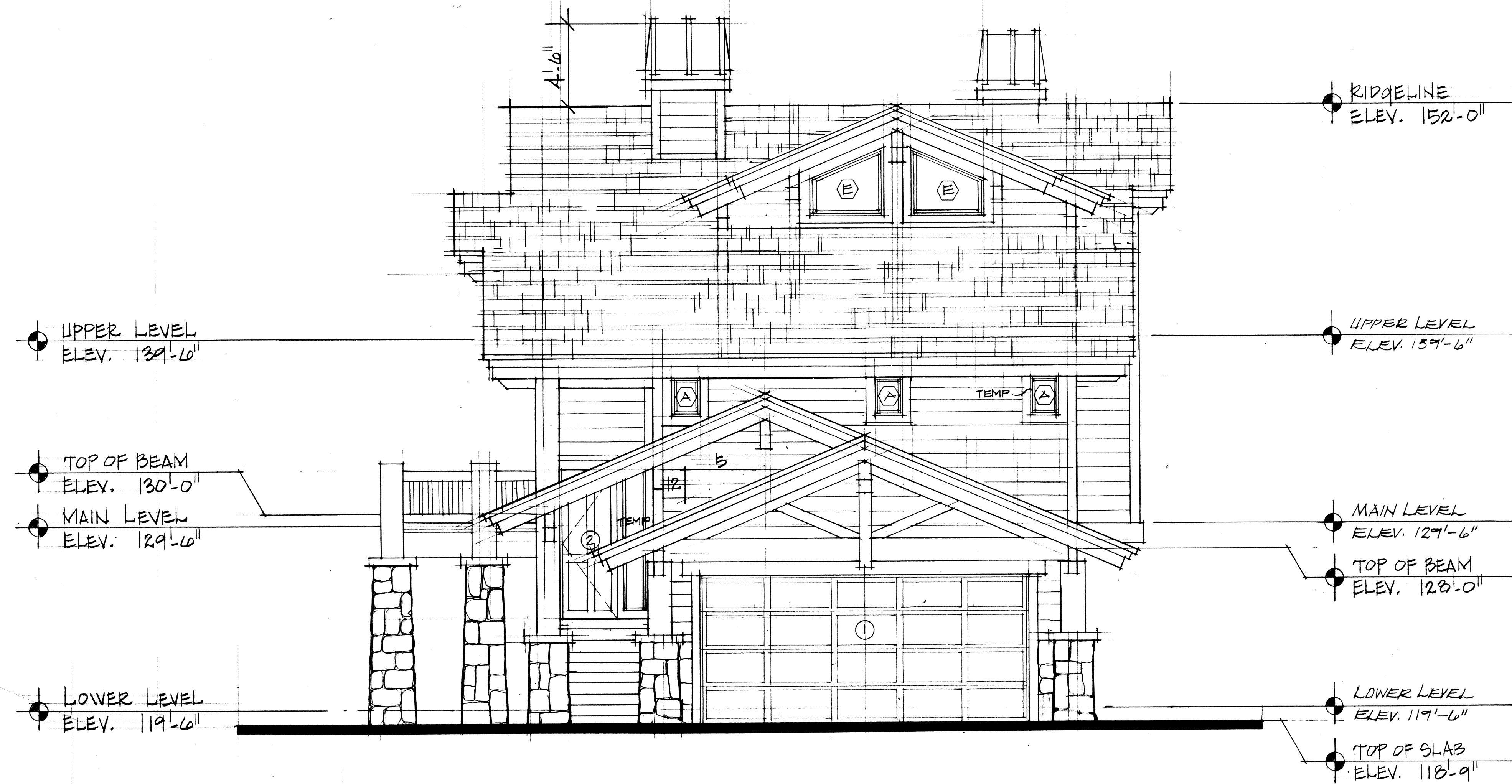
Date:
Revisions:

RECORDED
BY: 532030
STATE OF UTAH
COUNTY OF SALT LAKE
RECORDED AND RETURNED TO THE REQUESTOR
3-14-17
10:12 AM
COUNTY RECORDER

Sheet No: 16/18

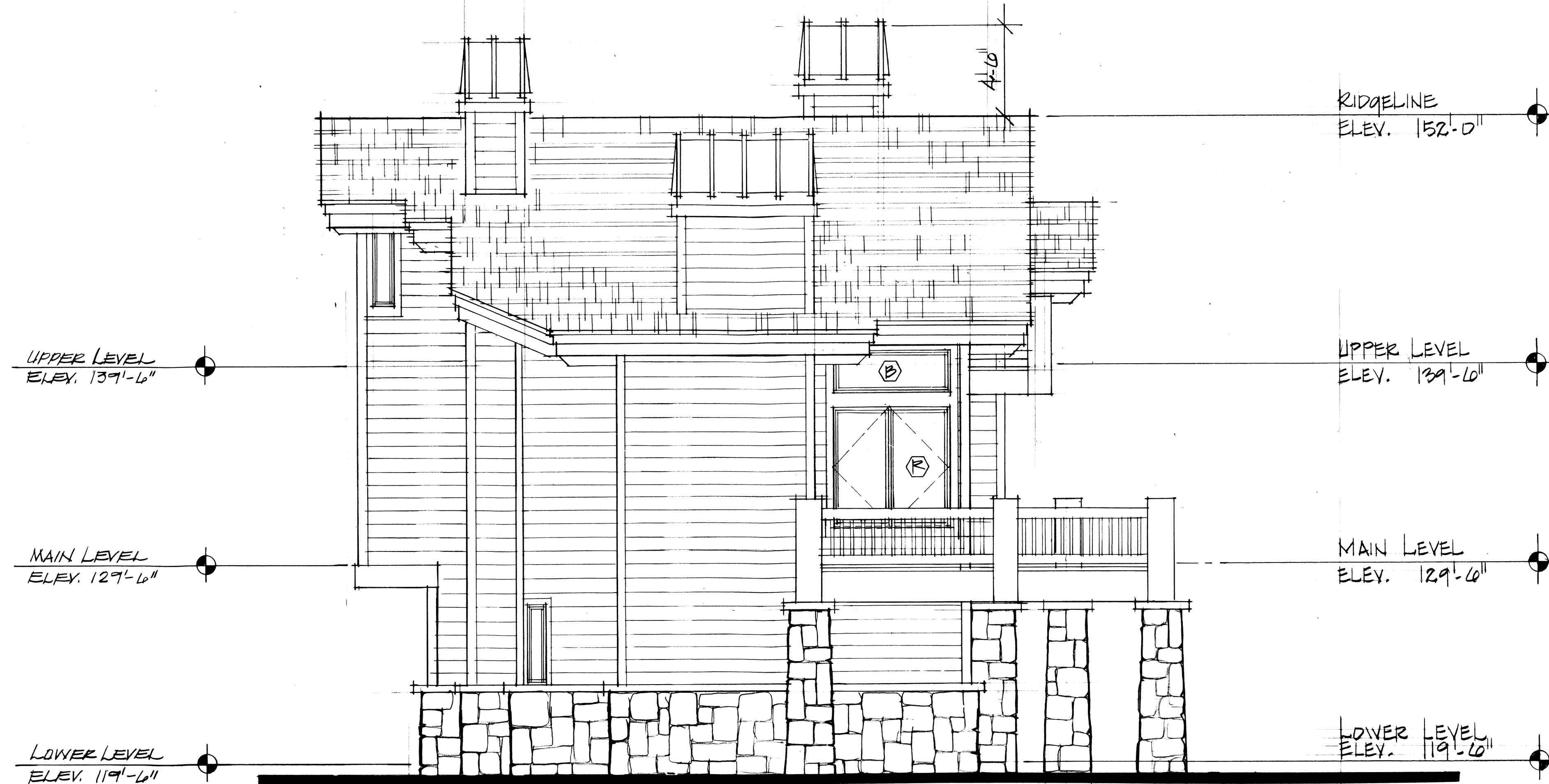
A-4

UNIT #3



EAST ELEVATION

SCALE: 1/4" = 1'-0"



WEST ELEVATION

SCALE: 1/4" = 1'-0"

OTTO
WALKER
architects
2200 Highway 224, Suite C201, P.O. Box 2672, Park City, Utah 84060 (801) 649-6373

Project:
ARROWOOD CONDOMINIUMS

Date:
Revisions:

RECORDED
N^o 532030
STATE OF UTAH
COUNTY OF KANE
RECORDED AND FILED AT THE REQUEST OF
Park City Title
COUNTY RECORDER

Sheet No: 17/18

A-5

UNIT #3

[illegible]

MARK	SIZE	TYPE	CLASS	REMARKS
(A)	1'-0" x 2'-0"	FIXED		
(B)	0'-0" x 2'-0"	"		
(C)	2'-0" x VARIES			FIELD VERIFY
(D)	3'-0" x VARIES			" "
(E)	4'-0" x VARIES			" "
(F)	0'-0" x VARIES			" "
(G)	4'-0" x VARIES			" "
(H)	1'-0" x 4'-0"	CASEMENT		
(J)	1'-0" x 5'-0"			
(K)	2'-0" x 4'-0"			
(L)	2'-0" x 5'-0"			
(M)	2'-0" x 5'-0"	VSTO		
(N)	2'-0" x 4'-0"			
(P)	0'-0" x 4'-0"			
(Q)	0'-0" x 5'-0"			
(R)	0'-0" x 0'-0"			
(S)	4'-0" x 5'-0"			
(T)	5'-0" x 5'-0"			
(U)	5'-0" x VARIES	FIXED		

DOOR		SIZE		MATERIAL		REMARKS
No.	WIDTH	HEIGHT	THICK	DOOR	FRAME	
(1)	1'-0"	8'-0"				GARAGE DR. w/ AUTO OPNR.
(2)	3'-0"	8'-0"				ENTRY DR. w/ 10" x 7" TEMP. GLASS SIDELITE
(3)	3'-0"	8'-0"				TERRACE DR.
(4)	7'-0"	8'-0"				SLIDING GLASS DR.
(5)	2'-0"	6'-0"				SHOWER DR., TEMP GL.
(6)	2'-0"	8'-0"				4 PANEL FIR
(7)	2'-2"	8'-0"				4 PANEL FIR
(8)	2'-4"	8'-0"				4 PANEL FIR
(9)	2'-6"	8'-0"				4 PANEL FIR
(10)	2'-8"	8'-0"				4 PANEL FIR
(11)	3'-0"	8'-0"				4 PANEL FIR
(12)	3'-0"	8'-0"				20 MIN. DR. w/ SELF CLOSER
(13)	2'-4"	8'-0"				POCKET DR.
(14)	6'-0"	8'-0"				B1. PASS
(15)	3'-0"	6'-8"				TERRACE DR.

Page 105 of 277

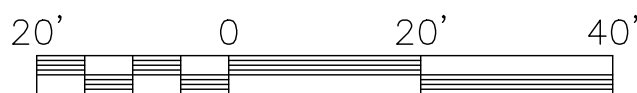
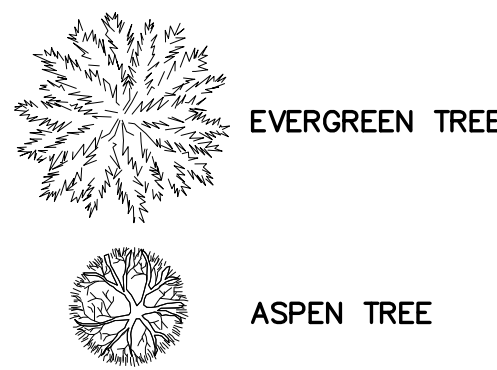


SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, certify that I am a Professional Land Surveyor and that I hold License No. 4857264, as prescribed by the laws of the State of Utah. I further certify that under my direct supervision a survey has been performed on the hereon described property and that to the best of my knowledge this plat is a correct representation of said survey.

NARRATIVE/NOTES

- 1. Site Benchmark: Storm Drain Catch Basin, Elevation=7122.1'.
- 2. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
- 3. 2413 Gilt Edge Circle is parcel ID No. AWDV-3.



 435-649-9467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS P.O. Box 2664 2700 West Homestead Road Suite 50, 60 Park City, Utah 84098	STAFF: MARSHALL KING MEGAN BLOSSER	EXISTING CONDITIONS ARROWOOD CONDOMINIUMS AT DEER VALLEY 2413 Gilt Edge Circle	SHEET 1 OF 1
	DATE: 6/5/24	FOR: Joyce Houser	
	JOB NO.: 3-3-24		
	FILE: X:\Deer Valley\dwg\PlatExhibits\2413 Gilt Edge Circle.dwg		

Ordinance No. 97- 44

**AN ORDINANCE APPROVING A RECORD OF SURVEY, ARROWOOD
CONDOMINIUMS, AT GILT EDGE CIRCLE , PARK CITY, UTAH**

WHEREAS, the owners of the property known as Arrowood Condominiums petitioned the City Council for approval of a Record of Survey plat; and

WHEREAS, proper notice was sent and the City Council held a public hearing to receive input on the proposed amendment on February 13, 1997; and

WHEREAS, it is in the best interest of Park City to approve the Record of Survey, as a large portion of the lot remains in open space, and

WHEREAS, neither the public nor any person will be materially injured by the proposed plat.

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

SECTION 1. The Record of Survey plat is approved as shown on the attached Exhibit A with the following findings, conclusions and conditions:

Findings of Fact:

1. The project is located in the RD Zoning District.
2. The condominium plat will result in three detached condominium units with shared recreational amenities. Living area is approximately 2,850 square feet for each unit. This use is permitted under the Residential Development District and meets all Land Management Code requirements concerning heights and setbacks.
3. Gilt Edge Circle is a private road, over which the applicant has an easement.
4. An open space buffer to the North has been offered by the applicant to be restricted as unbuildable. This restriction will prohibit any future development on this portion of the applicant's property and provide significant open space on the site.
5. The property has two significant sewer easements that traverse the site. A fifty foot easement runs through the northern section of the parcel and a twenty foot easement runs through the center of the parcel. Due to the site's physical constraints and the restricted open space parcel, careful construction planning on this site will be necessary.

Conclusions of Law:

1. There is good cause for the Record of Survey, as a significant portion of the property will remain unbuildable.
2. The proposed Record of Survey is consistent with the Park City Land Management Code, Section 7.5 and the State Condominium Ownership Act requirements.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.

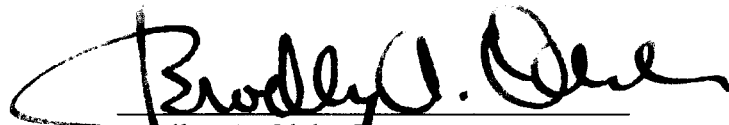
Conditions:

1. The final Record of Survey and CC& R's shall be reviewed and approved by the City Engineer and City Attorney for compliance with State law, the Land Management Code and these conditions of approval as a condition precedent to plat recordation.
2. The preliminary plat site plan as submitted on January 31, 1997 shall be in substantial form as the site plan that is approved under this process. Setbacks must conform to Chapter 7.5 of the Land Management Code. For the purpose of setback calculations, Gilt Edge Circle abuts the front of the parcel and the Solamere subdivision abuts the rear.
3. Signs for the project shall be limited to the building face of one structure and shall be governed in size and materials by the Municipal Sign Code.
4. All exterior security lighting, including the pool area, shall be high-pressure sodium light sources that are shielded and down directed.
5. The northernmost parcel of this property and the 50' wide sewer easement shall be restricted in a form acceptable to the City Attorney that delineates that area as unbuildable. A note indicating such shall be recorded on the Record of Survey plat.
6. Approval of a Construction Management Plan for the site, which details at a minimum staging, vehicle and material storage and Limits of Disturbance fencing, shall be submitted, by the Chief Building Official is a condition precedent to any building permit issuance on the site. The open space area shall be used for temporary construction staging, material or vehicular storage during construction only if no other location on site can be utilized. Any site disturbance in this area shall be revegetated to ensure that the site is returned to a passive, landscape area and sureties shall be posted to ensure this at time of the building permit issuance.
7. The plat shall be recorded within one year of the date of this approval or this approval is null and void.
8. If at any time the easement for access over Gilt Edge Circle is judicially invalidated or otherwise reconveyed and access is not provided the Certificate of Occupancy, or building permits if still under construction, shall immediately be revoked by the City for all units until access can be provided.

SECTION 2. This ordinance shall take effect upon publication.

DATED this 25th day of September 1997.

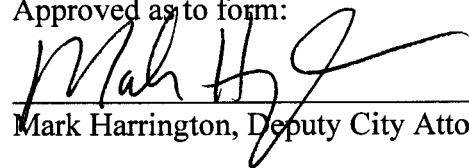
PARK CITY MUNICIPAL CORPORATION


Bradley A. Olch, Mayor

Attest:


Janet M. Scott, Deputy City Recorder

Approved as to form:


Mark Harrington, Deputy City Attorney

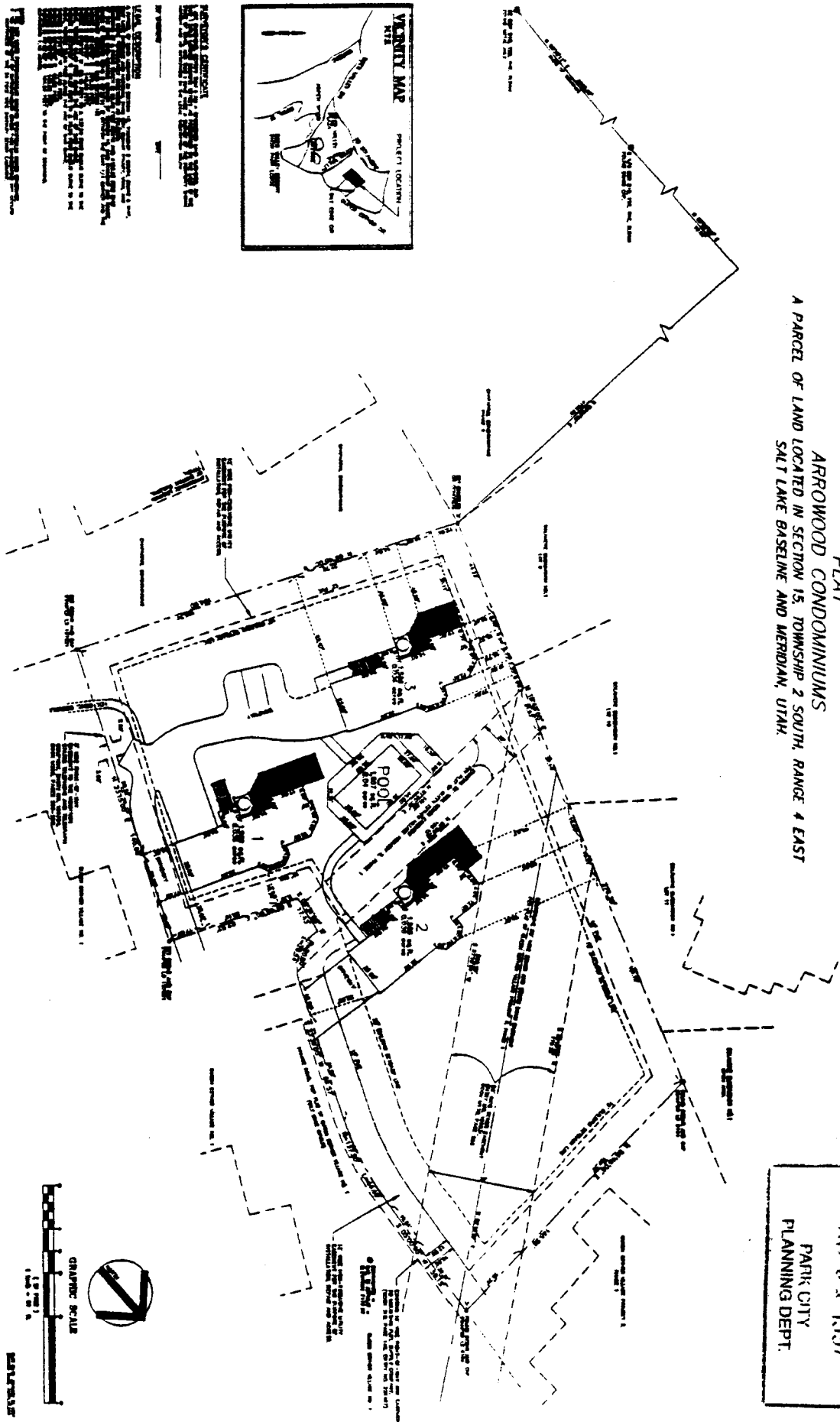


PLAT
ARROWOOD CONDOMINIUMS
A PARCEL OF LAND LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASELINE AND MERIDIAN, UTAH.

RECEIVED

1997 JAN 13 NVI

PARK CITY
PLANNING DEPT.



CITY COUNCIL APPROVAL

PRESENTED TO THE BOARD OF
CITY COUNCIL THIS _____ DAY OF
A.D. 18__ AT WHICH TIME THIS
RECORD OF SURVEY WAS APPROVED.

DATE: _____

CITY ENGINEER

APPROVED AND ACCEPTED BY THE
CITY ENGINEERING DEPART-
MENT ON THIS _____ DAY OF _____
A.D. 19__

CITY EMPLOYEES

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE
CITY PLANNING COMMISSION ON THIS _____
DAY OF _____ A.D. 19____

Discussion

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS _____
DAY OF _____ A.D. 19__

ONLY AUTHORITY

RECORDED

W. _____
STATE OF _____
COUNTY OF _____
RECORDS AND FILED AT THE REQUEST OF:

EXHIBIT 1

**Evergreen
Engineering, Inc.**

THE UNIVERSITY OF CHICAGO PRESS



CITY COUNCIL STAFF REPORT

DATE: January 28, 1999
DEPARTMENT: CDD
AUTHOR: Megan B. Ryan *MBR*
TITLE: Arrowood Condominiums, Gilt Edge Circle
TYPE OF ITEM: Extension of approval for Record of Survey Plat with minor modifications.

SUMMARY RECOMMENDATIONS: Discuss and consider adopting ordinance for three unit Record of Survey plat as conditioned.

DESCRIPTION:

A. Topic.

Record of Survey plat for three unit development at Gilt Edge Circle.

B. Background.

The City Council approved this plat on September 25, 1997. The project was opposed by the neighboring Owners Association, Queen Esther 3. Litigation ensued and a settlement was reached in November of 1998. The Council approval of the plat expired on September 25, 1998. The applicant did not submit an extension request at that time as the litigation had not been settled. The plat has not been recorded, nor executed by the City.

The applicant is requesting that an extension of the original approval be granted with slight modifications to the site plan as decreed by the settlement agreement.

C. Analysis.

The settlement agreement called for slight adjustments to the site plan. The pool area was removed from the project and the footprint of Unit 2 was slightly enlarged. Unit 2 was also reduced to 26.5' in overall height. Other modifications include changes to limited and private area designations and snow storage areas. The site plan changes are in compliance with the original intent of the site plan.

D. Department Review

The Community Development Department and the City Attorney's office have reviewed this report.

ALTERNATIVES

- A. Approve as conditioned.
- B. Remand to the Planning Commission for hearing and action.
- C. Continue the item for further discussion and/or additional input from Staff.

SIGNIFICANT IMPACTS:

The Record of Survey will allow the units to be sold individually.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION:

Unit 1 and 3 are already constructed and will remain under single ownership if the plat is not approved.

RECOMMENDATION:

Approve the amendment to Ordinance 97- 44, as shown on the attached Exhibit E, as follows:

Findings of Fact:

1. The project is located in the RD Zoning District.
2. The condominium plat will result in three detached condominium units with shared recreational amenities. Living area is approximately 2,850 square feet for each unit. This use is permitted under the Residential Development District and meets all Land Management Code requirements concerning heights and setbacks.
3. Gilt Edge Circle is a private road, over which the applicant has an easement.
4. An open space buffer to the North has been offered by the applicant to be restricted as unbuildable. This restriction will prohibit any future development on this portion of the applicant's property and provide significant open space on the site.
5. The property has two significant sewer easements that traverse the site. A fifty foot easement runs through the northern section of the parcel and a twenty foot easement runs through the center of the parcel. Due to the site's physical constraints and the restricted open space parcel, careful construction planning on this site will be necessary.

Conclusions of Law:

1. There is good cause for the Record of Survey, as a significant portion of the property will remain unbuildable.
2. The proposed Record of Survey is consistent with the Park City Land Management Code, Section 7.5 and the State Condominium Ownership Act requirements.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.

Conditions:

1. The final Record of Survey and CC& R's shall be reviewed and approved by the City Engineer and City Attorney for compliance with State law, the Land Management Code and these conditions of approval as a condition precedent to plat recordation.
2. The site plan as submitted on January 5, 1999 will be the site plan by this process. Setbacks must conform to Chapter 7.5 of the Land Management Code. For the purpose of setback calculations, Gilt Edge Circle abuts the front of the parcel and the Solamere subdivision abuts the rear.
3. Signs for the project shall be limited to the building face of one structure and shall be governed in size and materials by the Municipal Sign Code.
4. All exterior security lighting shall be high-pressure sodium light sources that are shielded and down directed.
5. The northernmost parcel of this property and the 50' wide sewer easement shall be restricted in a form acceptable to the City Attorney that delineates that area as unbuildable. A note indicating such shall be recorded on the Record of Survey plat.
6. Approval of a Construction Management Plan for the site, which details at a minimum staging, vehicle and material storage and Limits of Disturbance fencing, shall be submitted, by the Chief Building Official is a condition precedent to any building permit issuance on the site. The open space area shall be used for temporary construction staging, material or vehicular storage during construction only if no other location on site can be utilized. Any site disturbance in this area shall be revegetated to ensure that the site is returned to a passive, landscape area and sureties shall be posted to ensure this at time of the building permit issuance.
7. The plat shall be recorded within one year of the date of this approval or this approval is null and void.

Exhibit A - Location Map

Exhibit B - September 1997 approved plat

Exhibit C - Letter from applicant

Exhibit D - Final Condominium Plat, January 5, 1999

Exhibit E - Ordinance

Gilt Edge Circle

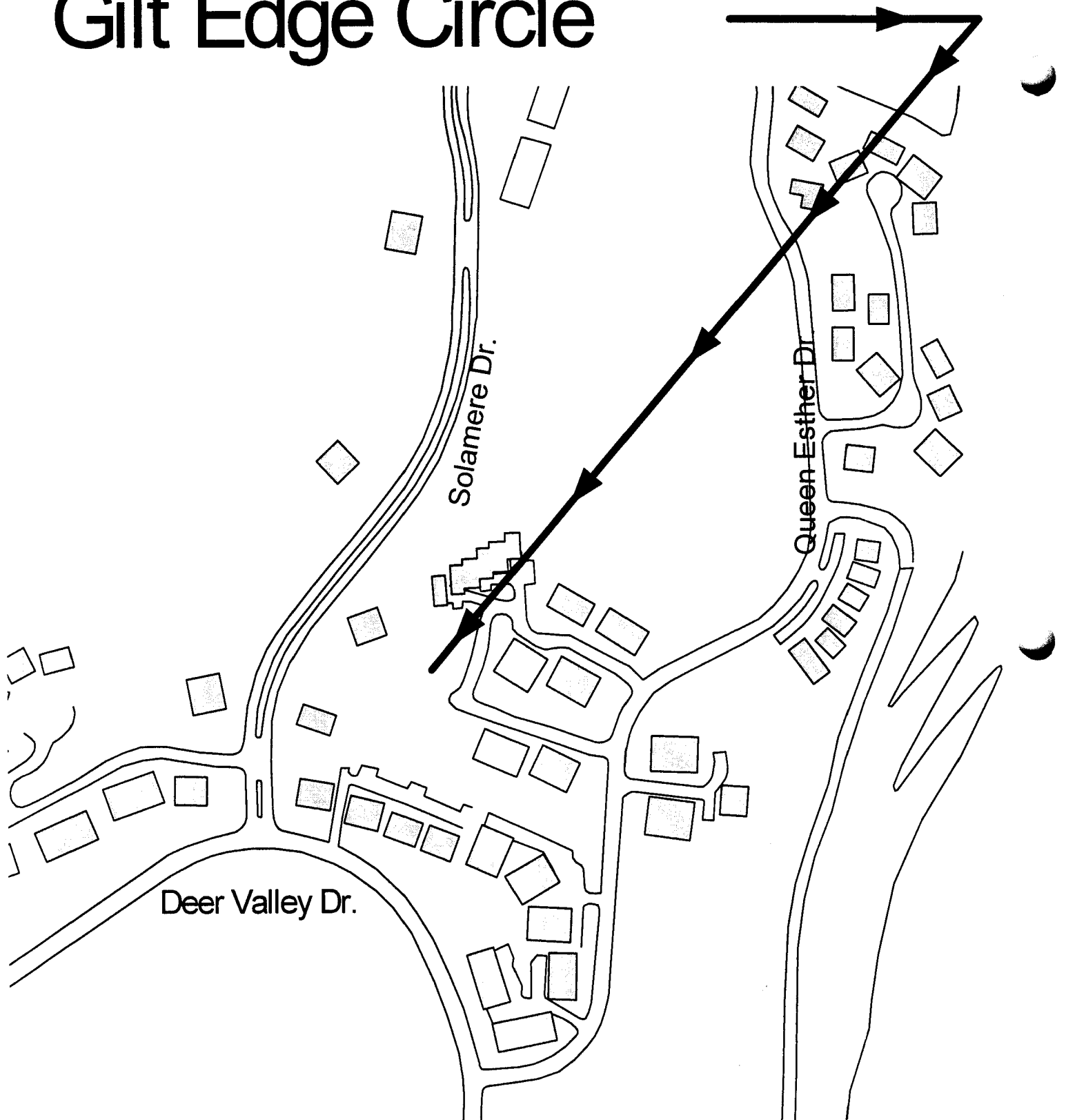


Exhibit A Vicinity Map

45

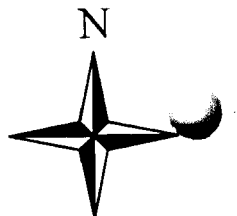
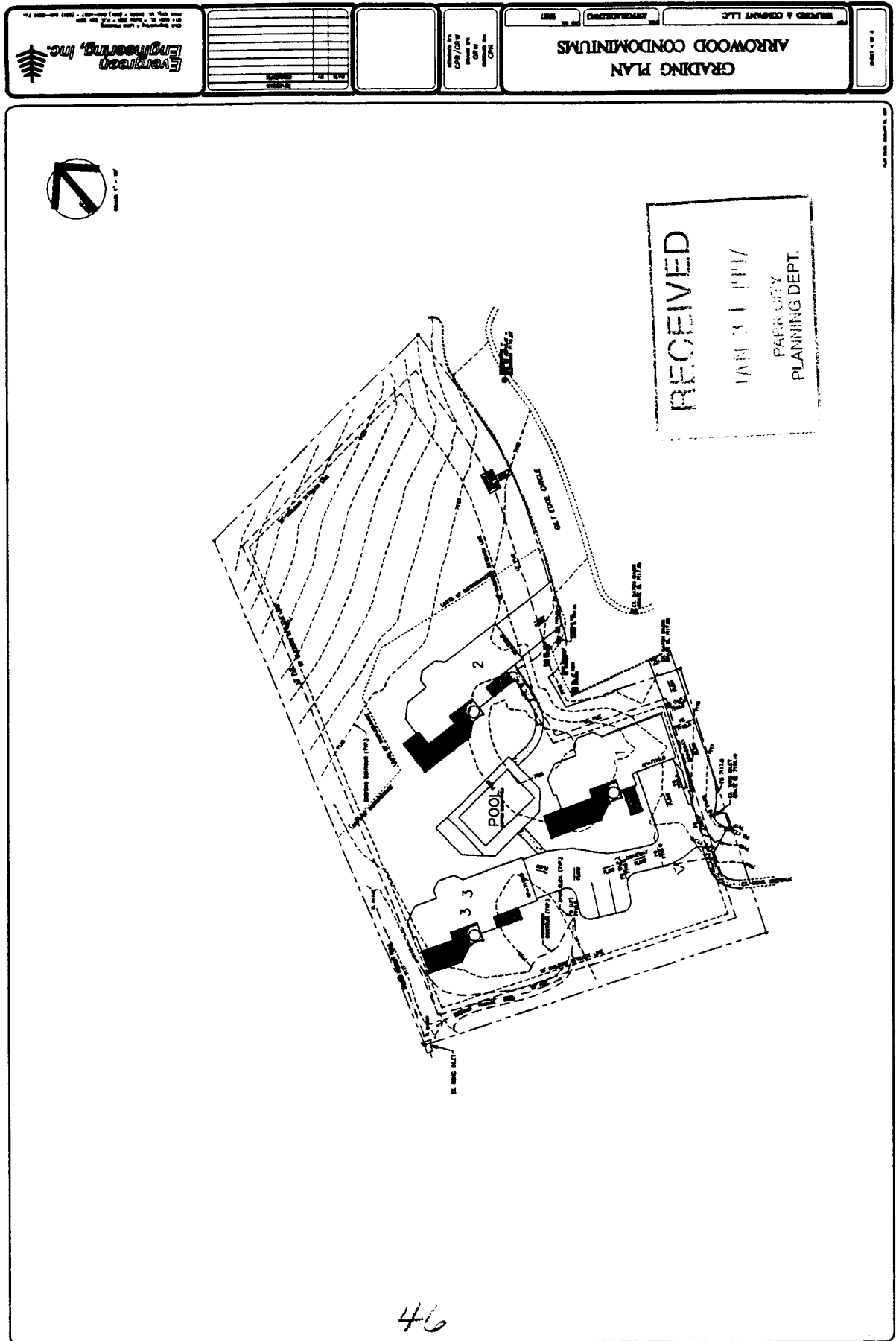


Exhibit B - September 1997 approved plat





LAW OFFICE OF THOMAS HOWARD

Prospector Square
1912 Sidewinder Drive, Suite 216
Park City, Utah 84060

*Attorney
at Law*

Telephone: (801) 649-4660
Facsimile: (801) 649-0660

January 4, 1999

Megan B. Ryan
Planning Department
Park City Municipal Corporation
442 Marsac Avenue
Park City, Utah 84060

Re: Arrowood Condominiums at Gilt Edge Circle, Park City, Utah
Approved Record of Survey Plat
REQUEST FOR EXTENSION to obtain final approvals for
Plat Site Plan

Dear Ms. Ryan:

I was advised this morning by Evergreen Engineering after Mr. Wolbach spoke with you, that there appear to be some problems associated with obtaining final approvals for the Arrowood Condominium Project. I write this letter as legal counsel for Belford & Company to request any extension which the city deems necessary to finally sign off on this project.

As you may recall, the application for this project was initially submitted on January 18, 1996. Thereafter the city delayed approval of the initial record of survey because of the complaints of Queen Esther Association members, who insisted that the planned condominium units would be too large and too high, among other matters. After many months of hearings, the council ultimately approved the project in the Fall of 1997 with the understanding that the plat would be recorded within one year and after the City Attorney and City Engineer have reviewed the CC&Rs and final Record of Survey Plat.

As you may further recall, protracted litigation between the parties followed the city's initial approval and made it impossible for Belford & Company to comply with the year limitation. I am pleased to report that Belford & Company and the Queen Esther associations have amicably resolved their differences and this project may now be finally recorded, but doing so will require that the city extend the limitation period in order to grant final approvals.

The parties entered into a written Settlement Agreement signed by Mr. Belford on November 25, 1998, bearing a backdated effective date of September 30, 1998. The Agreement has been recorded and is a matter of public record. It gave the Queen Esther Associations the

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JAN - 4 1999

PARK CITY
PLANNING DEPT.

47

Letter to Megan B. Ryan
(Continued) - Page Two
January 4, 1998

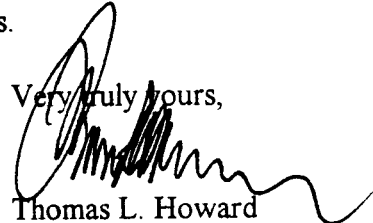
option to either bring the Arrowood Project into the existing Queen Esther 3 association or to allow Arrowood to become an independent association. On December 2, 1998 the associations elected to have Arrowood become an independent association and recorded documents in accordance with the Settlement Agreement to this effect. In accordance with the agreement, the lawsuit has been dismissed and a release of lis pendens and notice of such has been recorded. Because of the litigation, it was impossible for Belford & Company to comply with the one year limitation.

Now that all disputes have been resolved, the developer has moved forward with all possible speed to obtain the city's final approval. The site plan plat is ready for final approval and the CC&Rs (Declaration of Condominium) for Arrowood at Deer Valley Condominiums is ready for final approval.

It would appear to me that the extension we request is a mere formality and administrative adjustment, not requiring that Belford & Company begin the application process anew. I am available immediately to provide any of the legal documents which might assist in obtaining final approval. Evergreen Engineering is available to assist technically in any possible way.

Please advise me without delay of your requirements.

Very truly yours,


Thomas L. Howard

TLH/dbm

cc: Mark Harrington, City Attorney's Office
John Tracy, Belford & Company
Greg Wolbach, Evergreen Engineering

RECEIVED

JAN - 5 1999

**PARK CITY
PLANNING DEPT.**

RECORDED

N^o. _____
STATE OF _____

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS _____
DAY OF _____ A.D. 1999.

CITY COUNCIL APPROVAL

PRESENTED TO THE BOARD OF
CITY COUNCIL THIS _____ DAY OF _____ 19__

CITY ENGINEER

APPROVED AND ACCEPTED BY THE
PARK CITY ENGINEERING DEPARTMENT

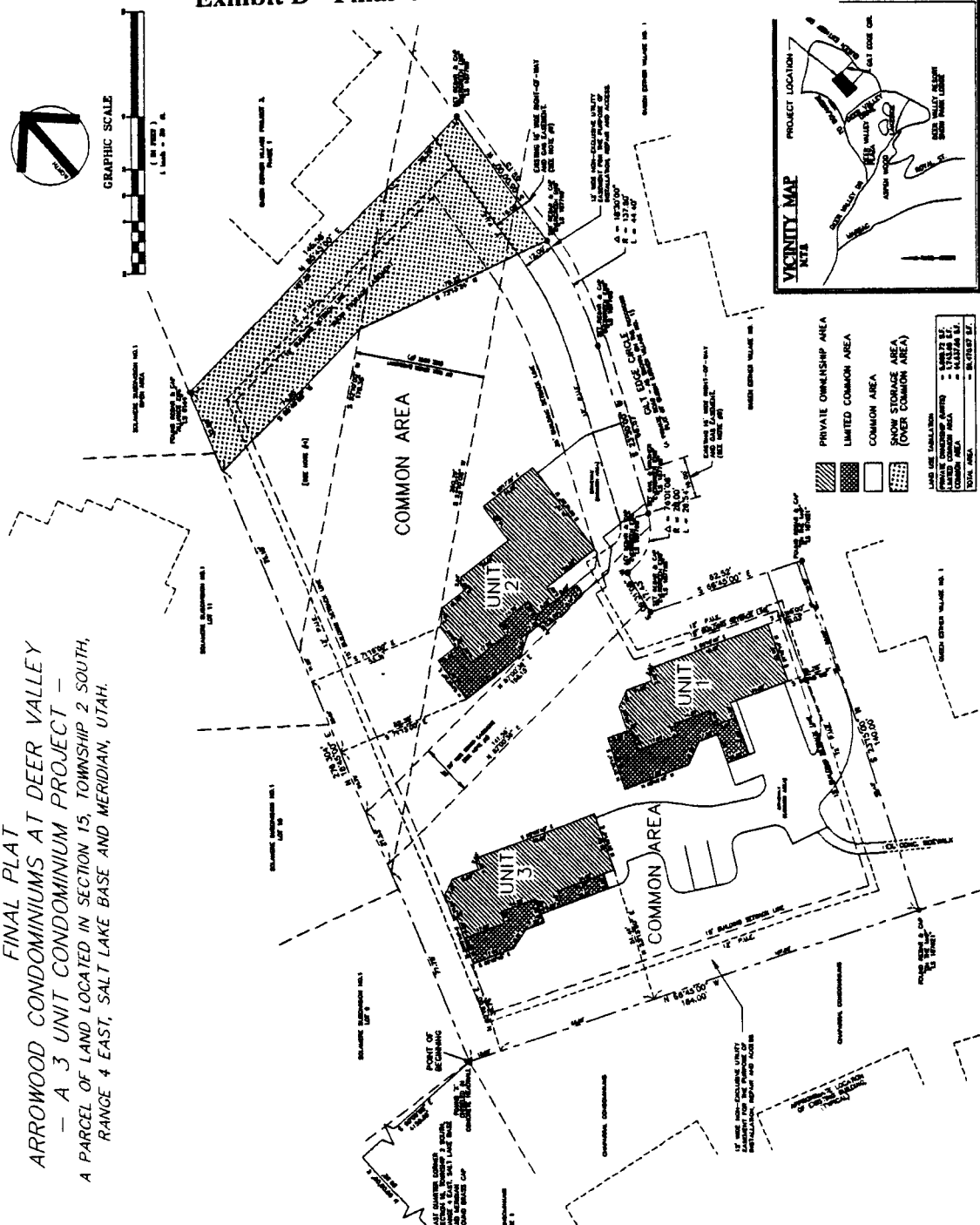
CITY PLANNING COMMISSION

CITY PLANNING COMMISSION

CITY ENGINEER

CHAIRMAN

FINAL PLAT
ARROWOOD CONDOMINIUMS AT DEER VALLEY
— A 3 UNIT CONDOMINIUM PROJECT —
A PARCEL OF LAND LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH,
RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, UTAH.

[illegible]

SHIRLEY'S SECRETARY

A circular professional seal for Gregory R. Anderson. The outer ring contains the text "DAVID L. THOMAS PROFESSIONAL SEAL". Inside the ring, the name "GREGORY R. ANDERSON" is written at the top, followed by "D.V.M., M.S.W., L.S.W." and the number "NO. 187769" at the bottom.

NOVEMBER 2, 1955

1. LIST OF PLANTS, TREES AND OTHERS WITHIN SHOWN HEREIN.
2. PROPERTY OF THE STATE OF TEXAS, IN THE COUNTY OF DALLAS, TEXAS.
3. SECTION 10, TOWNSHIP 10 NORTH, RANGE 10 EAST, SALT LAKE AND THE MICHIGAN, TARRANT COUNTY, TEXAS.
4. NO ENCUMBRANCES OR APPROPRIATIONS OTHER THAN LANDSHEPHERD MAY OCCUR WITHIN THE LOT IN FOOT AND
5. SECTION 10, TOWNSHIP 10 NORTH, RANGE 10 EAST, SALT LAKE AND THE MICHIGAN, TARRANT COUNTY, TEXAS.
6. SECTION 10, TOWNSHIP 10 NORTH, RANGE 10 EAST, SALT LAKE AND THE MICHIGAN, TARRANT COUNTY, TEXAS.
7. SECTION 10, TOWNSHIP 10 NORTH, RANGE 10 EAST, SALT LAKE AND THE MICHIGAN, TARRANT COUNTY, TEXAS.
8. SECTION 10, TOWNSHIP 10 NORTH, RANGE 10 EAST, SALT LAKE AND THE MICHIGAN, TARRANT COUNTY, TEXAS.
9. SECTION 10, TOWNSHIP 10 NORTH, RANGE 10 EAST, SALT LAKE AND THE MICHIGAN, TARRANT COUNTY, TEXAS.
10. SECTION 10, TOWNSHIP 10 NORTH, RANGE 10 EAST, SALT LAKE AND THE MICHIGAN, TARRANT COUNTY, TEXAS.
11. SECTION 10, TOWNSHIP 10 NORTH, RANGE 10 EAST, SALT LAKE AND THE MICHIGAN, TARRANT COUNTY, TEXAS.
12. SECTION 10, TOWNSHIP 10 NORTH, RANGE 10 EAST, SALT LAKE AND THE MICHIGAN, TARRANT COUNTY, TEXAS.

OWNERS DELEGATION AND CONSENT TO RECORD

**JOHN BRACY, MANAGER, BELFORD & COMPANY, L.L.C.,
A UTAH LIMITED LIABILITY COMPANY**

**PETER BELFORD, MEMBER, BELFORD & COMPANY, L.L.C.,
A UTAH LIMITED LIABILITY COMPANY**

ACHRON DOCUMENT(S)

STATE OF UTAH) JOHN WEAVER
COUNTY OF BLAINE)

On this _____ day of _____, 1968, personally appeared _____, hereinafter referred to as the undersigned, known public agent, duly sworn, who being asked what he knew about the foregoing, deposed and testified that he was the owner of the land described above and that he owned the same by virtue of his purchase from the United States Government pursuant to the provisions of the Act of March 3, 1909, Chapter 109, Section 1062.

NOTARY PUBLIC _____
MY COMMISSION EXPIRES ON _____ COUNTY, MISSOURI
RESIDING IN _____

ACCOMPLISHMENT(S)

STATE OF UTAH)
COUNTY OF GARFIELD)
PETER GILFILLAN)
)

IN AND FOR THE SAID STATE AND COUNTY, FURTHER BELIEVED, THAT AFTER BEING FULLY ADVISED, UNINFLUENCED BY ANY OTHERS, HE IS A MEMBER OF BELFORD & COMPANY, L.L.C., A UTAH LIMITED LIABILITY COMPANY, AND BELONGS TO A COMPANY. L.L.C. ARE THE COHEIRS OF THE HEREIN DESCRIBED TRACT OF LAND AND THAT HE SIGNED THE ABOVE CONVEYANCE DETACHMENT AND CONSENT TO RECORD FREELY AND VOLUNTARILY.

NOTARY PUBLIC _____
BY COMMISSION EXPIRES _____ COUNTY, UTAH
RETURNED IN _____

[illegible]

PLANNING COMMISSION	APPROVED AND ACCEPTED BY THE PARK
CITY ENGINEER	APPROVED AND ACCEPTED BY THE

ON THIS _____ DAY OF _____
A.D. 1999.

SECRET

1

ORDINANCE NO. 99-

**AN ORDINANCE AMENDING THE APPROVAL OF A RECORD OF SURVEY
PLAT, ARROWOOD CONDOMINIUMS, AT GILT EDGE CIRCLE, PARK
CITY, UTAH**

WHEREAS, the owners of the property known as Arrowood Condominiums petitioned the City Council for approval of a Record of Survey plat; and

WHEREAS, proper notice was sent and the City Council held a public hearing to receive input on the proposed amendment on February 13, 1997; and

WHEREAS, a plat was approved on September 25, 1997 by the Park City Council; and

WHEREAS, a settlement agreement concerning the three unit development occurred between the applicant and the QE3 Owners Association on the 25th of November, 1998; and

WHEREAS, it is in the best interest of Park City to approve the Record of Survey, as a large portion of the lot remains in open space, and agreement has been reached with the adjacent neighbors; and

WHEREAS, neither the public nor any person will be materially injured by the proposed plat.

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

SECTION 1. Ordinance 97-44 is hereby amended as follows:

Findings of Fact:

1. The project is located in the RD Zoning District.
2. The condominium plat will result in three detached condominium units with shared recreational amenities. Living area is approximately 2,850 square feet for each unit. This use is permitted under the Residential Development District and meets all Land Management Code requirements concerning heights and setbacks.
3. Gilt Edge Circle is a private road, over which the applicant has an easement.
4. An open space buffer to the North has been offered by the applicant to be restricted as unbuildable. This restriction will prohibit any future development on this portion of the applicant's property and provide significant open space on the site.
5. The property has two significant sewer easements that traverse the site. A fifty foot easement runs through the northern section of the parcel and a twenty foot easement runs through the center of the parcel. Due to the site's physical constraints and the restricted open space parcel, careful construction planning on this site will be

necessary.

Conclusions of Law:

1. There is good cause for the Record of Survey, as a significant portion of the property will remain unbuildable.
2. The proposed Record of Survey is consistent with the Park City Land Management Code, Section 7.5 and the State Condominium Ownership Act requirements.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.

Conditions:

1. The final Record of Survey and CC& R's shall be reviewed and approved by the City Engineer and City Attorney for compliance with State law, the Land Management Code and these conditions of approval as a condition precedent to plat recordation.
2. The site plan as submitted on January 5, 1999 is the site plan that is approved under this process. Setbacks must conform to Chapter 7.5 of the Land Management Code. For the purpose of setback calculations, Gilt Edge Circle abuts the front of the parcel and the Solamere subdivision abuts the rear.
3. Signs for the project shall be limited to the building face of one structure and shall be governed in size and materials by the Municipal Sign Code.
4. All exterior security lighting shall be high-pressure sodium light sources that are shielded and down directed.
5. The northernmost parcel of this property and the 50' wide sewer easement shall be restricted in a form acceptable to the City Attorney that delineates that area as unbuildable. A note indicating such shall be recorded on the Record of Survey plat.
6. Approval of a Construction Management Plan for the site, which details at a minimum staging, vehicle and material storage and Limits of Disturbance fencing, shall be submitted, by the Chief Building Official is a condition precedent to any building permit issuance on the site. The open space area shall be used for temporary construction staging, material or vehicular storage during construction only if no other location on site can be utilized. Any site disturbance in this area shall be revegetated to ensure that the site is returned to a passive, landscape area and sureties shall be posted to ensure this at time of the building permit issuance.
7. The plat shall be recorded within one year of the date of this approval or this approval is null and void.

SECTION 2. This ordinance shall take effect upon publication.

DATED this 28th day of January 1999.

PARK CITY MUNICIPAL CORPORATION

Bradley A. Olch, Mayor

ATTEST:

Jan Scott, Deputy City Recorder

APPROVED AS TO FORM:

Mark Harrington, Deputy City Attorney



Ordinance No. 99-2

AN ORDINANCE AMENDING THE APPROVAL OF A RECORD OF SURVEY PLAT, ARROWOOD CONDOMINIUMS, AT GILT EDGE CIRCLE, PARK CITY, UTAH

WHEREAS, the owners of the property known as Arrowood Condominiums petitioned the City Council for approval of a Record of Survey plat; and

WHEREAS, proper notice was sent and the City Council held a public hearing to receive input on the proposed amendment on February 13, 1997; and

WHEREAS, a plat was approved on September 25, 1997 by the Park City Council; and

WHEREAS, a settlement agreement concerning the three unit development occurred between the applicant and the Queen Esther 3 Owners Association on the 25th of November, 1998; and

WHEREAS, it is in the best interest of Park City to approve the Record of Survey, as a large portion of the lot remains in open space, and agreement has been reached with the adjacent neighbors; and

WHEREAS, neither the public nor any person will be materially injured by the proposed plat.

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

SECTION 1. Ordinance 97-44 is hereby amended as follows:

Findings of Fact:

1. The project is located in the RD Zoning District.
2. The condominium plat will result in three detached condominium units with shared recreational amenities. Living area is approximately 2,850 square feet for each unit. This use is permitted under the Residential Development District and meets all Land Management Code requirements concerning heights and setbacks.

3. Gilt Edge Circle is a private road, over which the applicant has an easement.
4. An open space buffer to the North has been offered by the applicant to be restricted as unbuildable. This restriction will prohibit any future development on this portion of the applicants property and provide significant open space on the site.
5. The property has two significant sewer easements that traverse the site. A 50 foot easement runs through the northern section of the parcel and a twenty foot easement runs through the center of the parcel. Due to the sites physical constraints and the restricted open space parcel, careful construction planning on this site will be necessary.

Conclusions of Law:

1. There is good cause for the Record of Survey, as a significant portion of the property will remain unbuildable.
2. The proposed Record of Survey is consistent with the Park City Land Management Code, Section 7.5 and the State Condominium Ownership Act requirements.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.

Conditions:

1. The final Record of Survey and CC&Rs shall be reviewed and approved by the City Engineer and City Attorney for compliance with State law, the Land Management Code and these conditions of approval as a condition precedent to plat recordation.
2. The site plan as submitted on January 5, 1999 is the site plan that is approved under this process. Setbacks must conform to Chapter 7.5 of the Land Management Code. For the purpose of setback calculations, Gilt Edge Circle abuts the front of the parcel and the Solamere subdivision abuts the rear.
3. Signs for the project shall be limited to the building face of one structure and shall be governed in size and materials by the Municipal Sign Code.
4. All exterior security lighting shall be high-pressure sodium light sources that are shielded and down directed.
5. The northernmost parcel of this property and the 50 foot wide sewer easement shall be restricted in a form acceptable to the City Attorney that delineates that area as unbuildable. A note indicating such shall be recorded on the Record of Survey plat.
6. Approval of a Construction Management Plan for the site, which details at a minimum

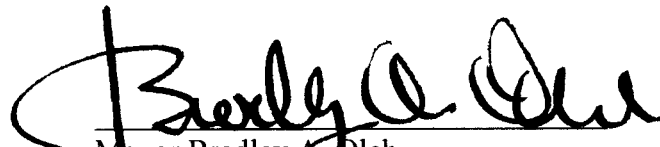
staging, vehicle and material storage and Limits of Disturbance fencing, shall be submitted, by the Chief Building Official is a condition precedent to any building permit issuance on the site. The open space area shall be used for temporary construction staging, material or vehicular storage during construction only if no other location on site can be utilized. Any site disturbance in this are shall be revegetated to ensure that the site is returned to a passive, landscape area and sureties shall be posted to ensure this at time of the building permit issuance.

7. The plat shall be recorded within one year of the date of this approval or this approval is null and void.

SECTION 2. This ordinance shall take effect upon publication.

PASSED AND ADOPTED this 28th day of January, 1999.

PARK CITY MUNICIPAL CORPORATION

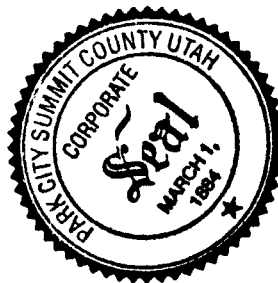

Mayor Bradley A. Olch

Attest:


Janet M. Scott, City Recorder

Approved as to form:


Mark D. Harrington, Deputy City Attorney



Planning Commission Staff Report



PLANNING DEPARTMENT

DATE: August 25, 2004
AUTHOR: Jonathan Weidenhamer
TITLE: Amendment to Record of Survey – Arrowood, Unit 2
TYPE OF ITEM: Administrative

SUMMARY RECOMMENDATION: Conduct a public hearing, consider any public input, and forward a positive recommendation to the City Council to approve as conditioned.

A. Topic

Applicant: Richard Salowey for Todd Kirshner
Project Address: 2409 Gilt Edge Circle - Arrowood Condominiums #2
Zoning: Residential Development w/Master Planned Development (RD-MPD)
Adjacent Land Uses: Residential, Solamere Subdivision, Chaparral, Glenfiddich, & Queen Esther Condominiums
Reason for Review: Amendments to Records of Survey require Planning Commission review and City Council approval.

B. Background

This application was presented to the Planning Commission at the August 11, 2004 regular meeting. Staff requested direction. A public hearing was held. Public input was voiced both in support for and against the project (see minutes - Exhibit F). Support focused on the addition being very minor and having limited visibility to adjacent neighbors. Concern was raised of potential traffic, noise, and parking demand increases that may result from the unit expansion. The opposition also stated that this expansion is not consistent with a private settlement agreement that was reached during the initial Arrowood development process.

Staff requested Planning Commission Discussion and direction as to whether good cause existed to move forward with the amendment. Direction from the Planning Commission was to return at this meeting with a recommendation to forward a positive recommendation to City Council to adopt the amended record of survey. Findings of Fact, Conclusions of Law, and Conditions of Approval have been prepared to support the direction received from the Planning Commission.

Arrowood Condominiums is a 3-unit project. The owner of Unit 2 proposes to amend the existing condominium Record of Survey to allow an expansion of the unit. The applicant intends to convert approximately 375 square feet of Limited Common Area located on the

main floor level into private area. The applicant has received written permission from the Owners Association to pursue this application. The proposed amendment has received consent from two of the three unit owners, meeting the 2/3 majority required under state law.

During discussions with the applicant, staff has encouraged the Arrowood Condominium Owners Association to amend the entire record of survey to allow future expansions without having to return for formal approval from the City. The owners association was not able to reach that consensus.

Staff has received public opposition to this expansion from Keith and Donna Golan, unit owners in Queen Esther. They object to potential traffic, noise, and parking demand increases that will result from the unit expansion. Their opposition also states that this expansion is not consistent with a private settlement agreement that was reached during the initial Arrowood development process.

C. Analysis

The area being considered for conversion will include adding square feet to a living room, as well as adding area to an existing bedroom and splitting it into two bedrooms. The new overall size of the unit will increase approximately 375 square feet and will be a total of 4115 square feet. The unit is currently required to provide 3 parking spaces. The increased square footage does not increase the parking requirement. At this time, the unit provides 4 parking spaces. With the expansion, the entire condominium record of survey will still contain approximately 89% open space.

The City cannot enforce private settlement agreements (the city was not a party). The proposed addition of approximately 375 square feet is located underneath an existing deck and its visibility is limited from the public right of way (exhibit A – existing conditions). Staff finds that this proposed expansion is immaterial in terms of the overall size and massing of the building as well as its limited visibility.

D. Department Review

This project has gone through an interdepartmental review. At such time as a final record of survey plat is required, the City Engineer and City Attorney will review the plat as to form and compliance with State law and the Land Management Code prior to recordation.

E. Notice

The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also placed in the Park Record. No public input has been received by the time of this report.

ALTERNATIVES

- A. The Planning Commission may forward a positive recommendation to the City Council with the conditions stated, or modify the conditions, or
- B. The Planning Commission may forward a negative recommendation and direct staff to prepare findings supporting this recommendation, or

C. The Planning Commission may continue the discussion to a later date.

SIGNIFICANT IMPACTS

There are no significant fiscal or environmental impacts from this amended Record of Survey.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION

Failure to amend the Record of Survey will prohibit the unit owner from adding private area to their condominium unit.

RECOMMENDATION

The staff recommends that the Planning Commission conduct a public hearing, consider any input, and forward a positive recommendation to the City Council for the amended Record of Survey based on the following findings of fact, conclusions of law and conditions of approval:

Findings of Fact:

1. The condominium project known as Arrowood Condominiums is located at 2409 Gilt Edge Circle. It is zoned Residential Development (RD).
2. Arrowood Condominiums is a 3-unit project. The owner of Unit 2 proposes to amend the existing condominium Record of Survey to allow an expansion of the unit.
3. The applicant intends to convert approximately 375 square feet of Limited Common Area located on the main floor level into Private area.
4. The consent of 66.66% or more of the Unit Owners is required and has been obtained.
5. If the record of survey is amended as requested the condominium record of survey will still consist of approximately 89% open space.
6. If the record of survey is amended as requested, the new overall size of the unit will increase approximately 375 square feet and will be a total of 4115 square feet. The unit is currently required to provide 3 parking spaces. The increased square footage does not increase the parking requirement. At this time, the unit provides 4 on-site parking spaces.
7. The proposed addition of approximately 375 square feet is located underneath an existing deck and its visibility is limited from the public right of way (exhibit A – existing conditions). Staff finds that this proposed expansion is immaterial in terms of the overall size and massing of the building as well as its limited visibility.
8. This application was presented to the Planning Commission at the August 11, 2004 regular meeting. A public hearing was held. Public input was voiced both in support for and against the project.
9. At the August 11, 2004 Planning Commission Meeting, staff requested direction as to whether good cause existed to move forward with the amendment. Direction from the Planning Commission was to return at this meeting with a recommendation to forward a positive recommendation to City Council to adopt the amended record of survey.

Conclusions of Law:

1. There is good cause for this Amended Record of Survey.
2. The Amended Record of Survey is consistent with the Park City Land Management Code and applicable State law regarding condominium plats.

3. Neither the public nor any person will be materially injured by the proposed Amended Record of Survey.
4. Approval of the Amended Record of Survey, 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 Attorney and City Engineer will review and approve the final form and content of the Amended Record of Survey 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 Amended Record of Survey at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat amendment will be void.

EXHIBITS

Exhibit A – Existing Photograph

Exhibit B - Location Map

Exhibit C – Proposed Condominium modifications (Elevations & Floor Plan)

Exhibit D - Amended Record of Survey

Exhibit E – Written opposition from Keith Golan

Exhibit F – Minutes from 8/11/04 Plng. Comm. Mtg.

4. No more than 4 bedrooms allowed

**AN ORDINANCE APPROVING THE ARROWOOD CONDOMINIUM AT
DEER VALLEY AMENDED UNIT 2**

WHEREAS, the owner of the property known as 2409 Gilt Edge Circle – Unit 2 Arrowood Condominiums, has petitioned the City Council for an amended record of survey; and

WHEREAS, proper notice was sent and the property posted according to requirements of the Land Management Code and State Law; and

WHEREAS, on August 11, 2004 the Planning Commission held a public hearing to receive public input on the proposed record of survey and on August 25, 2004 the Planning Commission held a public hearing and forwarded a positive recommendation of approval to the City Council; and

WHEREAS, the proposed record of survey amendment will allow the conversion of limited common area into private area; and

WHEREAS, it is in the best interest of Park City Utah to approve the amended record of survey.

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

SECTION 1. FINDINGS OF FACT. The above recitals are hereby incorporated as findings of fact. The following are also adopted by City Council as findings of fact:

1. The Planning Commission reviewed this application at their August 25, 2004 meeting. A public hearing was held, and a vote was forwarded to the Council to approve the application.
2. This application was presented to the Planning Commission at the August 11, 2004 regular meeting. A public hearing was held. Public input was voiced both in support for and against the project.
3. At the August 11, 2004 Planning Commission Meeting, staff requested direction as to whether good cause existed to move forward with the amendment. Direction from the Planning Commission was to return at this meeting with a recommendation to forward a positive recommendation to City Council to adopt the amended record of survey.
4. The condominium project known as Arrowood Condominiums is located at 2409 Gilt Edge Circle. It is zoned Residential Development (RD).
5. Arrowood Condominiums is a 3-unit project. The owner of Unit 2 proposes to amend the existing condominium Record of Survey to allow an expansion of the unit.
6. The applicant intends to convert approximately 375 square feet of Limited Common Area located on the main floor level into Private area.
7. The consent of 66.66% or more of the Unit Owners is required and has been obtained.
8. If the record of survey is amended as requested the condominium record of survey will still consist of approximately 89% open space.
9. If the record of survey is amended as requested, the new overall size of the unit will increase approximately 375 square feet and will be a total of 4115 square feet. The unit is currently required to provide 3 parking spaces. The increased square footage does not increase the parking requirement. At this time, the unit provides 4 on-site

parking spaces.

10. The proposed addition of approximately 375 square feet is located underneath an existing deck and its visibility is limited from the public right of way (exhibit A – existing conditions). Staff finds that this proposed expansion is immaterial in terms of the overall size and massing of the building as well as its limited visibility.
11. Three bedrooms currently exist in 2409 Gilt Edge Circle – Unit 2 Arrowood Condominiums

SECTION 2. CONCLUSIONS OF LAW. The City Council hereby adopts the following Conclusions of Law:

1. There is good cause for this plat amendment.
2. The plat amendment is consistent with the Park City Land Management Code and applicable State law.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.
4. As conditioned the plat amendment is consistent with the Park City General Plan.

SECTION 3. CONDITIONS OF APPROVAL. The City Council hereby adopts the following Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the Amended Record of Survey 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 Amended Record of Survey at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat amendment will be void.
3. The total number of bedrooms in 2409 Gilt Edge Circle – Unit 2 Arrowood Condominiums will be limited to four (4).

SECTION 4. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 26th day of August, 2004.

PARK CITY MUNICIPAL CORPORATION

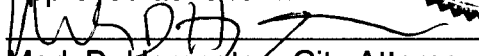

Dana Williams, Mayor

Attest:

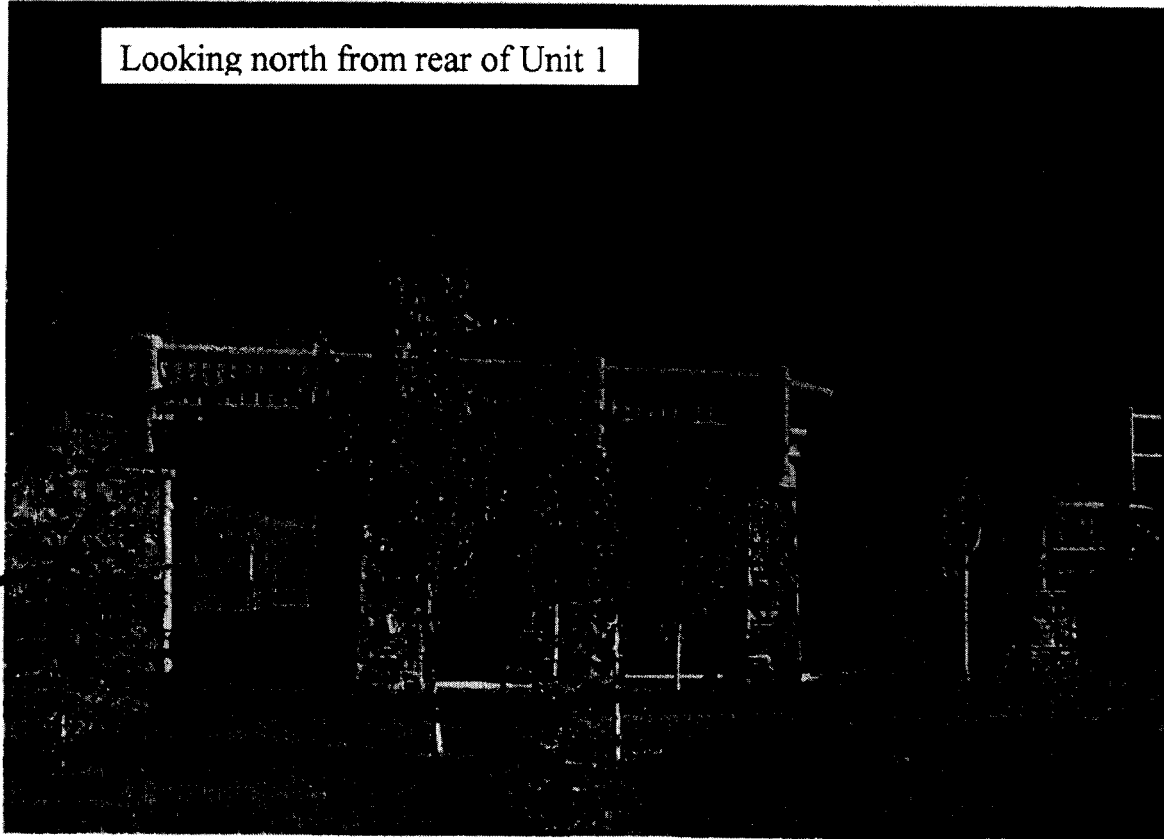

Janet M. Scott, City Recorder



Approved as to form:


Mark D. Harrington, City Attorney

Looking north from rear of Unit 1



Looking west from Gilt Edge

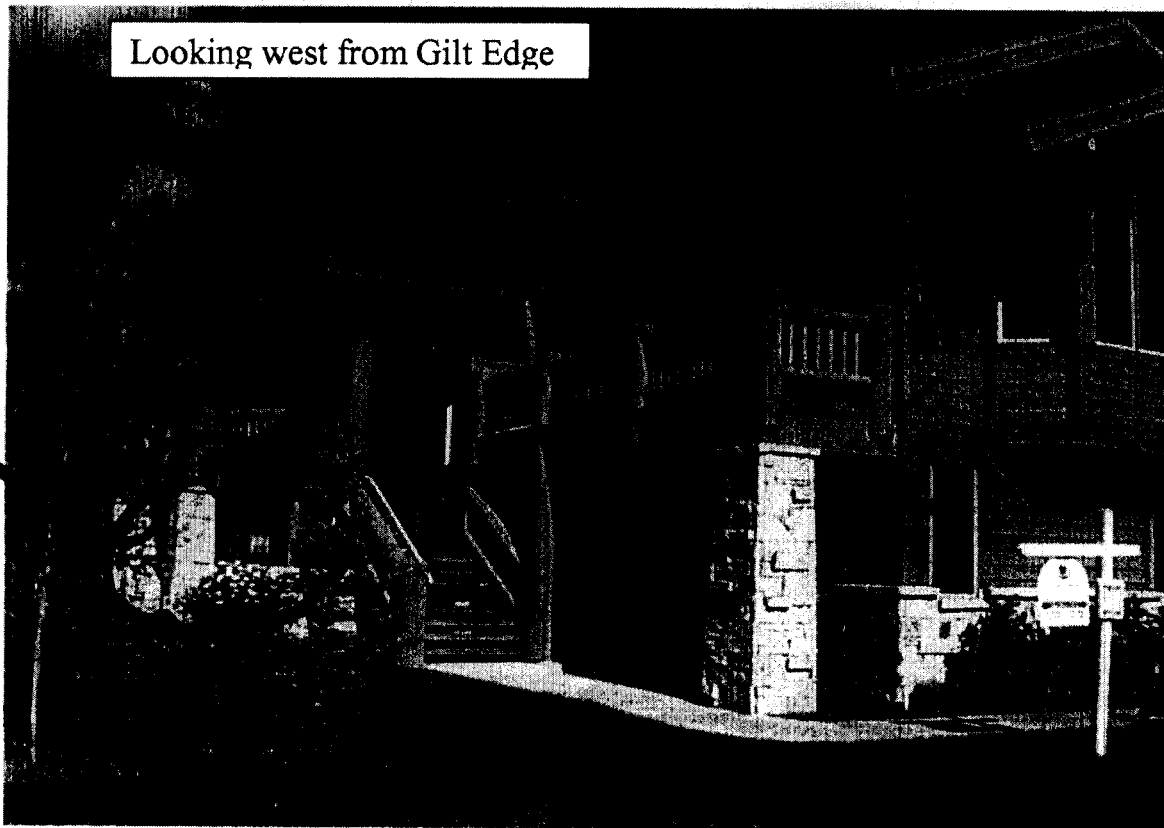


Exhibit A

AREA TO BE
ENCLOSED

PARK CITY
1884



AREA IN QUESTION

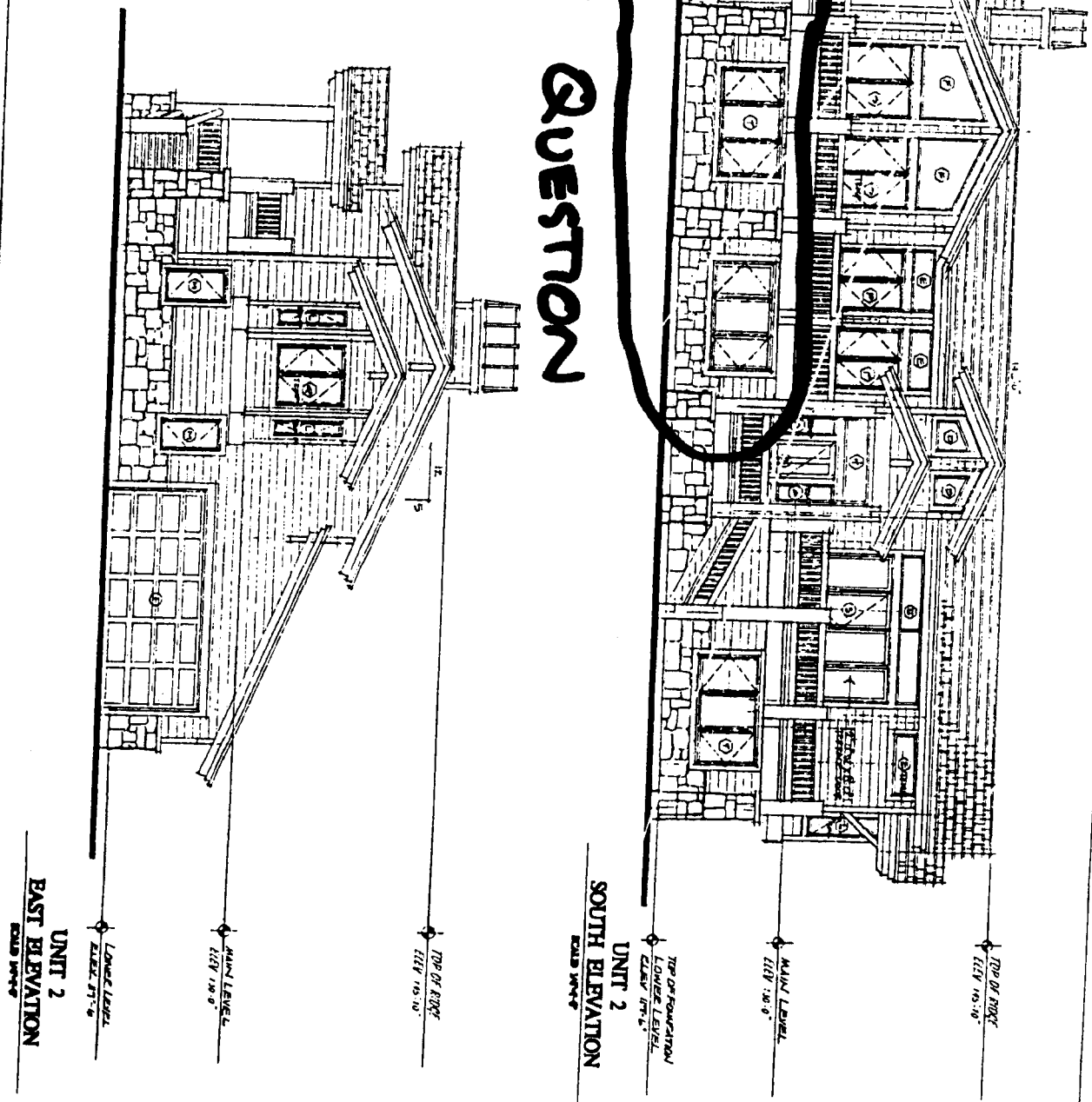


EXHIBIT C

ARROWOOD CONDOMINIUMS AT DEER VALLEY - AMENDED, UNIT 2 SOUTH & EAST ELEVATIONS			<table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>REVISION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	REVISION				Evergreen Engineering, Inc.
NO.	DATE	REVISION								

AREA CONVERTED TO PRIVATE

UNIT 2
LOWER LEVEL FLOOR PLAN
BOLD 14-16

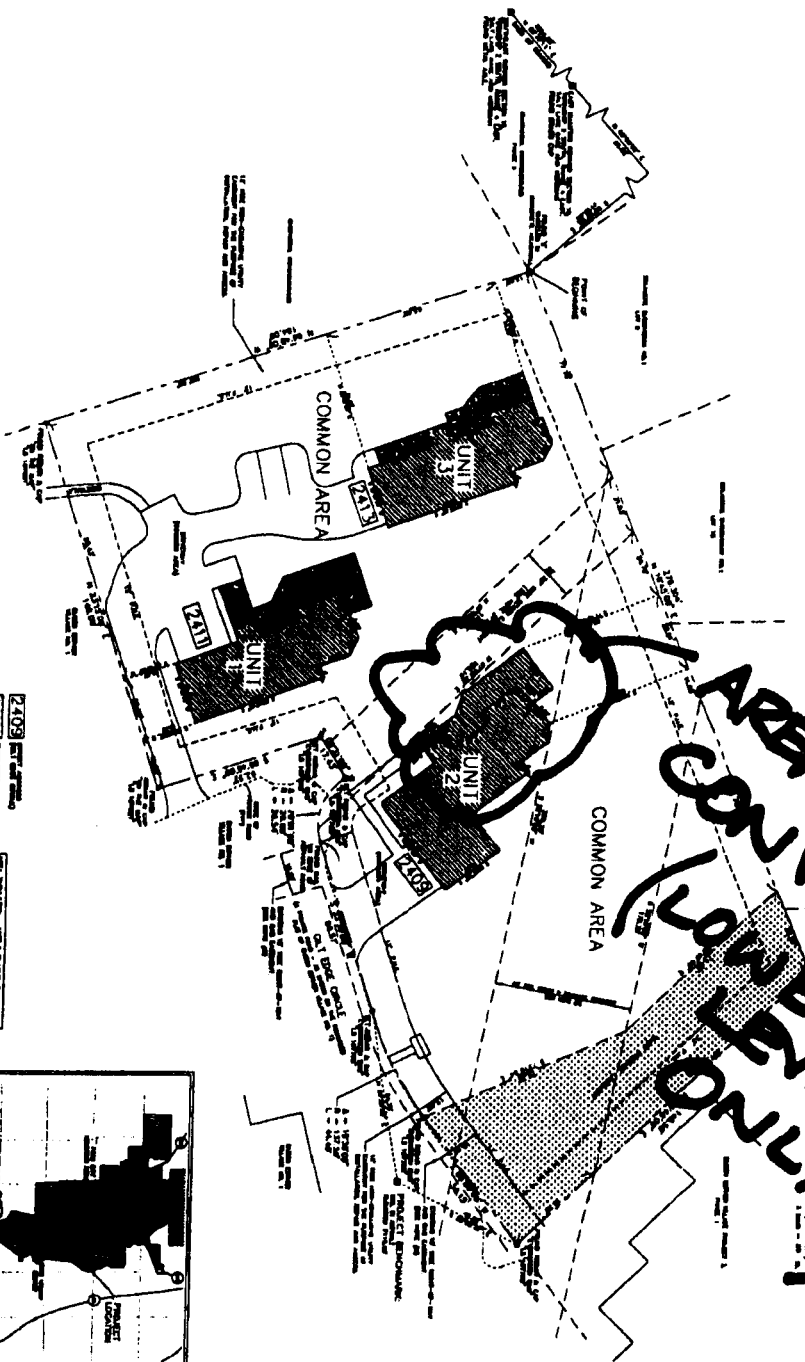
EXHIBIT C

[illegible]

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UNIT 100

RECORD OF SURVEY MAP ARROWOOD CONDOMINIUMS AT DEER VALLEY AMENDED - UNIT 2

A PARCEL OF LAND LOCATED WITHIN THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASIN AND METROPOLITAN PARK CITY, SALT LAKE COUNTY, UTAH



UNIT 1
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UNIT 4
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UNIT 32
UNIT 33

CITY PLANNING COMMISSION
APPROVED AND ACCEPTED BY THE PLANNING COMMISSION ON THIS DAY OF A.D. 200.

CITY ENGINEER
THE PLAT IS IN CONFORMANCE WITH THE PLANNING COMMISSION'S DECISION ON THIS DAY OF A.D. 200.

CITY COUNCIL APPROVAL
RECORDED TO THE BOOK OF CITY COUNCIL, THIS A.D. 200, AT THE CITY RECORDS DEPARTMENT ON THIS DAY OF A.D. 200.

APPROVAL AS TO FORM
APPROVED AS TO FORM ON THIS DAY OF A.D. 200.

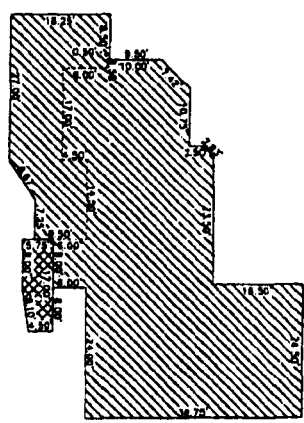
RECORDED
FILED OF RECORDED AND FILED AT THE REQUEST OF: COUNTY RECORDER

SPRINGVILLE BASIN W.R.D.
REVIEWED FOR CONFORMANCE TO SPRINGVILLE BASIN W.R.D. STANDARDS ON THIS DAY OF A.D. 200.

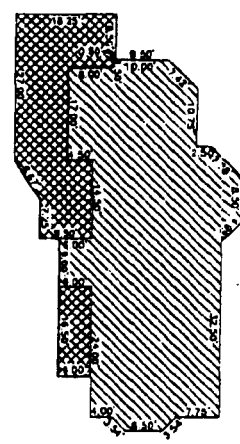
Evergreen Engineering, Inc.
1000 N. 1000 E. Suite 100
Salt Lake City, UT 84143
Tel: (801) 555-1234
Fax: (801) 555-5678

EX. D

1/2" = 1' - 0" SCALE
 92.7.1.1 - UNIT 2
 LOWER LEVEL - UNIT 2
 SCALE 1/2" = 1' - 0"



1/2" = 1' - 0" SCALE
 92.7.1.1 - UNIT 2
 MAIN LEVEL - UNIT 2
 SCALE 1/2" = 1' - 0"



1/2" = 1' - 0" SCALE 92.7.1.1 - UNIT 2 LOWER LEVEL - UNIT 2 SCALE 1/2" = 1' - 0"	1/2" = 1' - 0" SCALE 92.7.1.1 - UNIT 2 MAIN LEVEL - UNIT 2 SCALE 1/2" = 1' - 0"
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ARROWOOD CONDOMINIUMS AT
DEER VALLEY AMENDED UNIT 2
AREA TABULATION

1/2" = 1' - 0" SCALE
92.7.1.1 - UNIT 2
LOWER LEVEL - UNIT 2
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1/2" = 1' - 0" SCALE
92.7.1.1 - UNIT 2
LOWER LEVEL - UNIT 2
SCALE 1/2" = 1' - 0"

Letter of Approval 1:

Todd Krishner, April 7, 2024,

To Whom it may Concern:

I, Todd Kirshner, owner of the <Address Withheld> Gilt Edge Circle, agree to the proposed Plat amendment and construction of an addition to the property located at 2411 Gilt Edge Circle per the attached Garden Level Floor Plan. I can be reached at <Phone Number Withheld> if you have any questions.

Thank you.

Todd Kirshner

Letter of Approval 2:

Tom and Karen Easton

To Whom it may Concern:

Tom an Karen Easton (sic) owners of <Address Withheld> Gilt Edge Circle agree to the Platt amendment and construction of an Addition to the Property 2413 Gilt Edge Circle. We are also in the process of completing a similar project.

Sincerely,

Tom and Karen Easton

Letter of Approval 3:

Karen Easton, April 7, 2024

Hi Joyce and Todd,

I am attaching my letter of approval for the remodel of 2413 Gilt Edge Circle and I would ask if you could do the same for <Address Withheld>. I am also including my drawings for our addition. I just received Joyce's drawings. We are both just adding a room under our existing deck. I am understanding why we are having to amend the plat. The current plat map indicates that the area under the deck of <Address Withheld> and 2413 is common area so we need to amend that in order do do our additions. I am also attaching the minutes of the HOA meeting stating that we approved the renovations of <Address Withheld> and 2413.

I am also attaching the drawings for our addition. Pease get back to me with any questions or concerns. I guess it is still snowing in Park City. Great ski year.

Thank You,

Karen Easton

Planning Commission Staff Report



Subject: Bonanza Park Small Area Plan
Application: PL-24-06026
Author: Rebecca Ward, Planning Director
Date: June 13, 2024
Type of Item: Legislative

Recommendation

(I) Review the draft Bonanza Park Small Area Plan, (II) conduct a public hearing, and (III) consider forwarding a positive recommendation for City Council's consideration on June 27, 2024, based on the draft ordinance (Exhibit A).

Description

Applicant: Planning Department

Reason for Review: The Planning Commission conducts a public hearing and forwards a recommendation to the City Council for adoption of modifications to the General Plan.¹

LMC Land Management Code

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

Please see the [May 22 Staff Report](#) for project background. On May 22, 2024, the Planning Commission conducted a public hearing on the draft Bonanza Park Small Area Plan and provided input to the consultants MKSK (draft Meeting Minutes attached to the June 12 Planning Commission packet). The consultants incorporated Commission input in the updated draft for discussion, a public hearing, and possible recommendation for City Council's consideration (Exhibit A).

The most comprehensive changes requested by the Commission include:

- Maintaining Planning Commission discretion within the Frontage Protection Zone for development from 30-100 feet and limiting 45-foot-height allowances outside of the 100-foot setback, as well as establishing site-specific criteria to protect viewsheds, to encourage undergrounding of utilities, and to limit mechanical equipment and elevator shaft placement.
- Creating categorization with tiers for community benefits and establish a threshold that must be met to qualify.

¹ Utah Code [Section 10-9a-404](#)

For comprehensive information on the project, please visit www.bonanzapark.com.

Department Review

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

Alternatives

- The Planning Commission may forward a positive recommendation for City Council's consideration on June 27, 2024.
- The Planning Commission may amend the draft plan and forward a positive recommendation for City Council's consideration on June 27, 2024.
- The Planning Commission may forward a negative recommendation for City Council's consideration on June 27, 2024.
- The Planning Commission may request additional information and continue the public hearing to a later date.

Exhibits

Exhibit A: Draft Ordinance

Exhibit B: Draft Bonanza Park Small Area Plan

Exhibit C: Mobility Component

ORDINANCE NO. 2024-XX

AN ORDINANCE ADOPTING THE BONANZA PARK SMALL AREA PLAN AS A MODIFICATION TO THE PARK CITY GENERAL PLAN

WHEREAS, on March 6, 2014, the City Council adopted Ordinance No. 14-09, approving the Park City General Plan as a comprehensive rewrite of the March 20, 1997 General Plan and subsequent amendments;

WHEREAS, the adopted 2014 Park City General Plan recognizes the uniqueness of the Bonanza Park neighborhood—an approximately 200-acre area in the geographic core of Park City—and its opportunities and challenges, and recommends a Small Area Plan to provide a roadmap for the future redevelopment of the neighborhood;

WHEREAS, Bonanza Park was the City's northern entry corridor until the 1970s, when the area began to transform from agricultural and industrial rail uses that supported the developing resort community to the City's geographic mixed-use core intersected by the City's key intersections with a street network that developed along two converging rail lines that presents connectivity challenges;

WHEREAS, now is the time to adopt a comprehensive Small Area Plan for the Bonanza Park neighborhood – the EngineHouse project, the City's first ever public-private partnership in the development of affordable units in the center of the neighborhood with 99 affordable and 24 market-rate units is under construction and many properties within the neighborhood have submitted or plan to submit Master Planned Development applications for redevelopment and the built environment will transform in the coming years;

WHEREAS, on March 2, 2023, the City Council approved a contract with MKSK and subconsultants Fehr & Peers and Future IQ to complete the Bonanza Park Small Area Plan;

WHEREAS, the Mayor selected a thirteen-member advisory group representing a broad spectrum of residents, advocates, employers, partners, property owners, and key stakeholders, to meet four times throughout the process to support and augment the community engagement process, to provide feedback, and to serve in a partner in the implementation of the plan's concepts and recommendations;

WHEREAS, the consultants hosted three community meetings: July 19, 2023, October 18, 2023, and April 9, 2024;

WHEREAS, the consultants issued two surveys for community input: July 19, 2023, and October 18, 2023;

WHEREAS, the Planning Commission conducted a work session on January 10, 2024, and the City Council conducted a work session on August 29, 2023 and January 11, 2024, to review and discuss the community engagement results and to provide input and direction;

WHEREAS, the Bonanza Park Small Area Plan is centered around six community goals: Mixed-Use, Local, User-Friendly, Inclusive, Green, and Cultural and includes a Mobility Component to address traffic and connectivity challenges;

WHEREAS, the Bonanza Park Small Area Plan serves as a policy direction to prioritize and establish updates to the Land Management Code regulations for this neighborhood;

WHEREAS, the Bonanza Park Small Area Plan is in the best interest of Park City to provide policy direction resulting in orderly and balanced growth that reflects the community vision for the neighborhood;

WHEREAS, the Bonanza Park Small Area Plan complies with Utah Code Section 10-9a-404;

WHEREAS, on May 22, 2024, the Planning Commission opened a public hearing and on June 12, 2024, the Planning Commission conducted a public hearing and forwarded a _____ recommendation to the City Council;

NOW THEREFORE BE IT ORDAINED by the City Council of Park City that the Bonanza Park Small Area Plan is hereby approved and adopted, replacing in its entirety the 2014 Bonanza Park Neighborhood Plan. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 27th day of June 2024

PARK CITY MUNICIPAL CORPORATION

Mayor Nann Worel

Attest:

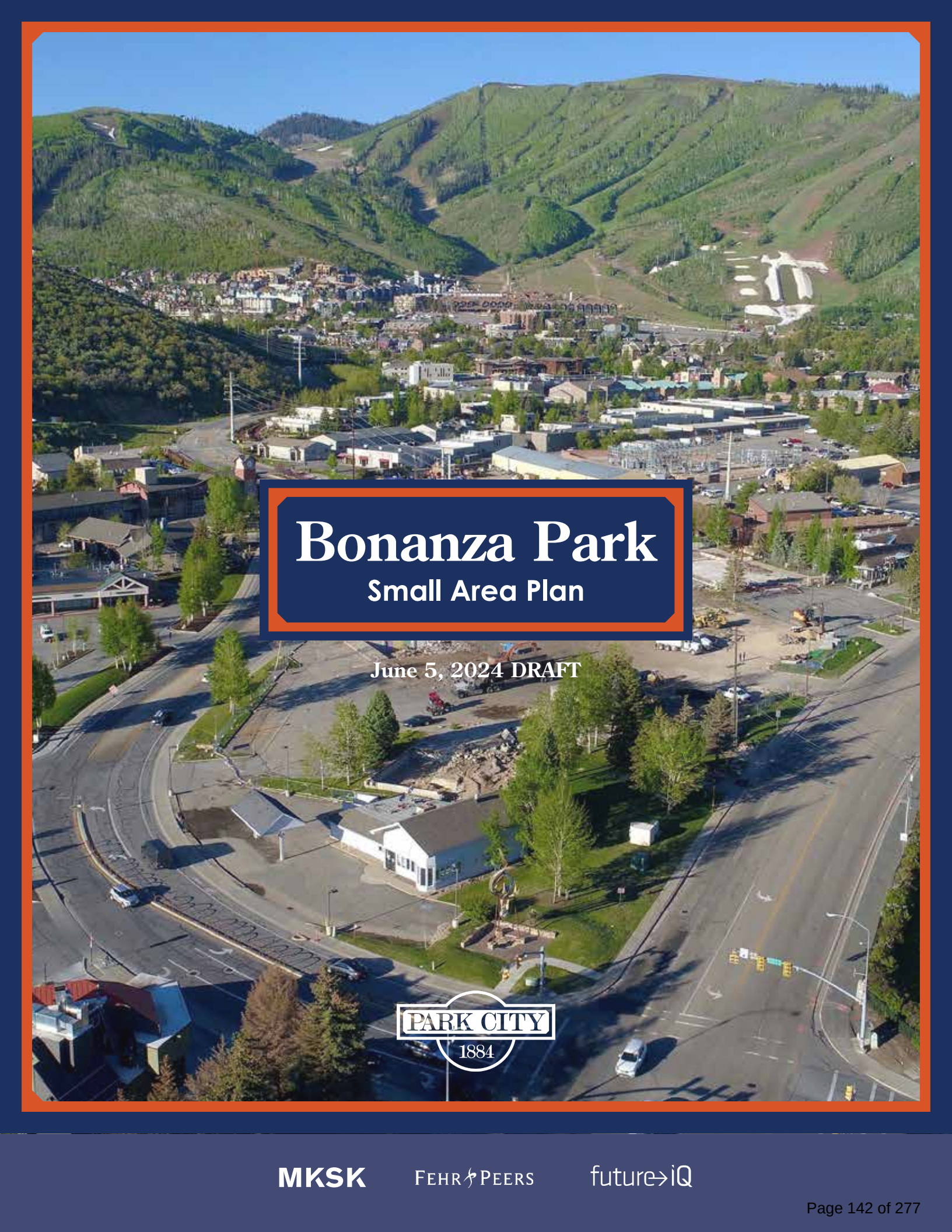
Michelle Kellogg, City Recorder

Approved as to form:

Margaret Plane, City Attorney

ATTACHMENT 1 – Bonanza Park Small Area Plan

DRAFT



Bonanza Park

Small Area Plan

June 5, 2024 DRAFT

PARK CITY

1884

Bonanza Park

Small Area Plan

This vision for Bonanza Park represents thousands of ideas, comments, and conversations we conducted through this process. We thank Parkites for their passion and engagement.

City Council

Nann Worel, Mayor & Liaison
Bill Ciraco
Ryan Dickey
Ed Parigian
Jeremy Rubell, Liaison
Tana Toly

Planning Commission

Christin Van Dine
John Frontero
Sarah Hall, Chair
Bill Johnson, Liaison
Rick Shand
Henry Sigg
Laura Suesser

Project Leadership

Mayor Nann Worel
Rebecca Ward, Planning Director
Jennifer McGrath, Deputy City Manager

Consultant Team

MKSK
Fehr & Peers
Future IQ

Advisory Group

Seth Adams
Veronica Monroy Alvaro
John Burdick
Craig Dennis
Mark Fischer
Elyse Kats
Casey Metzger
Angela Moschetta
Deborah Rentfrow
Brian Richards
Joel Shine
Teri Whitney
Mary Wintzer





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Stand-Alone Mobility Component Separate Document

Executive Summary



Mixed Use



Local



User-Friendly



Inclusive



Green



Cultural

A community-driven vision for Bonanza Park

The Bonanza Park Small Area Plan is a long-term vision that builds on the area's rich history and its meaningful place in the community.

With community engagement at its core, this plan re-imagines Bonanza Park as a more walkable, mixed-use, and livable community that continues to serve and be home to Parkites of all ages, incomes, and backgrounds. With a vision statement, six project goals, and 19 recommendations, this plan will guide public and private investment in Bonanza Park for the next ten years.

More than 1,500 Park City voices helped shape the ideas and concepts in this plan. The planning process

included three community meetings, two online surveys, 12 stakeholder roundtables, a project website with interactive features, and additional in-person engagement such as walking tours, coffee and pastries events, and meetings with students. The planning process was led by Park City Staff, with multiple touchpoints between the planning team, Planning Commission, and City Council at the culmination of three phases of community engagement. The process was advised by a 14-member Advisory Group including community leaders, business owners, and residents, that met four times through this process at key milestones to provide feedback to the planning team.

The plan's engagement set the foundation for a

1,500+

Park City Voices Engaged

3 Community Meetings
(500+ Attendees)

2 Online/Paper Surveys
(970 Responses)

12 Stakeholder Roundtables
(62 Stakeholders)

4 Advisory Group Meetings
(13 Members)

Ongoing Project Website

Additional In-Person Engagement

Vision Statement & Project Goals

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.

project vision statement that helped synthesize the community's hopes, needs, and expectations for the future of Bonanza Park. This statement, along with the results from the first phase of engagement, set the framework for the development of six project goals. These goals establish desired outcomes for Bonanza Park that are supported by the community and create the topic areas by which the plan's recommendations are organized. The goals were introduced to the community at the second community meeting, and were revised, refined, and added to following community feedback. The goals, listed below and shown in the accompanying graphic, build on what Parkites described as the future for Bonanza Park:

- **Bonanza Park is Mixed Use:** The Bonanza Park of tomorrow will be a mixed use neighborhood with livability in mind.
- **Bonanza Park is User-Friendly:** The future Bonanza Park will be a safe haven for pedestrians, cyclists, and transit riders.
- **Bonanza Park is Local:** Bonanza Park will continue to be a locals neighborhood that serves Parkites through and through.
- **Bonanza Park is...Inclusive:** Bonanza Park will remain attainable to Park City's workforce.
- **Bonanza Park is Green:** Bonanza Park will add community gathering spaces and new sustainable development.
- **Bonanza Park is Cultural:** Bonanza Park will weave arts and culture into the community fabric.



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

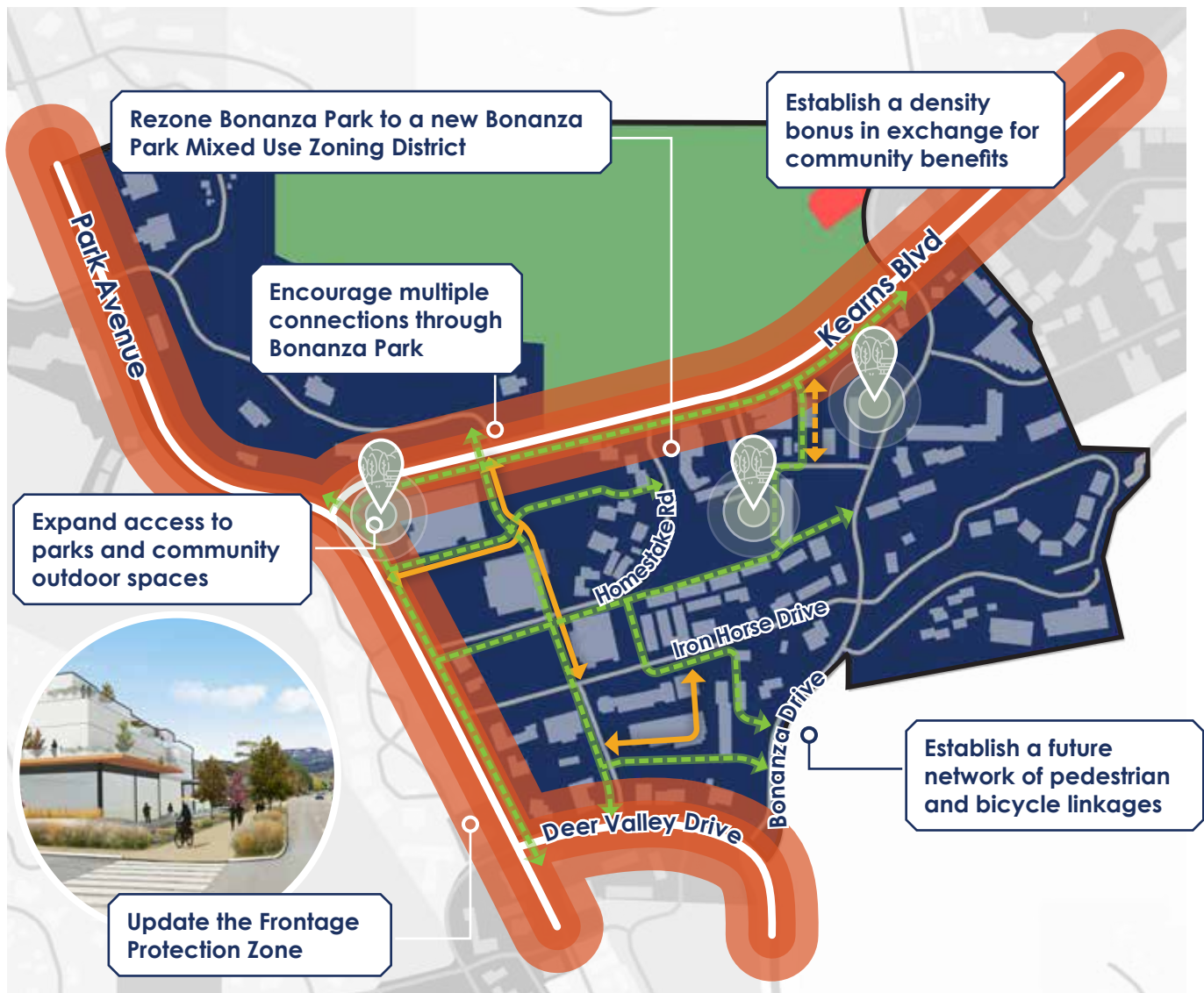
Create a more welcoming and sustainable community.



Cultural

Weave arts and culture into the community fabric.

Key Recommendations



One of the plan's key recommendations, and a major tool in ensuring that Bonanza Park grows into a more vibrant neighborhood, is the creation of a new Bonanza Park Mixed Use Zoning (BPMX) District to replace the current outdated and more commercial- and auto-driven zoning. This future BPMX is an umbrella recommendation that will enable and overlap with many of the concepts and ideas in many of the plan's goals. The BPMX will not only establish a zoning tool that is appropriate for the area's existing conditions, but it will also guide

growth and development for key redevelopment sites in Bonanza Park. The BPMX does so by encouraging a mix of uses and providing a path toward increasing building heights to 45-feet through the addition of a density bonus in which developers provide significant community benefit in return for increased density.

Understanding that this additional density, while largely supported by the community, will impact viewsheds in Park City's scenic corridors, the plan also recommends updating the Frontage Protection Zone (FPZ). Updates to the FPZ will ensure

that development along these key corridors will honor Park City's scale and character and will ensure that any increases to allowable building heights with community benefits, are stepped back to protect mountain views.

The plan also has a clear and definitive focus on improvements to the public realm to support this additional density and create an environment in which Parkites can safely walk, bike, and ride transit. The plan's User-Friendly goal ensures that all streets in Bonanza Park include basic pedestrian facilities, such as sidewalks and marked crossings at intersections, and all current sidewalk gaps identified in this plan are addressed. As well, the plan recommends potential future pedestrian and trail connections within the neighborhood to fix a connectivity gap between the nearby Rail Trail, the McLeod Creek Trail, and Poison Creek Trail.

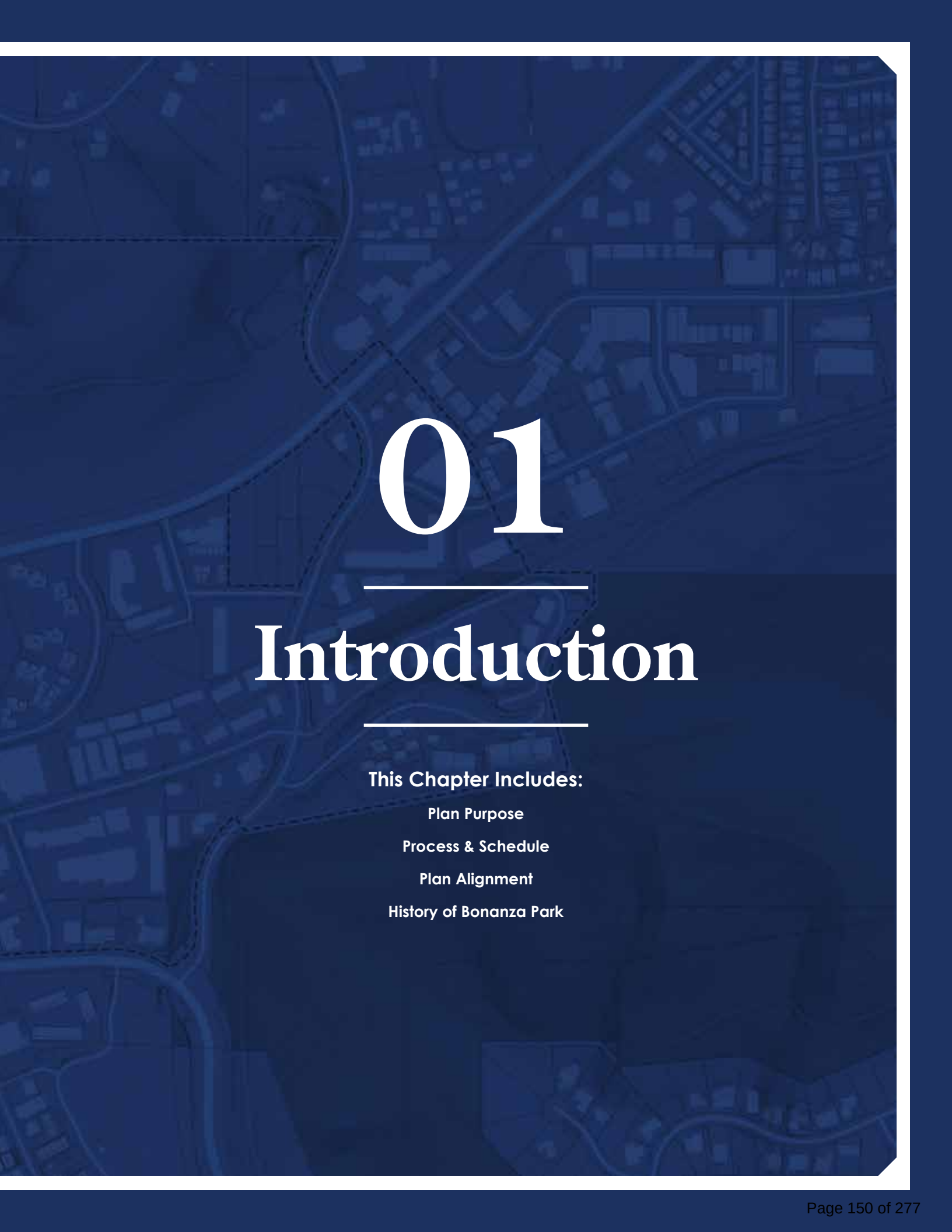
The plan also includes recommendations to ensure that Bonanza Park remains a "locals' neighborhood," such as policies to limit chain businesses, creating new community gathering spaces, and working with the development community to build more affordable and workforce housing. As the home for the Kimball Art Center, Bonanza Park is also a significant hub for Park City's art scene. Through recommendations in the Cultural goal, this plan builds on this momentum to encourage new public art and placemaking elements throughout the neighborhood.

Combined, these recommendations will facilitate the vision for Bonanza Park and create the community that Parkites desire.



Mixed Use	Create a mixed use neighborhood with livability in mind
MU1	Create a Bonanza Park Mixed Use District
MU2	Update the Frontage Protection Zone
MU3	Establish development guidelines for new multifamily and mixed-use buildings
Local	Support locally-owned business & entrepreneurship
L1	Limit nightly rentals, hotels, and timeshares
L2	Limit conventional chain businesses
L3	Cap commercial square footage per building
User-Friendly	Create a safe & intuitive network for pedestrians, cyclists, and transit users
UF1	Establish a future network of pedestrian and bicycle linkages through Bonanza Park
UF2	When considering development proposals, encourage multiple connections through Bonanza Park
UF3	Leverage future developments to fund and implement mobility improvements
UF4	Create a vibrant pedestrian-oriented neighborhood
Inclusive	Expand the availability of affordable and workforce housing units
I1	Work with the development community to build more affordable and workforce housing
I2	Establish bold affordability metrics to guide decision-making
I3	Work with residents and property owners to preserve naturally occurring moderate income housing
I4	Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.
Green	Create a more welcoming and sustainable community
G1	Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park
G2	Provide examples of publicly accessible green spaces or outdoor community spaces
G3	Incentivize sustainable development within Bonanza Park
Cultural	Weave arts and culture into the community fabric
C1	Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.
C2	Ensure that public art is meaningfully incorporated into development proposals



An aerial map of a suburban area with houses, streets, and a river, rendered in a dark blue monochrome style. The map is the background for the entire page.

01

Introduction

This Chapter Includes:

Plan Purpose

Process & Schedule

Plan Alignment

History of Bonanza Park

The Purpose of this Plan

The Bonanza Park Small Area Plan addresses the planning needs and policy goals of residents, business owners, and stakeholders.

Located just north of Old Town, Bonanza Park is considered by many a “local’s” neighborhood. Home to hundreds of residents and businesses, the area is where Parkites come to shop, run errands, recreate, and visit local destinations.

Over the last five years, Bonanza Park and its nearby areas have continued to welcome new visitors and residents. Within its boundary, current and proposed developments will bring in new residential units, restaurants, hotel rooms, and retail.

As such, Bonanza Park is at the crux of a transformation. With more redevelopments on the horizon, the neighborhood may experience a significant shift in its character and scale. From a redevelopment of the five acre site at the intersection of Kearns Boulevard and Bonanza Drive, to a potential redevelopment

of the DoubleTree Hotel site, the future Bonanza Park and Iron Horse District will likely include hundreds of new residents, businesses, and destinations.

With walkability and livability in mind, the time to plan for the future of Bonanza Park is now.

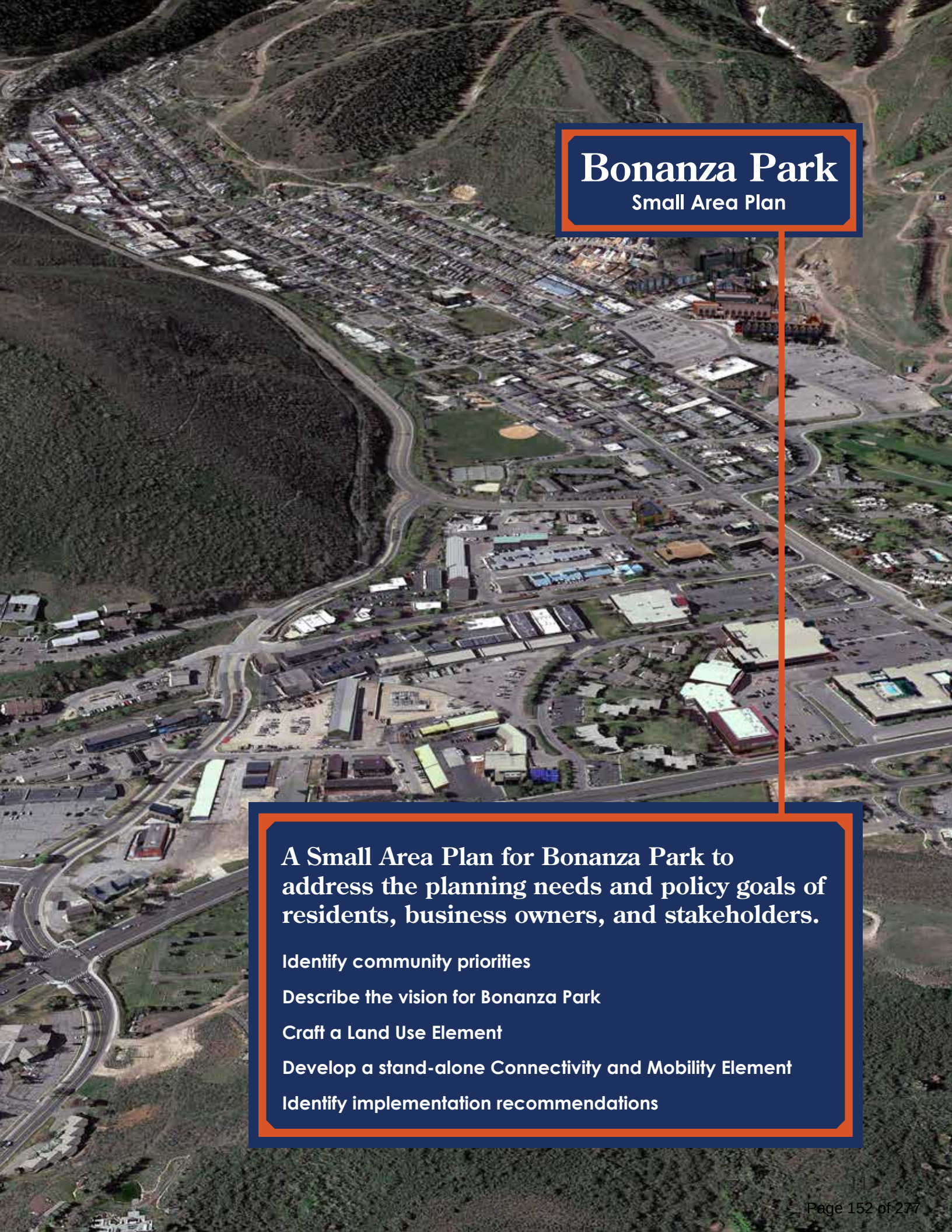
This plan is an opportunity to reflect on the past, examine current trends, and chart a future for this expected growth. As redevelopment occurs, this plan sets a vision to align improvements with the needs and expectations of Parkites.

This plan does so by engaging the Park City Community to establish a long term vision for the neighborhood, and outline recommendations that get the community closer to this vision. Through community meetings, online surveys, walking tours, stakeholder roundtables, and one-on-one engagement with community groups, this

plan represents the ideas, aspirations, and optimism of more than 1,500 Park City voices engaged through this process.

Their vision for the future of the neighborhood is distilled through a single vision statement for the future of the community, followed by six project goals outlining focus areas. A series of recommendations are introduced under each goal in the third chapter of this document, Bonanza Park Tomorrow.

Together, this vision, the goals, and the recommendations will help steer Bonanza Park toward a more walkable, connected, livable, and inclusive community for current and future Parkites.

An aerial photograph of a suburban area with a mix of residential houses, commercial buildings, and parking lots. A winding road cuts through the landscape, which is bordered by green hills in the background. The image is used as a background for the document.

Bonanza Park

Small Area Plan

A Small Area Plan for Bonanza Park to address the planning needs and policy goals of residents, business owners, and stakeholders.

Identify community priorities

Describe the vision for Bonanza Park

Craft a Land Use Element

Develop a stand-alone Connectivity and Mobility Element

Identify implementation recommendations

Process & Schedule

Launched in May of 2023, the 14-month process was divided into six major project tasks from project kickoff to plan adoption.

The Bonanza Park Small Area Plan was led by Park City Municipal Corporation (PCMC) Planning Staff, in collaboration with a consultant team composed by planning and design firm MKSK, engagement specialists FutureIQ, and mobility and transportation experts Fehr and Peers. Between May of 2023 and June of 2024, this planning team engaged with the Park City community and steered this process from kickoff through plan adoption.

The planning process was guided by a Project Management Team (PMT) composed of PCMC Staff, meeting biweekly with members of the planning team. This PMT reported on progress to Park City's Planning Commission and City Council.

As seen on the graphic on the adjoining page, the first three tasks of this process, from May to July of 2023, consisted of project initiation and understanding, and included the first phase of community engagement. Starting with a kickoff meeting with the Advisory Group on May 23 and a Community Kickoff Meeting on July 19, 2023, and culminating with an update to City Council to share engagement results on August 29, 2023, the first phase of engagement provided initial direction for the plan's vision and goals.

The plan's second phase of engagement occurred in Task 4, between August and November of 2023, overlapping with the development of the plan's land use and connectivity frameworks. This second phase, which

included a third meeting with the Advisory Group and a second Community Meeting on October 18, 2023, culminated with an update to Planning Commission on January 10, 2024 and City Council on January 11, 2024, to share Phase 2 Engagement results.

Tasks 5 and 6 oversaw the third and final phase of engagement, and the creation of this final document outlining the plan's process and recommendations. This third phase of engagement included a fourth Advisory Group Meeting on February 14 and a third and final Community Meeting on April 9, 2023. Following this meeting, the plan's adoption process, including meetings with Planning Commission and City Council, occurred between May and July of 2024.

Community Engagement Phase 1

Task 1: Define plan timetable and existing conditions [May 2023]

Existing Conditions Assessment
Plan Alignment

Advisory Group Meeting 1
(May 23, 2023)



Task 2: Develop a community engagement plan [June 2023]

Project Website Launch
Stakeholder Roundtables

Stakeholder Roundtables
(July 20, 2023)



Task 3: Develop neighborhood vision & plan goals/objectives [July 2023]

Plan Goals and Objectives
Vision Statement

Advisory Group Meeting 2
(July 19, 2023)

Community Meeting 1
(July 19, 2023)

Task 4: Develop plan components [August 2023 - January 2024]

Land Use Component
Stand-Alone Mobility Component

Advisory Group Meeting 3
(October 18, 2023)

Community Meeting 2
(October 18, 2023)



Task 5: Develop an implementation plan [January 2024 - April 2023]

Land Use and Mobility Component Refinement
Implementation Strategy



Task 6: Develop Final Report and Plan Adoption [January - June 2024]

Final Document

Advisory Group Meeting 4
(February 14, 2024)

Community Meeting 3
(April 9, 2024)

Adoption Process

Community Engagement Phase 2

Community Engagement Phase 3

Community

Community

Plan Alignment

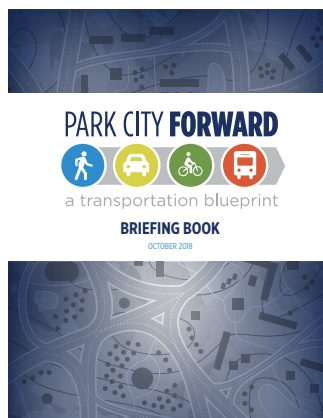
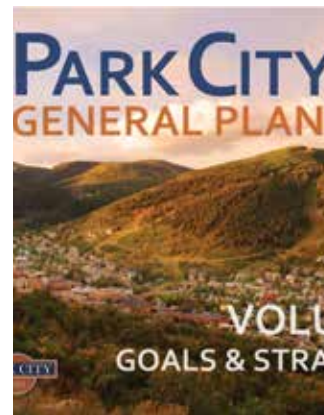
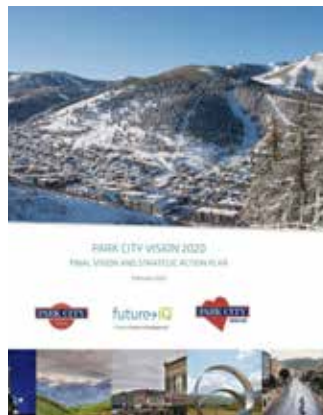
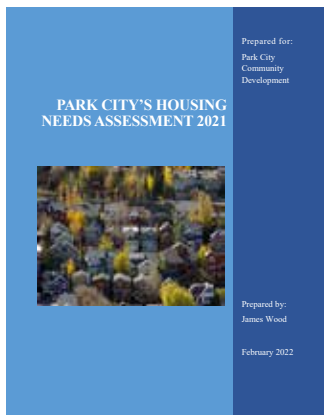
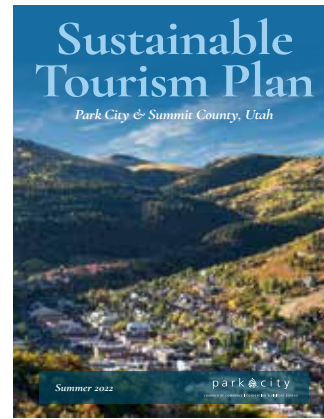
An analysis of previous and ongoing planning efforts in Park City that overlap with the site boundaries of this project

Throughout the last decade, Park City has engaged its residents in various planning processes. These plans, studies, and visioning documents establish a strong foundation for the Bonanza Park Small Area Plan. The plans touch on issues and themes relevant to Bonanza Park and this plan, from housing and transportation needs, to citywide goals and visioning.

At the onset of this planning process, the planning team conducted a review of the most recent and applicable studies, listed to the right. These studies were examined through the lens of their applicability to Bonanza Park to help understand the study area from a regional and citywide perspective. Their inclusion into this study honors and respects the thousands of Parkites engaged through these plans.

Plans Reviewed:

Draft Bonanza Park Plan (2012, Not Adopted)
Park City General Plan (2014)
Transportation Demand Management Report (2016)
Arts + Culture Master Planned Development Submittal (2020)
Affordable Housing Assessment (2021)
Park City Vision 2020 (2021)
Sustainability Plan (2022)
Rail Trail Master Plan (2022)
Moderate Income Housing Plan (2022)
Park City Forward - Long Range Transportation Plan (2022)
Park City Forward Vision Summary (2022)
Short-Range Transit Plan (2016 and 2023 Update)
5-Acre Site Feasibility Study (2023-2024, concurrent)



Park City Vision 2020

Through Vision 2020, Park City established a community-supported future of 'Embracing Bold Action'.

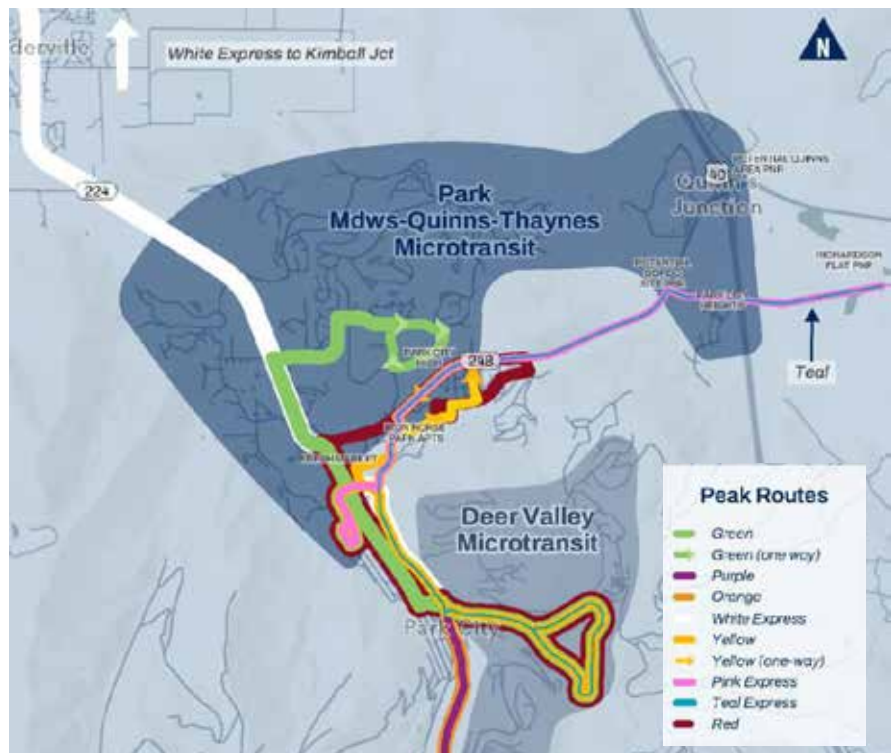
- **Regional Approach:** The scale of development occurring around Park City threatens to dwarf and overwhelm local efforts to manage growth and change.
- **Social Fabric:** Park City residents are concerned about neighborhoods turning over to nightly rentals, lack of affordability and displacement of locals.
- **Living laboratory:** Experimenting and testing new approaches to solve key challenges.



Transportation Plans (2016-2023)

Various transportation plans have identified priority projects around Bonanza Park.

- Improve sidewalks and crossings and develop multimodal improvements in the Bonanza District along Bonanza Drive, Park Avenue, Kearns Boulevard, and Deer Valley Drive (Park City Forward)
- SR-248 (Kearns Boulevard) has pronounced AM and PM peaks year-round, though they are more pronounced in the winter (TDMR).
- The 2023 Short Range Transit Plan recommends improvements to the SR-248 Corridor via new express routes with 15-20 minute peak frequency and longterm BRT (bus rapid transit) infrastructure.

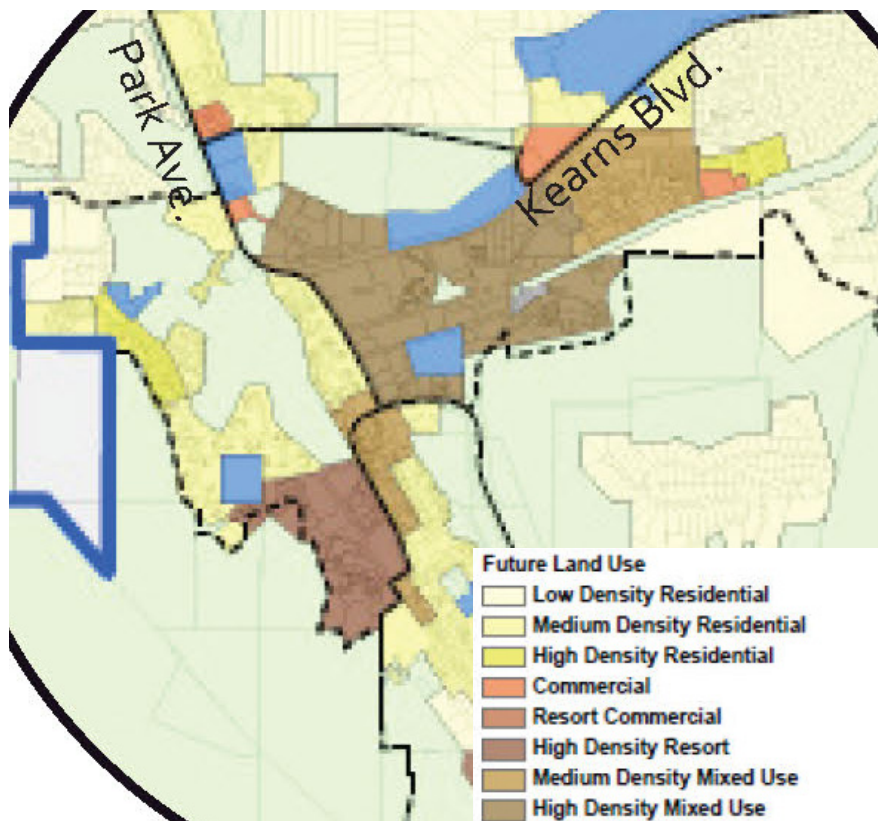


2023 Short-Range Transit Plan
2022 Park City Forward - Long-Range Transportation Plan
2016 Transportation Demand Management Report (TDMR)

Park City General Plan (2014)

The General Plan identifies Bonanza Park as a potential future compact, mixed-use center along a priority transit corridor.

- Future land uses for the neighborhood show a concentration of mixed use to replace commercial land uses.
- There is an opportunity to expand the Transfer of Development Rights (TDR) program for Bonanza Park to receive density from "sending zones."
- Establish a neighborhood economic development tool for the Bonanza Park District to utilize increased tax revenues into the redevelopment area.

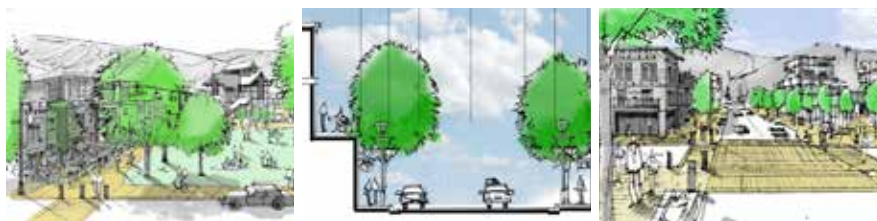
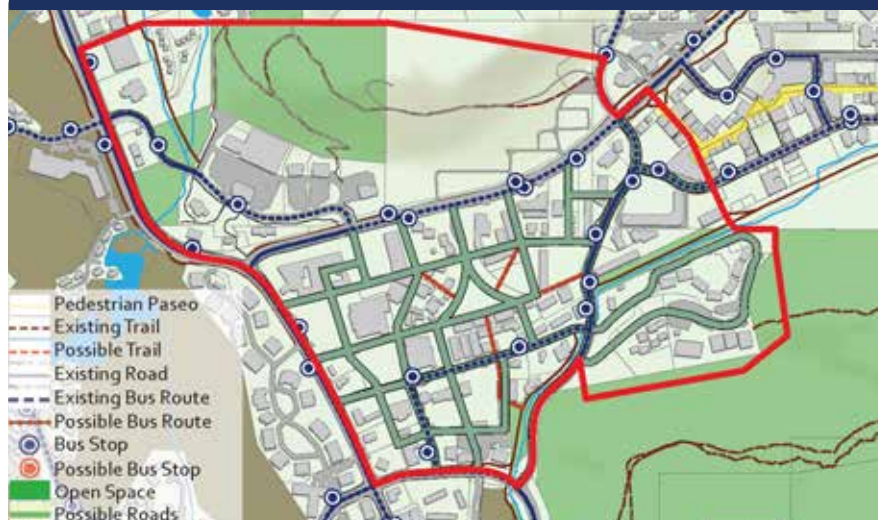


Evolution of Place (2012) & General Plan (2014)

The General Plan described Bonanza Park and Snow Creek as "A mixed use neighborhood in which locals live and work."

- Gentrification is one of the greatest threats to the neighborhood's affordability.
- Light Industrial zoning is within walking proximity of residential units.
- Multifamily residential uses should be concentrated within the Bonanza Park redevelopment area to provide more Life-cycle Housing.
- Establish a limit on nightly rentals to protect the area as a locals neighborhood.

Images in the General Plan Neighborhoods Section reference the 2012 Bonanza Park - The Evolution of Place (2012, draft plan not adopted)



Housing Studies (2021 - 2022)

Both housing studies identified a need for affordable housing units in Park City.

- Park City has an inventory of 650 affordable housing units with a 99% occupancy rate, with 600 units planned for development by 2026 (Housing Needs Assessment).
- The city's affordable inventory meets the housing needs of about 6% of the workforce. The 600 units planned would bring the share to 11%, about 400 units short of the 15% goal.
- Park City will need to add 800 to 1,000 new units in the next five years, adding both rental and for-sale (80-20 ratio) to the inventory with rental units targeted to households at 63% or below AMI (Moderate Income Housing Plan).

Affordable Housing Assessment (2021) Moderate Income Housing Plan (2022)



Arts & Culture District (2020)

A previous planning study and development proposal for the 5-acre site included the following:

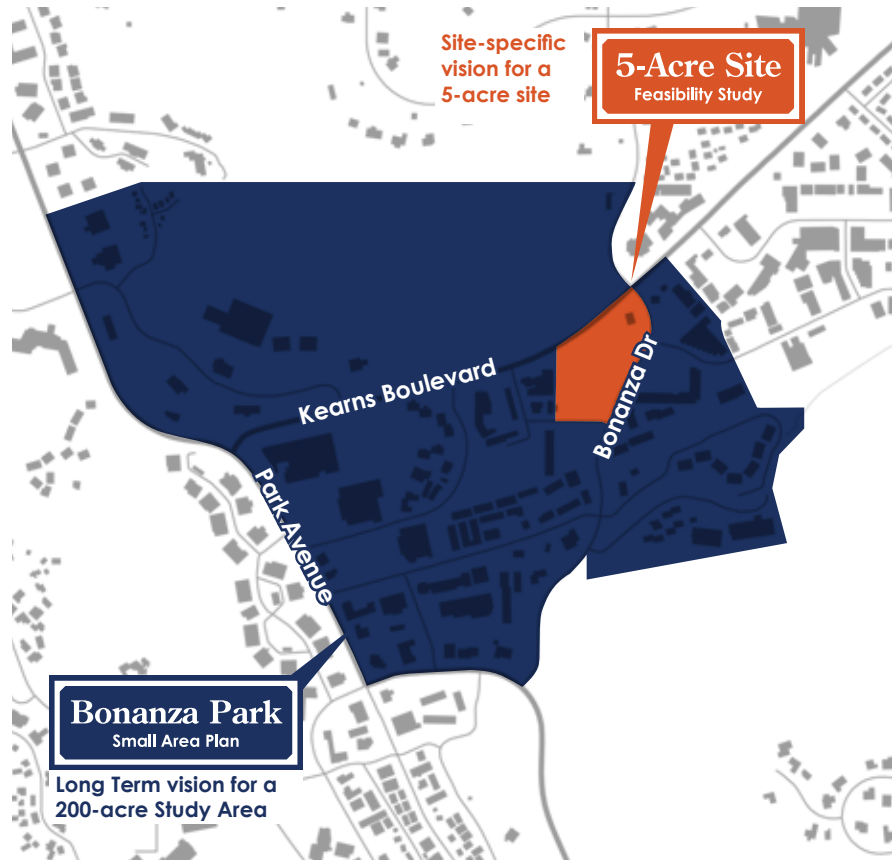
- Two cultural anchors - a permanent location for the Kimball Art Center and Utah offices for Sundance Institute.
- 50 rental units, ranging in size from 400 square feet to 900 square feet. Rents proposed as restricted workforce or otherwise affordable stock, with 8 restricted to artist-in-residency programs and 12 unfinished co-op spaces available to rent.
- A food hall with an anchor tenant as well emerging food purveyors.
- Creative spaces like classrooms, artist exhibition space, and event spaces.



5-Acre Site Feasibility Study (2023-2024, concurrent)

Running concurrently to this process and sharing engagement events, the 5 Acre Site Feasibility Study will craft a community-supported vision for the city-owned property at the intersection of Kearns Boulevard and Bonanza Drive. This feasibility plan, which shared engagement meetings with the Bonanza Park Small Area plan, focused entirely on the 5-acre site and included its own activities, presentation slides, and informational displays. This feasibility study:

- Identified best practices for community-based redevelopment.
- Engaged the community to understand and quantify support for various land uses and densities.
- Identified market and economic feasibility for development scenarios.
- Provided strategic recommendations for implementation next steps.



Bonanza Park History

**Looking back to understand
Bonanza Park's history and
background, and how that will
help us shape its future.**

Bonanza Park served as Park City's northern entry corridor for nearly 100 years. While Old Town developed with commerce along Main Street and residences tucked within the Old Town canyons, Bonanza Park provided vast undeveloped land on the outskirts of town for small farms, pastures, and community gathering spaces like baseball fields and land for the circuses and carnivals that passed through town.

When rail came to town in the 1880s, two lines converged in Bonanza Park with support uses providing a much-needed link from the mines to the markets. When the first of Ford's "Tin Lizzies" arrived in Park City by rail in 1909, within a few years one of the neighborhood's major roads, Kearns Boulevard,

was under construction to connect Park City with the broader region by car.

As more people passed through the neighborhood by car, in the 1930s, local Pop Jenks opened a popular restaurant at the corner of Park Avenue and Kearns Boulevard. In the 1940s, Coffee John's and Fred Ealy's gas station were built alongside.

Also in the 1940s, the open acreage in Bonanza Park became a dumping ground for Pacific Bridge, the company that reprocessed mill tailings, and properties within the neighborhood are now part of the Soils Ordinance Boundary to remediate the soils.

In the 1960s, as Park City transformed from a mining town to a resort town with the opening of Treasure Mountain



*Historical rail lines in Bonanza Park
(Park City Museum)*

Resort in 1963, Bonanza Park developed into a commercial and residential neighborhood, and a selling point was plenty of parking at a location away from congested Old Town.

Today, Bonanza Park is a neighborhood many call home and continues to be an area for local gathering, and a neighborhood that will transform in the coming decade through redevelopment.



Anderson Lumberyard
(current location of Boneyard).



Pop Jenk's Cafe was a popular restaurant on the NE corner of Park Avenue and Kearns Boulevard. Subject to a fire, the location is now home to the Roadhouse Grill.



An early structure in Bonanza Park



Bonanza Park in 1938 (Source: Utah Geological Survey)



Construction of the Rail Trail



Bonanza Park in 1978 (Source: Utah Geological Survey)





02

Bonanza Park Today

This Chapter Includes:

Summary of Existing Conditions

Community Engagement Results

Vision Statement and Project Goals

Summary of Existing Conditions

Located at the geographical center of Park City, Bonanza Park is home to hundreds of residents, businesses, and daily visitors.

Bonanza Park is a diverse Park City neighborhood located just north of Old Town, centered around the intersection of Kearns Boulevard and Park Avenue. Bonanza Park is long considered where locals live, shop, and dine.

For the purposes of this plan the planning team focused on a 200-acre study area boundary established in Park City's 2014 General Plan, shown on the map in the adjacent page. Generally bound by Park Avenue to the west, Deer Valley Drive to the south, Bonanza Drive and Prospector to the east, and the Park City Cemetery toward Snow Creek Drive to the north, the study area encapsulates much of what Parkites anecdotally described Bonanza Park in the engagement process.

The neighborhood is largely composed of retail,

commercial, and municipal uses, as well as large surface parking lots. With 159 businesses employing 1,393 workers (Esri, 2023), Bonanza Park is vital to Park City's local economy. The neighborhood is home to vital services and shopping destinations, such as two full-size groceries, banks, coffee shops, and a variety of restaurants.

Nonetheless, Bonanza Park continues to serve as one of Park City's residential neighborhoods, and is home to a 2023 population of 729 full time residents in 229 housing units (U.S. Census). Bonanza Park is mostly a plan where Parkites rent to live in their residence - a majority, or 54.1%, of the 181 households living in Bonanza Park rent their home, with 45.9% owning their home (Esri, 2020).

Demographics At a Glance

729

2023 Population in 184 Households (U.S. Census)

229

2020 Total Housing Units, 43.7% rentals (Esri)

\$152,828

Median Household Income - \$131,916 in Summit County (Esri)

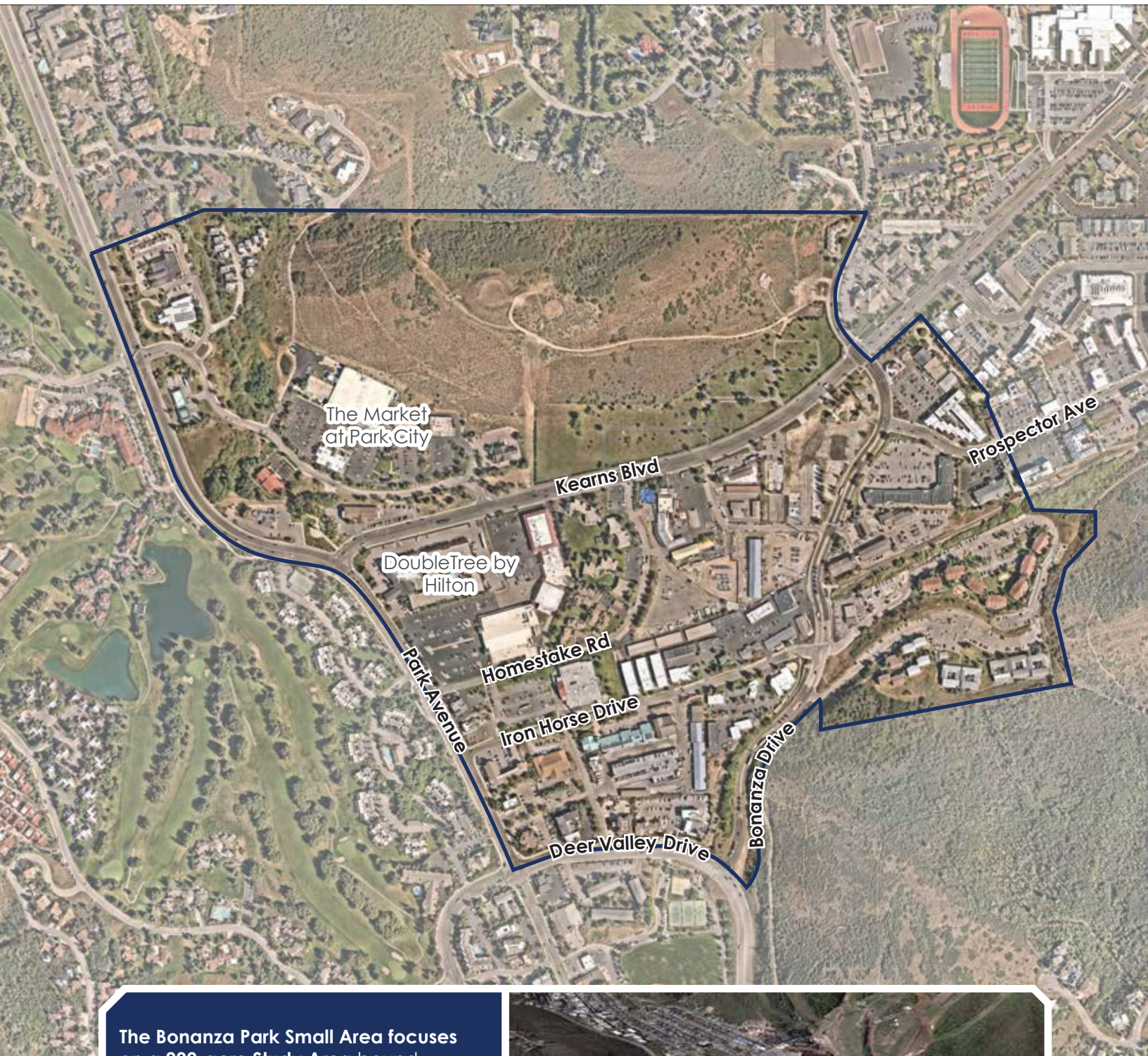
159

Total Businesses (Esri)

1,393

Total Employees (Esri)

Bonanza Park Study Area



The Bonanza Park Small Area focuses on a 200-acre Study Area bound by Park Avenue, Deer Valley Drive, Bonanza Drive, Prospector Square, and the Park City Cemetery toward Snow Creek Drive. Nonetheless, the Area Plan considered the neighborhood's connections and transitions to its nearby communities, as well as its positioning within Park City.



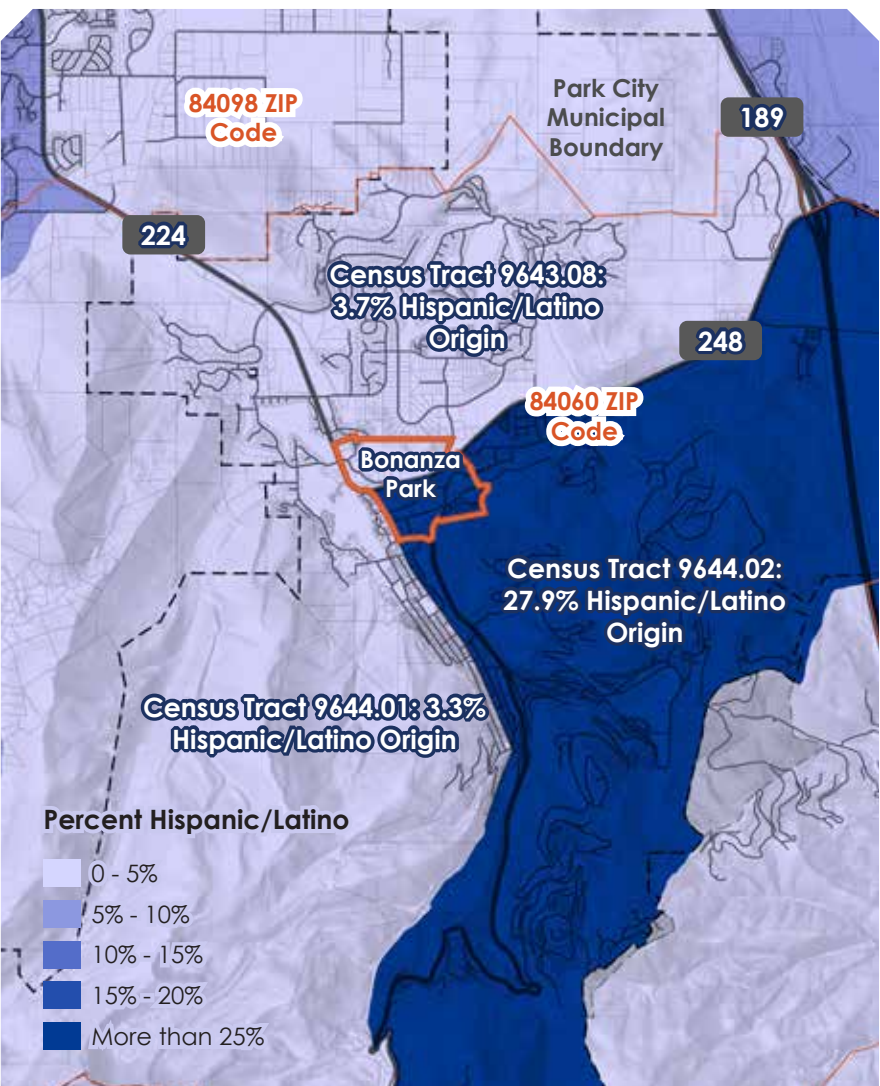
Percent Hispanic/Latino

Of its 2022 estimated citywide population of 8,374 residents, 15.3% are of Hispanic/Latino origin. As a hub for Park City's Latino community, Bonanza Park's 200-acre boundary has 44.3% of its population identifying as having Hispanic/Latino origin. This is a higher number than its surrounding census tracts, as shown on the map to the right (U.S. Census).

Bonanza Park is significant gateway into Park City. Its two main roadways, Park Avenue and Kearns Boulevard, funnel vehicular traffic into and out of the city from nearby State Route 189 and Interstate 80, respectively. As such, many tourists, residents, and commuters experience these corridors and move through Bonanza Park when heading toward Old Town and Park City's ski resorts.

As a geographical center for the city, Bonanza Park sits between vibrant residential and commercial communities. Nestled between the charming residences of Park Meadows, the mixed use character of Prospector, and the picturesque and world-renowned Old Town, Bonanza Park has the opportunity to connect the city.

Despite this centrality, and its location at the crux of various vibrant neighborhoods, Bonanza Park remains a neighborhood where many drive through, but few walk toward. Its auto-oriented physical nature, exacerbated by auto-oriented land uses and development patterns, both challenge connectivity and create an opportunity for this plan to explore.



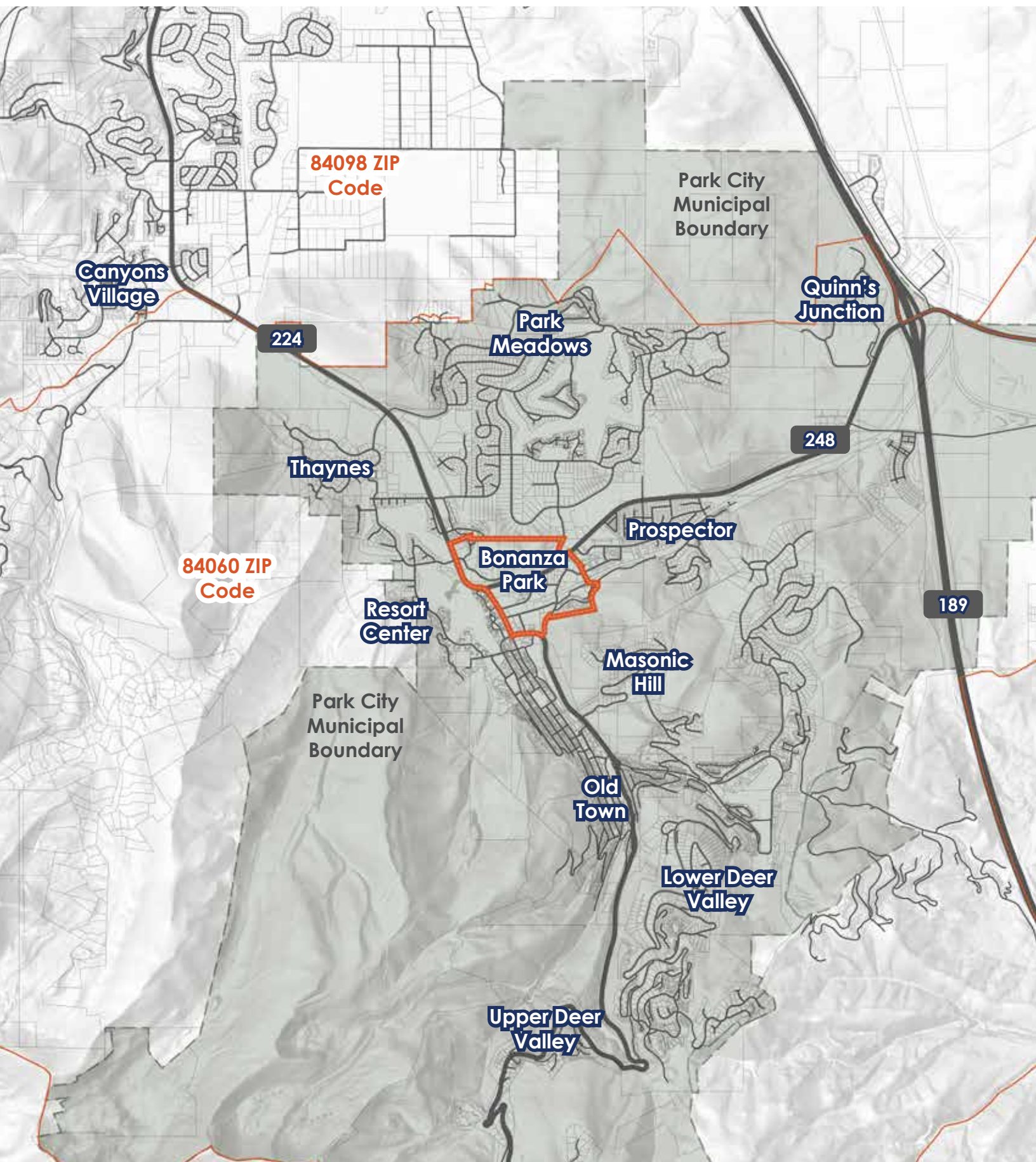
Bonanza Park Boundary 2023 Population by Race/ Ethnicity (Esri)

White	53.7%
Black	0.8%
American Indian	0.4%
Asian	2.9%
Pacific Islander	0.0%
Some Other Race	28.8%
Two or More Races	13.3%

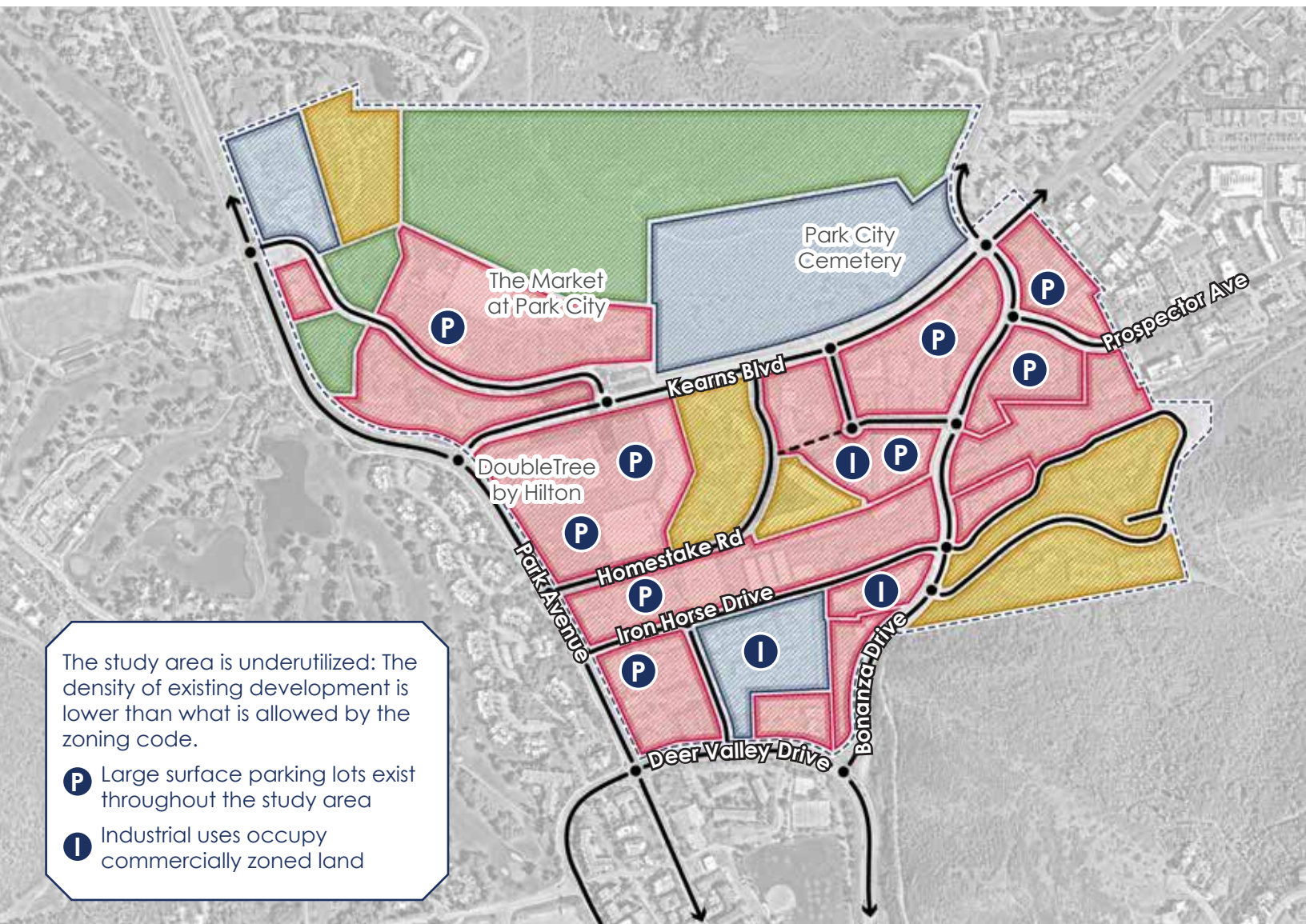
44.3%

**Bonanza Park
Hispanic Origin of
2023 Population
(Esri)**

Bonanza Park Regional Context



Existing Land Uses & Underutilized Areas



Bonanza Park is primarily composed of commercial and retail uses. Home to two grocery stores, a hotel, restaurants, and shops, the neighborhood is a significant shopping and dining destination for Parkites. As shown on the map, many of these commercial properties were designed with car users in mind, many featuring large surface parking lots along major roads and wide setbacks.

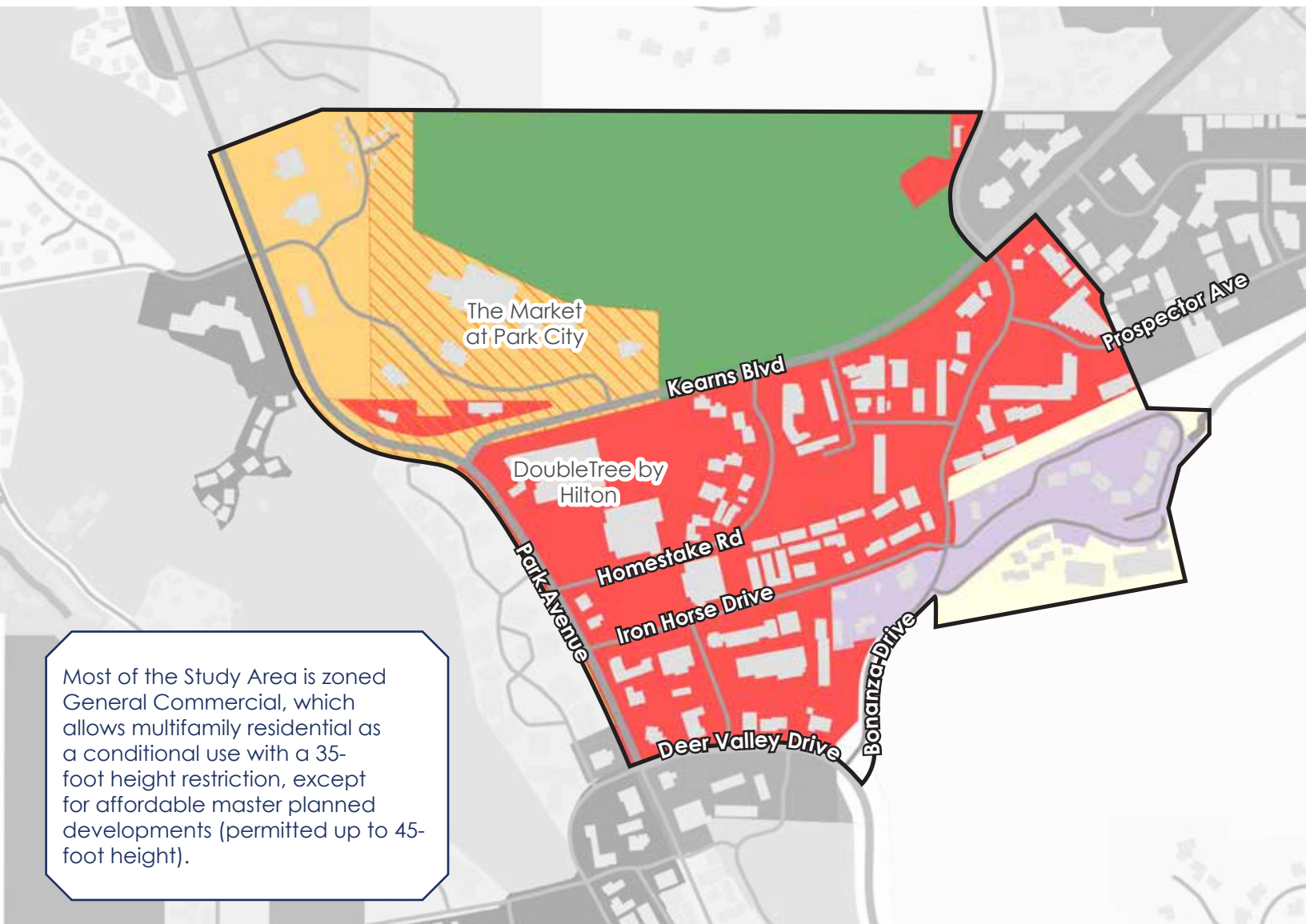
Once considered the “outskirts” of town, Bonanza Park also includes municipal uses often found at the perimeter of a community, not in its

geographical center. These include a public works facility, a recycling center, storage facilities, gravel parking areas and storage yards, and an electric substation. These legacy industrial and commercial uses sit adjacent to residential areas, which include multifamily condos, apartments, and affordable cottages.

Much of the 200-acre boundary is dedicated to preserved green spaces with sensitive slopes north of Kearns Boulevard, and the Park City Cemetery.

- Institutional
- Commercial
- Residential
- Open Space

Existing Zoning Districts



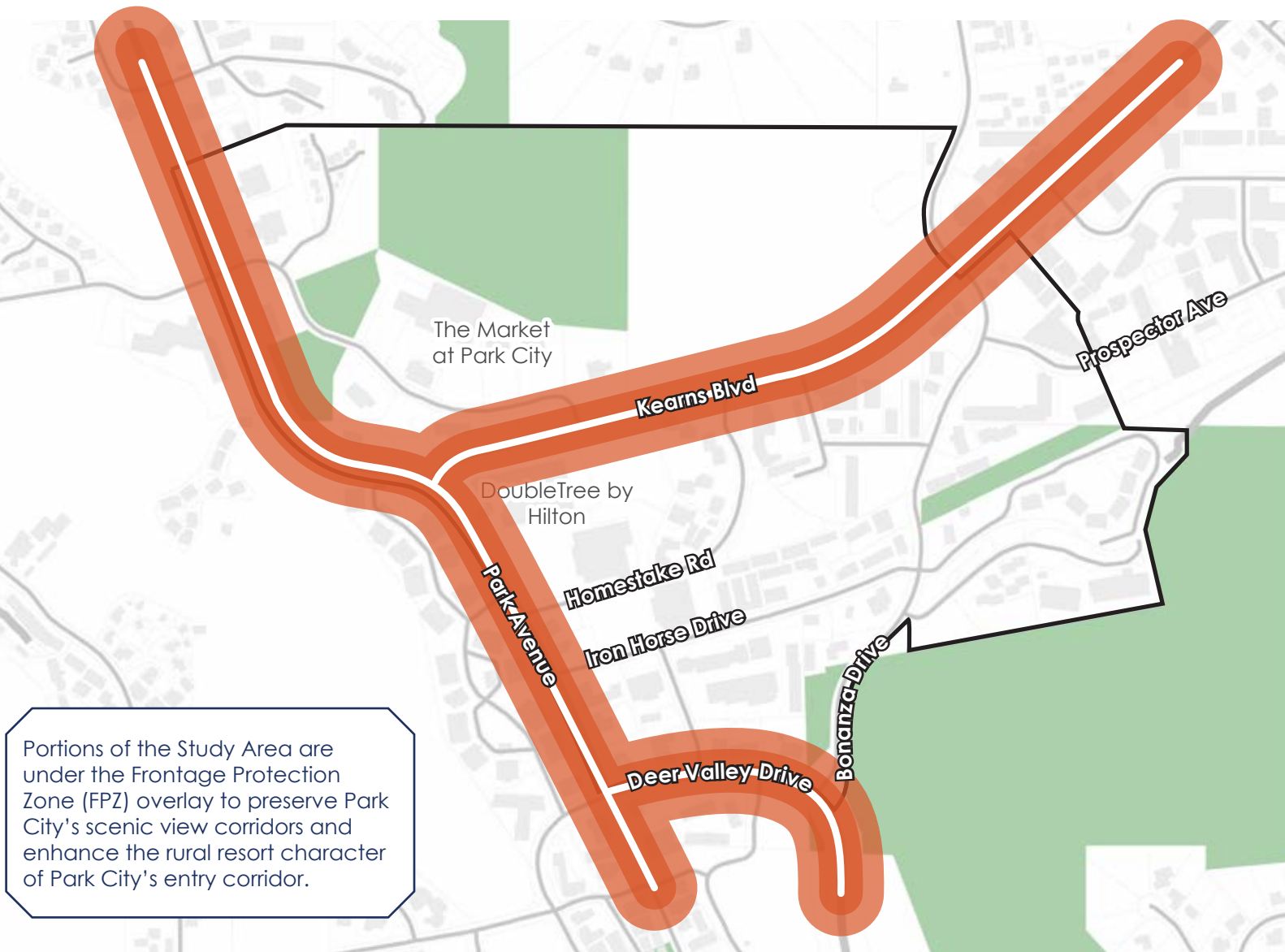
Reflecting the commercial and industrial character of its current land uses, much of the 200-acre study area is currently zoned General Commercial (GC). This zoning district focuses on commercial retail, dining, and hospitality uses by-right, allowing for residential uses as a conditional use. Density is restricted via setback requirements, and a building height limit of 35-feet for most structures, which is approximately three stories. Buildings that qualify for an Affordable Master Plan Development (AMPD) may have a total building height of 45 feet, or approximately four stories.

Reflecting the study area's history as an industrial sector outside the core, much of the eastern portion of the study area is zoned Light Industrial (LI), though the majority of the uses in these parcels are residential apartments.

North of Kearns Boulevard, outside of protected open spaces, much of the study area is zoned Medium Density Residential Development (RDM) with a Regional Commercial Overlay (RCO). This is consistent with the area's main tenant, The Market retail shopping plaza, which includes retail commercial uses.

- GC - General Commercial
- RDM - Res. Development - Medium Density
- ▨ RCO - Regional Commercial Overlay
- ROS - Recreation Open Space
- E - Estate
- LI - Light Industrial

Frontage Protection Zone



Bonanza Park's key corridors fall under the citywide Frontage Protection Zone (FPZ) Overlay. Within Bonanza Park, 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.

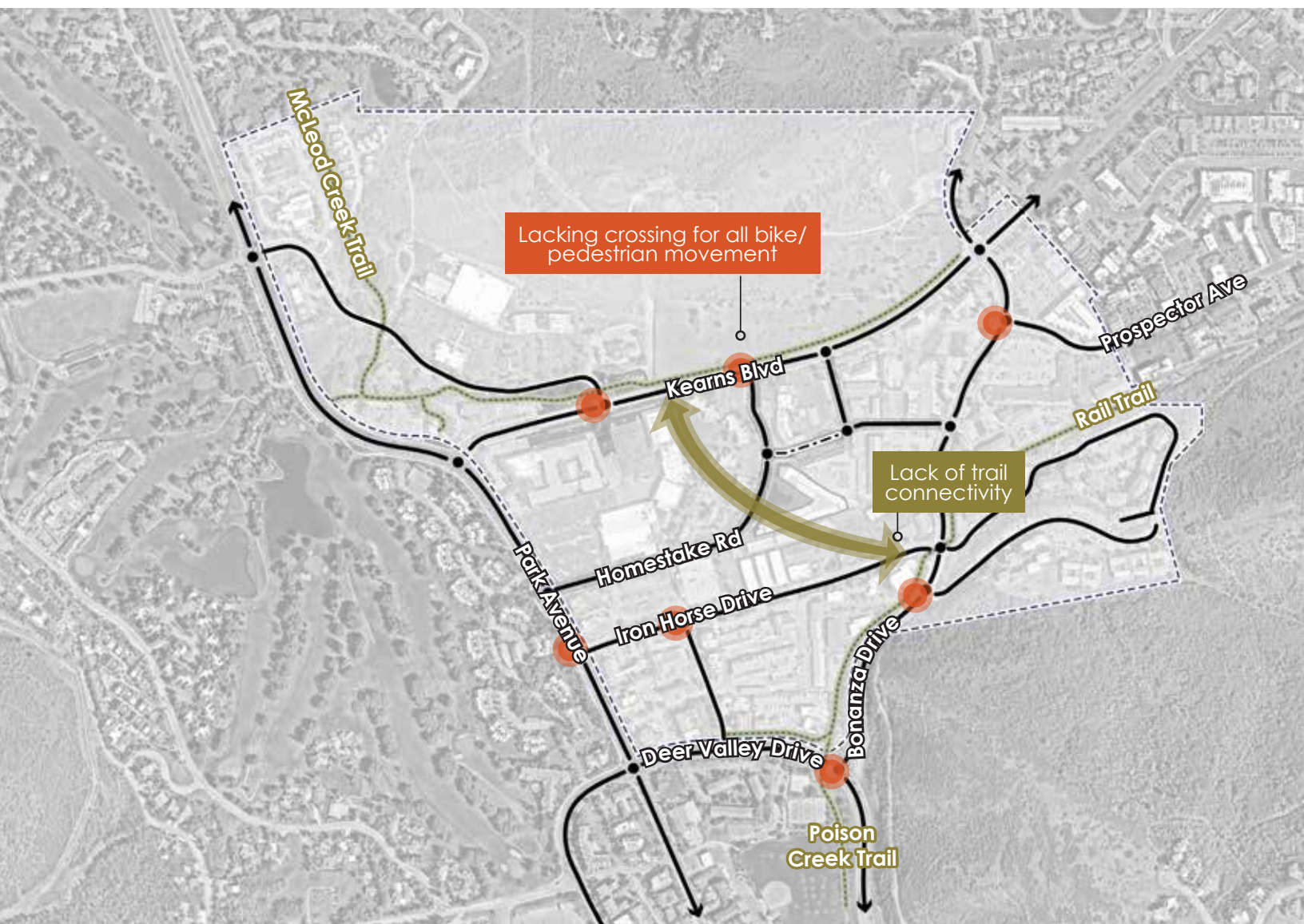
The FPZ restricts any new structures, including buildings or signs, within the first thirty feet (30') of the nearest Right-of-Way along these three corridors. Sidewalks or trails with pedestrian amenities may be built within this setback, with city review and authorization.

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.

The FPZ is intended as a regulatory tool to protect scenic view corridors for those coming into Park City, enhancing the area's rural resort character. The wide setback requirements along these corridors protect vistas of surrounding mountains and hills for drivers entering and leaving the city.

Frontage Protection Zone

Bike and Pedestrian Facilities and Connectivity Issues



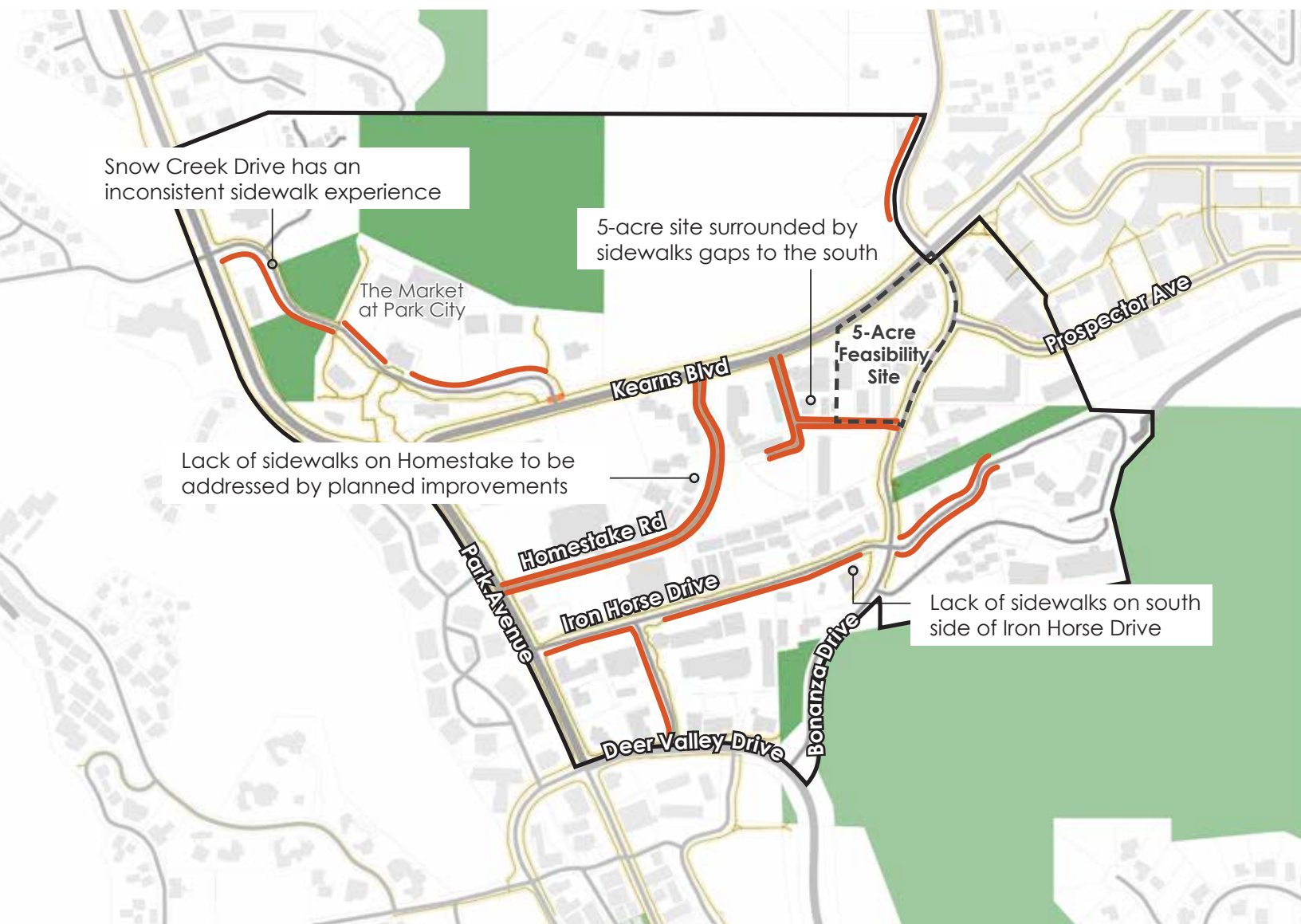
Bonanza Park is home to three regional trail networks - the McLeod Creek Trail north of Kearns Boulevard and along Snow Creek Drive; the Historic Union Pacific Rail Trail running from Bonanza Park to Echo Reservoir; and the Poison Creek Trail running along Park City's eastern edge toward Old Town. Despite their convergence in Bonanza Park, these trails remain disconnected through the interior portions of the neighborhood. Pedestrians and bike users wishing to move between the Rail Trail/ Poison Creek Trail toward the

McLeod Creek Trail are met with a maze of sidewalk gaps, intersections lacking crossings for all bike/ped movement, and a disjointed street network that hinders all connectivity.

As such, moving through Bonanza Park as a cyclist, runner, or pedestrian can be an arduous task requiring cutting through private parking lots, and crossing wide streets with little to no pedestrian infrastructure.

-  Existing Street
-  Planned Connection
-  Existing Trail
-  Existing Intersection
-  Intersection Lacking Crossings for all Bike/ Ped Movement

Sidewalk Gaps



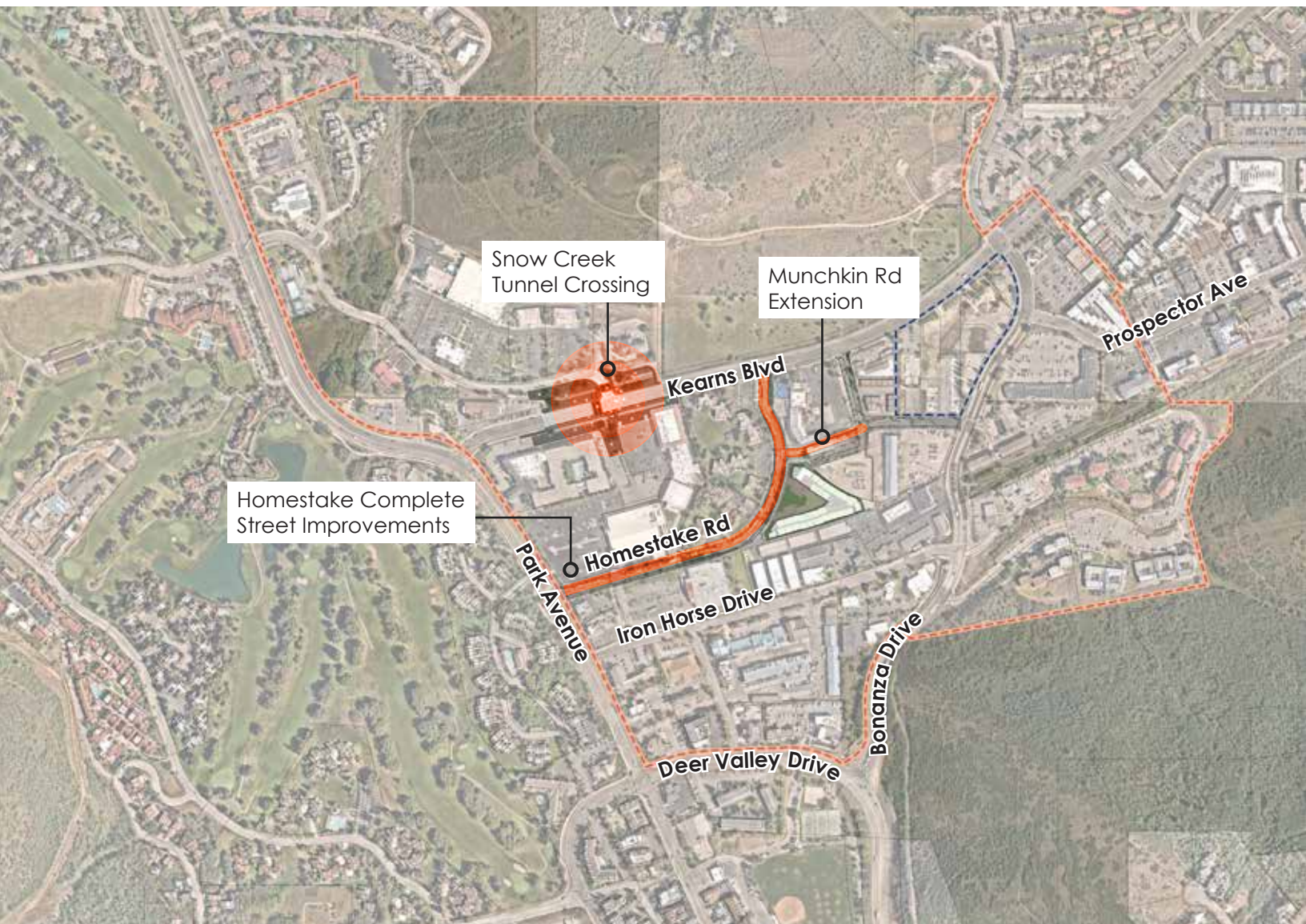
Bonanza Park's pedestrian network is hindered by a widespread prevalence of sidewalk gaps. When walking through the neighborhood, Parkites face challenging conditions as key streets, moving in both east-west and north-south directions, have significant segments lacking sidewalk facilities.

Some of these gaps will be addressed through planned improvements to the street network, detailed in the following page. These include the complete street redesign of Homestake Road, and the

Munchkin Road extension. Nonetheless, other key streets remain with sidewalks, such as Iron Horse Drive, which is missing key segments of sidewalk along its south-facing side at a critical juncture toward the rail trail. Likewise, Snow Creek Boulevard lacks sidewalks on segments along both sides of the street at a critical connection between retailers at The Market at Park City shopping center and the McLeod Creek Trail.

— Sidewalk Coverage
— Sidewalk Gaps

Planned Improvements



Some of the sidewalks and connectivity gaps described earlier in this section will be addressed or improved through the following projects, shown in the map above and detailed below. The descriptions of these projects and their improvements reflect the planning team's understanding as informed by the Plan Alignment described in the first section of this document. They include:

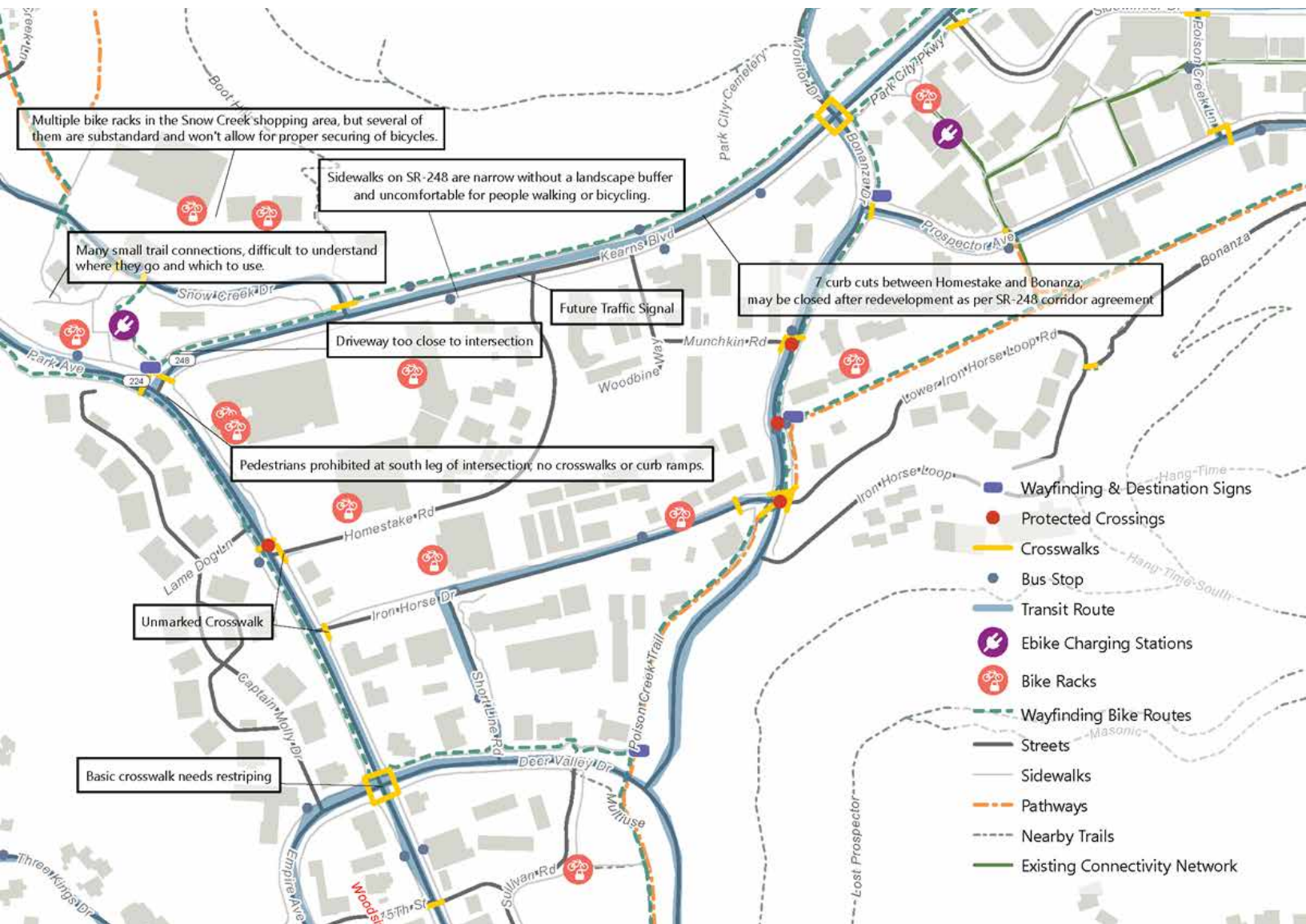
- **Homestake Complete Street Improvements:** Currently functioning as a curbless drive, the future Homestake

Road will include sidewalks on both sides, curbs, on-street parking, and marked crossings.

- **Snow Creek Tunnel Crossing:** A potential tunnel crossing may connect under Kearns Boulevard at the intersection with Snow Creek Drive. The tunnels could ease pedestrian travel between The Market at Park City and the McLeod Creek Trail toward the heart of Bonanza Park.
- **Munchkin Road Extension:** The east-west extension of Munchkin Road will connect Homestake Road eastward

with Bonanza Drive. Through the addition of sidewalks, and improvements and a one-way conversion of Woodbine Way, this key connection will allow for additional east-west travel through Bonanza Park. The project will require the relocation of the Recycle Utah facility.

Transportation and Mobility Overview

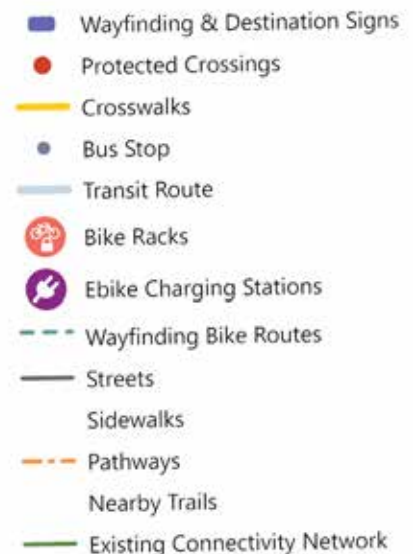


As an appendix to this document, the engineering firm Fehr & Peers conducted a detailed study of existing conditions, modeling the traffic impacts of some of the infill development envisioned in this small area plan. As part of this examination, the planning team included a summary of Bonanza Park's key mobility observations, concerns, and considerations, including the following key take-aways:

- Bonanza Park has a strong multimodal network that is nonetheless hindered by incomplete sidewalks,

missing crossings, and limited wayfinding.

- Existing crossings are limited on Park Ave and Kearns Blvd.
- The sidewalk network is incomplete on Snow Creek Drive and Iron Horse Boulevard.
- Wayfinding signage is too infrequent throughout the study area.



Intersection Level of Service



The map above shows Level of Service (LOS) for the PM peak hour traffic conditions. LOS is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Typically, LOS D or better is considered acceptable during peak hours.

LOS RATING	Description
A	Free Flow/ Insignificant Delay
B	Stable Operations / Minimum Delays
C	Stable Operations / Acceptable Delays
D	Approaching Unstable Flows / Tolerable Delays
E	Unstable Operations / Significant Delays Can Occur
F	Forced, Unpredictable Flows / Excessive Delays

INTERSECTION	CONTROL	LOS (2023)
SR 224 & Snow Creek Dr	Signal	A
SR 224 & SR 248	Signal	C
SR 224 & Homestake Rd	WB Stop	F
SR 224 & Iron Horse Dr	WB Stop	E
SR 224 & Deer Valley Dr	Signal	F
SR 248 & Snow Creek Dr	SB/NB Stop	C
Homestake Rd & SR 248	NB Stop	C
Woodbine Way & SR 248	NB Stop (right in right out)	C
Bonanza Dr & SR 248	Signal	F
Sidewinder Dr & SR 248	NB Stop	E
Bonanza Dr & Prospector Ave	EB/WB Stop	F
Bonanza Dr & Munchkin Rd	EB/WB Stop	E
Bonanza Dr & Iron Horse Dr	EB/WB Stop	F
Deer Valley Dr & Bonanza Dr***	Signal	B
Woodbine Way & Munchkin Rd	WB/EB Stop	A

***During some days in the winter, queues from SR 248 & Bonanza and SR 224 & Park Avenue frequently spill back through this intersection, sometimes reaching as far back as Aerie Drive. This capacity analysis reflects conditions for Friday, February 17, 2023, though operations on other days may appear to be worse than the conditions shown.

Community Engagement

The planning process included robust engagement that brought more than 1,500 Park City voices into the conversation.

The Bonanza Park Small Area Plan represents the ideas, comments, and aspirations of the more than 1,500 Parkites that participated in the process. Their passion and dedication to the future of Bonanza Park is evident in the thousands of comments reviewed by the planning team. This Small Area Plan shared much of the engagement events with the concurrent 5-Acre Site Feasibility Study, though topic areas and activities were kept separate. The information and take-aways in this document focus entirely on the Bonanza Park Small Area Plan.

Through three community meetings with more than 500 attendees, two online surveys with almost 1,000 responses, 12 stakeholder roundtables, and a variety of other in-person events, the plan reached all segments of Park City's community. The process was

guided by an Advisory Group of 14 individuals with vested interests in the neighborhood, including residents, land owners, business owners, and institutional partners. This group, meeting four times through the process, advised the planning team to ensure that the plan's ideas were effectively communicated, and provided a sounding board for the planning team.

The plan's engagement was divided into three distinct phases, each culminating with a presentation and update to City Council for reflection and direction on next steps. The plan's phases included:

- **Phase 1 Engagement:**

This phase included the launch of a project website, stakeholder roundtables, the first community meeting, an online survey, two Advisory Group meetings, and an update to City Council to review engagement results.

- **Phase 2 Engagement:** The second phase included the development of a vision statement, project goals, and initial recommendations. These materials were presented to the Advisory Group at a second meeting, followed by a second community meeting and an online survey. Likewise, the planning team hosted a walking tour with residents, engagement with high school students, and engagement with young families. This phase culminated with an update to Planning Commission and City Council.

- **Phase 3 Engagement:** The third and final phase of engagement included the development of plan recommendations, shared at a fourth Advisory Group Meeting and a third community meeting. This phase culminated with the plan's Adoption Process.

3 Community Meetings
(500+ Attendees)

12 Stakeholder Roundtables
(62 Stakeholders)

1,500+
Park City Voices Engaged

Online/Paper Surveys
(970 Responses)

Ongoing Project Website

Methods

Advisory Group

Project Website

12 Stakeholder Roundtables

Meetings

3 Community Meetings

Community Site Tour

Additional Outreach in Spanish

Engagement with Young Families and High School Students

Surveys

2 Online Surveys
(English & Spanish)

Advisory Group

The Advisory Group represents a broad spectrum of Park City residents, advocates, employers, institutional partners, landowners, and other key stakeholders. The group's key roles and responsibilities through this process included:

- Meet throughout the process at project milestones to review materials that will be shared with the larger Park City community.
- Support and augment the community engagement process by sharing project event information.
- Provide feedback to help the team craft a vision.
- Once the plan is implemented, serve as a partner in the implementation of the plan's concepts and recommendations.

The Advisory Group met four times throughout the process, with the addition of a fifth special meeting to preview phase 1 engagement results prior to being shared with City Council. This additional meeting was requested by Advisory Group members during their second meeting. At the onset of the planning process, members of the Advisory Group, together with City Staff, were invited to join visits and tours of three vibrant cities with examples of successful neighborhoods. These included Toronto, Columbus, OH, and Washington, D.C.

- **Meeting 1:** Occurring virtually on May 23, 2023 this first meeting provided an opportunity for the planning team to meet the group's members, share information about their expected roles and responsibilities, and provide an overview of the planning process to come.



Members of the Advisory Group were invited to join Park City Leaders and City Staff on trips to Toronto, Columbus, OH, and Washington, D.C. to reflect on the successes of other cities.

- **Meeting 2:** The second meeting occurred in-person on July 19, 2023. A consultant presentation provided the result of the Plan Alignment, and an overview of transportation existing conditions. The presentation was followed by a preview of the first community meeting, and a discussion centered around the Advisory Group members' tours of three cities.
- **Special Meeting:** Hosted virtually on August 7, 2023, the planning team provided a preview of the phase 1 engagement results and takeaways to the Advisory Group, followed by discussion.
- **Meeting 3:** Held in-person on October 18, 2023 a day prior to the second community meeting, the consultant team shared the draft vision statement, project goals, and initial land use and connectivity ideas and concepts. The presentation was followed by a discussion that resulted in presentation edits for the second community meeting.
- **Meeting 4:** The fourth and final meeting with the Advisory group was conducted on February 14, 2024. This meeting included a presentation introducing the plan's recommendations, followed by a discussion on how to best refine these prior to sharing with the community at a third and final community meeting.

Stakeholder Roundtables

During the first phase of engagement, the planning team conducted roundtables with Parkites invested in the future of Bonanza Park. These meetings occurred on July 18, the day prior to the first Community Meeting.

Grouped by topic theme, the 15 stakeholder roundtables brought together representations including land owners, residents, transportation experts, hotel operators, economic development officials, local artists, and arts and culture institutions. This engagement was concurrent with the 5-Acre Site Feasibility Study. As such, the city-owned site was also discussed, though this document focuses on the portions of these discussions centered around the Bonanza Park study area.

Through various conversations with stakeholders, the following common themes emerged:

- **Bonanza Park is a “locals neighborhood”** where restaurants and businesses serve locals more than tourists.
- **There is a strong need for additional housing**, especially affordable housing - not enough people live near the site and in Bonanza Park.
- **Bonanza Park lacks walkable connections**, especially on major streets like Bonanza Park and Kearns Boulevard.
- **Future improvements should focus on transportation**, as this is critical to redevelopment. The area has to be convenient for locals to move their way through.

12

Stakeholders
Roundtables

62

Stakeholders
Interviewed

Feasibility Study: Site Boundaries

Park City and Area
Residents
(5 Stakeholders)

City and Regional
Transportation
(8 Stakeholders)

Tourism and Hospitality
(8 Stakeholders)

Employers, Economic
Development, Developers,
and Businesses
(13 Stakeholders)

Local Artists and Makers
(5 Stakeholders)

Advocacy Groups and
Spanish Speakers
(4 Stakeholders)

Bonanza Park and Snow
Creek Restaurants
(3 Stakeholders)

Housing and Developers
(6 Stakeholders)

State and County
Agencies, Utilities, and
Infrastructure
(4 Stakeholders)

Arts and Culture
Institutions
(6 Stakeholders)

Community Meetings

Community Meetings are an invaluable method for the planning team to share ideas with the community, engage in conversations about how Bonanza Parks works today and what needs to be improved, and collect feedback on how to best move forward in the planning process.

The Bonanza Park Small Area Plan included three community meetings, one in each phase of engagement, attracting more than 500 Parkites. The meeting results are cataloged as part of the engagement phase summaries at the end of this section. The first two meetings were held in tandem with the 5-Acre Site Feasibility Study, while the third and final meeting focused solely on this plan. Meetings were advertised via online and paper flyers, email lists, radio interviews, a printed postcard distributed to all property owners in the city, and support from the Advisory Group.

- **Community Meeting 1:** Held at the DoubleTree Hotel on July 19, 2022, this meeting focused on learning and listening from the community. With an open house format, Parkites were asked to share their vision for Bonanza Park, and participate in activities about the types of uses and connections they would like to see happen in the future.
- **Community Meeting 2:** Held at the Park City Library on October 18, 2023 this meeting included a presentation and an open house introducing the project vision statement and goals, and initial land use and connectivity concepts.
- **Community Meeting 3:** The final meeting was held on April 9, 2024 at the Park City Library and included a presentation and open house introducing the plan's recommendations.



250

people attended the first community meeting on July 19 at the Doubletree by Hilton Park City.



150

people attended the second community meeting on October 18, at the Park City Library.



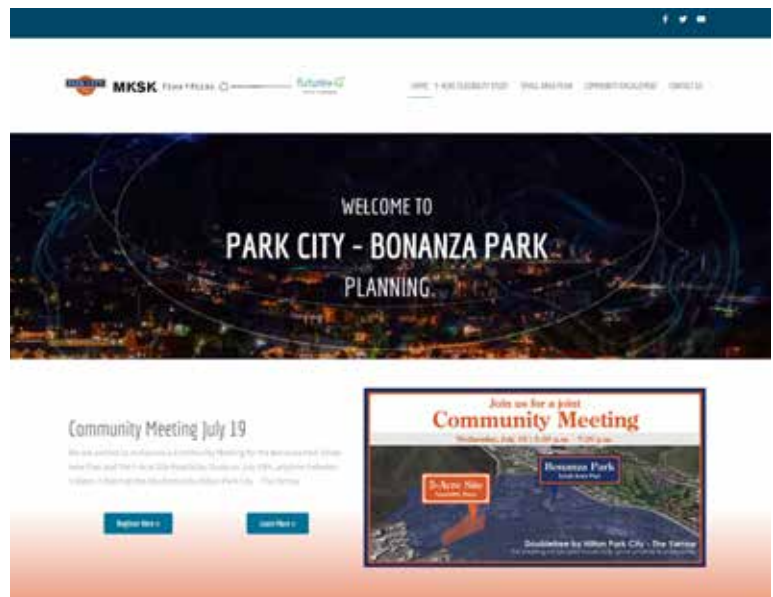
100

people attended the third community meeting on April 9, at the Park City Library.

Online Engagement

Though community meetings are a crucial method to collect feedback and share information, dedicating one's evening to attend a meeting is a challenging task for many. As such, the plan's engagement was amplified through a project website and two online surveys, ensuring that the Parkites unable to participate in-person had a means to share their input and ideas. This plan's online survey results are embedded in the engagement phase summaries at the end of this section. The plan's online presence included:

- **Online Website:** Launched at the beginning of the planning process, the project website www.bonanzapark.com served as a repository of all project information, presentations, updates, and information about upcoming events. The website was continuously updated with new content and featured video interviews with meeting attendees, links to other relevant plans, and interactive tools to visualize online survey results.
- **Online Surveys:** The planning team shared two online surveys during the first two phases on engagement, focusing on gathering input around the content developed for the first and second community meeting. The online surveys gathered 970+ responses total. The results were displayed in the project website, which also included a download link for the raw survey results.
- **Social Media:** Throughout the process, Park City's Communications Department shared all meeting and survey notices via the city's official social media accounts.



The planning team launched two online surveys for the Bonanza Park Small Area Plan during the first and second phases of engagement.

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.

721

Total responses to the **first online survey** between July 19 and August 4 of 2023.

67%

of all survey responses were from the 84060 ZIP Code.

250

Total responses to the **second online survey** between October 30 and November 22 of 2023.

73%

of all survey responses were from the 84060 ZIP Code.

Nontraditional Engagement

To ensure an equitable planning process, the project team committed to engaging with Parkites from all backgrounds, with a focus on reaching groups traditionally underrepresented in a planning process. This effort acknowledges that while many Parkites are comfortable attending in-person events or sharing their input via an online survey, many feel left out of the decision-making, or are unable to fit the plan's engagement activities into their busy schedules.

As such, following each phase of engagement, the planning team reviewed engagement results to identify portions of the community that were not being adequately represented in the process up to that moment in time. As a result, the planning team, in collaboration with City Staff, devised an engagement strategy to better advertise to, and reach, these groups. The events and activities below were pivotal in reaching these communities where they live, work, or attend school.

- **Spanish-Language Engagement:**

To engage with Park City's Spanish-speaking population, the planning team hosted a coffee and pastry event at the Park City Library on August 29, 2023. Additionally, the project website included a dedicated Spanish-language page and a full translation of the entire site, with both online surveys made available in Spanish. All meeting flyers and social media graphics were likewise posted both in English and in Spanish, for all phases of engagement.



Engaging with Park City's Spanish-Speaking Community

The planning team provided various project materials in Spanish, including online/paper surveys, informational flyers, and the project website.



- **Engaging with Young Parkites:**

To better understand the needs and hopes of Park City's younger residents, the planning team hosted two engagement sessions with students from Park City High School on October 17, 2023. These sessions centered around a discussion about the strengths, issues, and opportunities in Bonanza Park.

- **Engaging with Young Families:**

Park City planning staff hosted two roundtable discussions with Park City's young families to understand their needs and wants for the future of Bonanza Park.

- **Community Site Tour & Walk:**

Prior to the second community meeting, the planning team hosted a walking tour of Bonanza Park and the city-owned 5-acre site during the afternoon of October 18, 2023. Attended by more than 50 Parkites, including various members of the Advisory Group, the tour included stops at several neighborhood locations including the Kimball Art Center, the under-construction EngineHouse development, the site of the proposed Park+Kearns development at the current DoubleTree Hotel, and Prospector Square.

Engaging with Young Parkites

The planning team hosted an engagement session with Park City High School Students on October 17, 2023 to discuss their vision for Bonanza Park.



Engaging with Young Families

The planning team facilitated two roundtable sessions with young families in Park City to understand their concerns and vision for the future of this community.

Community Site Tour & Walk

The planning team hosted a community site tour on October 18, through the Bonanza Park Neighborhood, attended by approximately 50 Parkites.



Phase 1 Engagement

The first of three community meetings kicked off phase 1 engagement, where the planning team listened to Parkites voice the strengths, weaknesses, and opportunities for the neighborhood. Stakeholder roundtables were also conducted to group individuals by expertise for more focused conversations around challenges and opportunities in the neighborhood. An online survey that included visuals and prompts from the community meeting was likewise circulated in both Spanish and English for residents who were not able to attend the meeting in person. The feedback received through these means of engagement resulted in the following key takeaways:

- **Bonanza Park is a “Locals’ Neighborhood”.** Unlike Main Street, which mostly caters to tourists, Bonanza Park is where Parkites shop, dine, and gather.
- **Parks and open spaces are a community priority.** There is a need and desire for additional green spaces where locals can come together as a community.
- **Future redevelopment and infill should focus on creating a destination for locals.** New businesses and destinations should be local and authentically Park City.
- **The 5-acre site cannot alone meet the city’s goals.** Whatever happens on the 5-acre site can influence its surroundings, and be complementary to the character of Bonanza Park.
- **The community would like to see arts and culture woven into the neighborhood fabric.** There are opportunities for

Community Meeting: Places Parkites Love



The top 3 favorite places included (1) Kimball Art Center, (2) Restaurants/Shops on Iron Horse Drive, and (3) the Rail Trail.

Community Meeting: Places Parkites Want Changed or Improved



The top 3 improvements included (1) Finding a new home for the Kimball Art Center, (2) adding more affordable housing, and (3) improving multi-modal connectivity

public art, housing for artists, and galleries or exhibit spaces.

- **The Kimball Arts Center (KAC) is one of Bonanza Park's top assets** and needs a permanent home. The KAC is a cherished destination that should remain in the neighborhood.
- **Moving through the study area should be safer and more intuitive.** Transportation improvements should focus on wide streets and unsafe intersections.

- **The Study Area lacks walkable and bikeable connections.** Improving connectivity to the rail trail and addressing sidewalk gaps are a priority.
- **Bonanza Park is the right place for density** and building height. As the area redevelops, mixed use buildings should embrace walkable streets.
- **Bonanza Park needs more affordable and workforce housing.** For there to be a critical mass, there needs to be a strong resident base.

Favorite Things about the Study Area

Top 5 Mentions
(460 Written Responses)

Restaurants:
Mentioned
160+ times

Rail Trail:
Mentioned
50 times

**Proximity/
Location:**
Mentioned
40 times

**Kimball
Art Center:**
Mentioned
39 times

**Recycle
Utah:**
Mentioned
32 times

Key findings from the first phase of engagement

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.

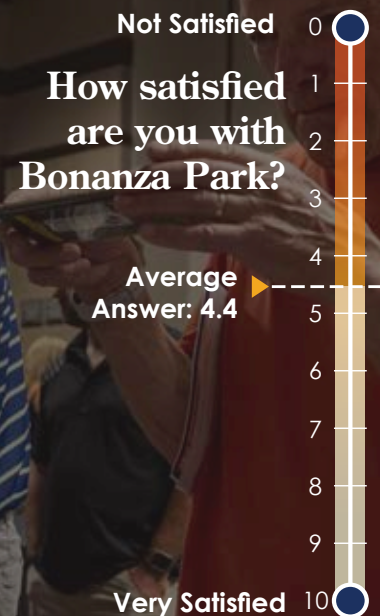
The Kimball Arts Center is one of Bonanza Park's top assets and needs a permanent home.

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.



"This is a big and rather underrated area - I think through denser developments we could accommodate more housing while also boosting the creative arts community. Walkability here will be key!"

Phase 2 Engagement

During the second phase of engagement, a second community meeting was held to introduce the vision statement, the six project goals, and initial ideas for improving the area's land use and connectivity. The community meeting was accompanied by an online survey in both Spanish and English for those who were not able to attend the meeting.

Prior to the meeting, a walking tour of Bonanza Park took place to give residents the opportunity to discuss neighborhood focus areas directly with the planning team. An engagement session at Park City High School was also conducted to include a youth perspective in the vision for the neighborhood. Through the means of engagement detailed above, the following takeaways were formed around the priorities for future development of Bonanza Park:

- **Additional Density:** While there is support for additional building heights and density in some parts of Bonanza Park,

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%)

Parkites expect to trade these off with community benefits, such as affordable housing, or public realm improvements.

- **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.

- **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.

Key findings from the second phase of engagement

1

Parkites expect to trade off additional density with community benefits, such as affordable housing, or public realm improvements.

Where: Key catalyst sites and long term infill sites

2

Parkites would like to prioritize pedestrian and cyclist connections in Bonanza Park.

Where: Across the entire neighborhood boundary

3

Future uses, such as restaurants/dining, retail, open space, and multifamily, should focus on serving the needs of locals.

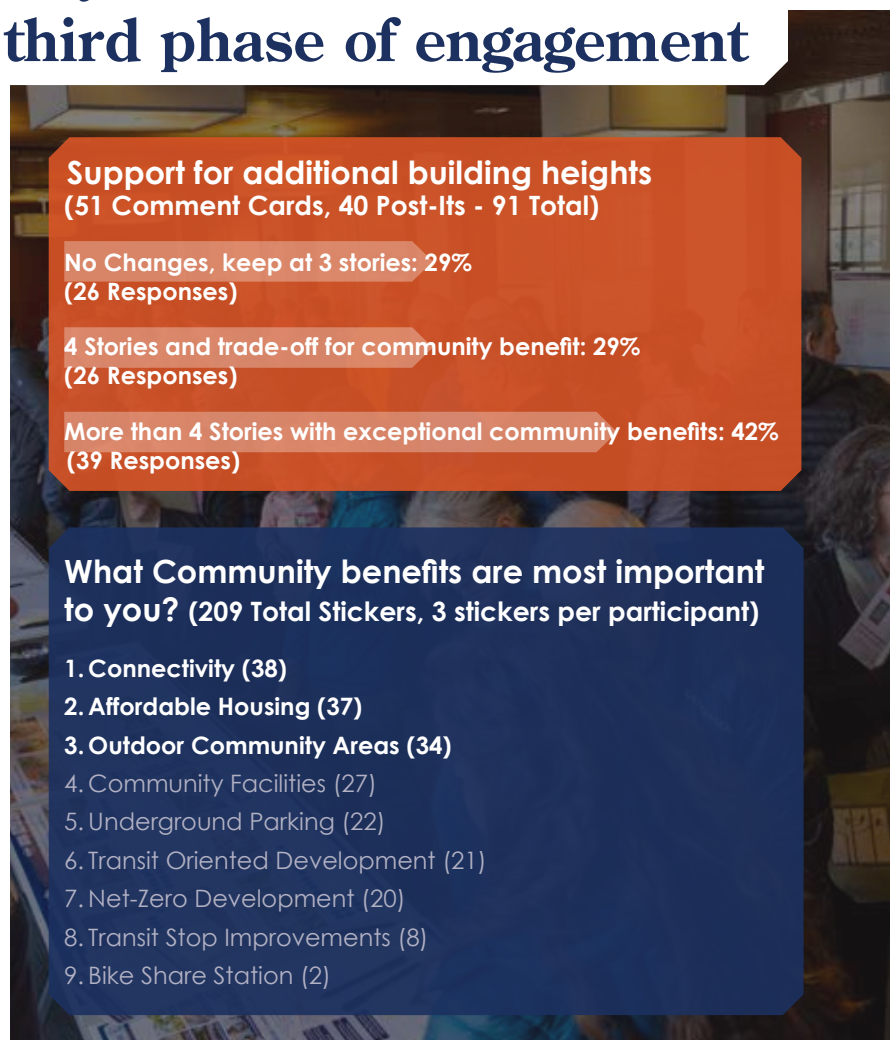
Where: Anywhere where redevelopment occurs in the community

Key answers from the third phase of engagement

Phase 3 Engagement

The third phase of engagement focused on introducing draft recommendations for the Bonanza Park Small Area Plan that support the vision and goals for the neighborhood as expressed by Parkites during the first two phases of engagement. The recommendations were presented during the third and final community meeting, where attendants were given the opportunity to evaluate if anything was missing through interactive activities, a comment card, and one-on-one conversations directly with the planning team. Feedback obtained through community meeting 3 formed the following takeaways:

- **Additional density:** Support was expressed for additional building heights in parts of Bonanza Park in return for community benefits, with connectivity and affordable housing ranking as the most important. Meeting participants expressed widespread support for buildings at four stories, with some supporting more than five stories with exceptional community benefit.
- **Building setbacks:** Parkites expressed that updating the Frontage Protection Zone is a necessary step to protect the mountain views that make Park City unique.
- **Support a neighborhood for locals:** The comments received showed that Parkites supported limiting the amount of new nightly rentals, hotels, and timeshares in Bonanza Park. Many expressed that commercial square footages should be capped (with the exception of grocery stores) to support local businesses as ground floor tenants.



- **Prioritize pedestrian safety:** When establishing future connectivity network, safety features must be included in the design of the road network for pedestrians and bicyclists. Participants overwhelmingly noted that the connectivity framework shared as part of this plan matched their vision for the neighborhood.
- **Connect with adjacent neighborhoods:** The Connectivity network established for Bonanza Park should not only support the neighborhood internally, but also work externally with adjacent neighborhoods, such as Prospecter.
- **Establish affordability metrics:** In order to create an inclusive neighborhood, Bonanza Park must work with the development community to build more affordable and workforce housing.
- **Parks and outdoor community spaces are a priority.** There is a need and desire for additional outdoor community gathering spaces where locals can come together.
- **Incorporate art in development and open space design:** Art, especially created by local artists, should be included in the neighborhood and in open spaces whenever possible. Parkites strongly supported the addition of new murals and sculptures.

Vision Statement and Project Goals

This plan is guided by vision and goals established through the planning process.

The recommendations in this plan represent hundreds of voices engaged through community meetings, online surveys, and one-on-one conversations. Through these engagement activities, the planning team asked Parkites to describe the Bonanza Park of today, and to outline their vision for the Bonanza Park of tomorrow.

The result from these comments, ideas, activity results, survey responses, and roundtable conversations are encapsulated in the vision statement and project goals introduced in this section.

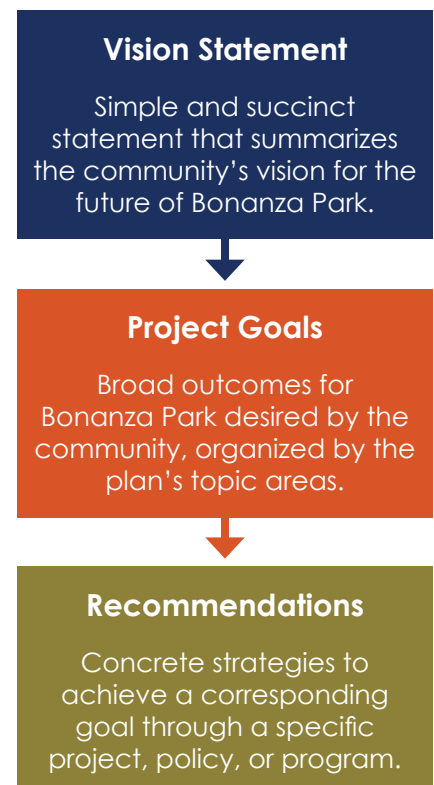
Vision Statement

The vision statement is a simple and succinct series of sentences that summarize the community's vision for the future of Bonanza Park. This statement represents a community

voice that is authored by the hundreds of comments, ideas, concerns and messages received and reviewed through the plan's engagement. The vision statement was introduced to the community at the second community meeting for their feedback, after which it was refined to reflect the community's priorities.

The vision statement gives clarity to the plan's intent and guided the development of the plan's recommendations. As such, the statement is both descriptive and aspirational - it describes how Parkites perceive Bonanza Park today, and establishes an aspiration for its future. From this vision statement, the planning team developed and refined project goals that guide a series of recommendations under each goal.

This plan is organized through the following three pillars:





Descriptive: Bonanza Park Today



Vision 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.



Aspirational: Bonanza Park in the Future



Project Goals

The Bonanza Park Small Area Plan and its recommendations are guided and organized by six project goals developed by the planning team using results from the first phase of engagement. The purpose of these goals is twofold - they establish broad desired outcomes for Bonanza Park that are supported by the community, and they create the topic areas by which the plan's recommendations are organized. In the following section of this report, each project goal is explored with a greater amount of detail, and each goal is supplemented by recommendations that establish concrete strategies to achieve their corresponding goal through specific projects, policies, or programs.

The goals were introduced to the community at the second community meeting. At this meeting and in a follow-up online survey, Parkites were given an opportunity to revise, refine, and add to the project goals. The goals were met with widespread enthusiasm and support, with only minor revisions to language suggested by Parkites, and the suggestions that the goals incorporate environmental sustainability and resilience.

The plan's project goals, introduced below and in the following page, build on what Parkites described as the future for Bonanza Park:



- **Bonanza Park is Mixed Use:** The Bonanza Park of tomorrow will be a mixed use neighborhood with livability in mind. Bonanza Park is an appropriate place for additional density, where more compact development can continue to reflect Park City's small town and resort character.
- **Bonanza Park is Local:** Bonanza Park will continue to be a "locals' neighborhood" that serves Parkites through and through. As development and growth occurs, policies should reflect a commitment to encouraging local businesses that reflect the community's authenticity over national chains.
- **Bonanza Park is User-Friendly:** The future Bonanza Park will be a safe haven for pedestrians, cyclists, and transit riders, while considering vehicular traffic flow. Improvements to existing streets and intersections, and the addition of future connections, will create a safe & intuitive network for current and future users.
- **Bonanza Park is Inclusive:** Home to much of Park City's naturally-occurring affordable housing, Bonanza Park must remain attainable to Park City's workforce. As such, programs and partnerships should expand the availability of affordable and workforce housing units in the neighborhood.
- **Bonanza Park is Green:** Bonanza Park will replace its myriad of surface parking lots and paved areas community gathering spaces, pervious surfaces, and new and sustainable development that welcome new residents.
- **Bonanza Park is Cultural:** As the home to the Kimball Arts Center, Bonanza Park is an emerging hub for Park City's local arts scene. The neighborhood needs to better reflect this energy and activity and weave arts and culture into the community fabric.



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 a more welcoming and
sustainable community.



Cultural

Weave arts and culture into the
community fabric.



03

Bonanza Park Tomorrow

This Chapter Includes:



Mixed Use



Local



User-Friendly



Inclusive



Green



Cultural



Bonanza Park is... **Mixed Use**

**Create a mixed use neighborhood
with livability in mind.**

Through the community engagement process, Parkites described a future Bonanza Park where autocentric development would make way toward a more mixed-use and compact development pattern at a pedestrian scale. At community meetings and online surveys, Parkites reiterated that Bonanza Park is an appropriate place for additional density and building heights. Its central location, proximity to Old Town, transit connectivity, and access to regional trail systems, were noted as various factors that contributed to the neighborhood's readiness for mixed-use development.

Across the neighborhood, the development community has recognized the market opportunity in Bonanza Park for additional retail, residential, and hospitality. Proposed developments and active

applications, such as the Park + Kearns redevelopment of the DoubleTree Hotel, or the potential redevelopment of the Iron Horse District, will add new housing units and commercial retail to Bonanza Park. As well, a future potential redevelopment of the city-owned 5-acre site on Kearns Boulevard and Bonanza Drive into a mixed-use district with housing, retail, and an arts center, has the potential to transform a landmark corner and gateway into the neighborhood. As such, Bonanza Park is poised to transform – the time to plan and accommodate this growth is now.

This section explores strategies for how to capitalize on this momentum to re-think suburban development patterns and make Bonanza Park a more livable, walkable, and mixed-use community. This section

does so through three key recommendations, each explored with greater detail in the following pages:

- **MU1:** Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.
- **MU2:** Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.
- **MU3:** Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.

The Bonanza Park Mixed Use District (BPMX) will establish a mixed-use vision for the neighborhood's future, allowing for increased densities when new development provides significant community benefits and respects adjacencies and context.



MU1: Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.

A future rezoning of Bonanza Park into a new Bonanza Park Mixed Use District (BPMX) will establish regulatory tools to ensure that future growth in the neighborhood reflects a more walkable, mixed-use, and human scale. This potential district, to be written following this plan's adoption

with additional and robust community engagement, is a proactive approach to growth management. Understanding that Bonanza Park will continue to attract development activity, the neighborhood's existing zoning districts of General Commercial (GC), Light Industrial (LI), and Medium Density Residential (RDM), are ill-suited to properly guide this growth in the manner that Parkites described through the plan's engagement. The current zoning reflects legacy uses at times no longer in place, allows for autocratic

development patterns, and heavily leans toward single-use commercial development with ample surface parking.

The future BPMX District can likely utilize the existing boundary of this Small Area Plan, with the exception of parcels currently zoned as Recreation Open Space (ROS). The latter are properties with protected green space, cemeteries, or trail connections that will not be subject to future redevelopment. The remaining properties in the study area boundary can be rezoned into a new BPMX District

featuring the following potential concepts, to be refined with additional engagement following this process:

- More residential uses by right:**
 The new BPXM District should encourage additional housing in Bonanza Park by making residential uses by right, rather than as a conditional use (as is the case currently through the GC Zoning District). Additionally, a rezoning is an opportunity to expand allowed housing types in Bonanza Park to include housing typologies commonly associated with Missing Middle Housing. These may include townhomes, duplexes, triplexes, quad apartments, and cottage courts.
- Vertical Zoning Standards:**
 To ensure an active ground level where buildings engage the street and sidewalks, a future BPMX can require active ground level uses as part of vertical zoning standards. These uses should draw pedestrians, cyclists, and transit riders in active streetscapes, and may include commercial retail, restaurants/dining, coffee shops, hardware stores, and childcare/daycare.
- Building Heights:** To protect the existing scale, character, and charm in Park City as described by those who engaged in this planning process, a future BPMX District is recommended to maintain the existing by-right building height of 35-feet already included in the GC District. Nonetheless, recognizing that many Parkites expressed that there is a desire and need for additional density in Bonanza Park, a BPMX can establish a framework where developers can apply for density bonus in exchange for a community benefit.

Proposed Concepts in a future Bonanza Park Mixed Use Zoning District (BPMX)

More residential uses by right



- Residential uses noted as conditional uses in the General Commercial (GC) district are proposed to be by right in a new BPMX.
- Encourages Missing Middle housing.

Vertical Zoning Standards



- Active ground level uses required.
- Policies to encourage a walkable neighborhood.

Building Heights



- Base height of 35' (unchanged from General Commercial).
- Opportunities for a density bonus.

Establishing a Density Bonus for Community Benefits

A Density bonus is a zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed in exchange for providing a defined public or community benefit. Cities across the country have enacted density bonuses, many in exchange for the types of benefits that Parkites described and supported through the engagement process. These community benefits range from affordable housing units, outdoor community spaces, improvements to the site or area's overall connectivity, to more site-intensive benefits like providing underground parking to mitigate the visual impacts of surface parking lots or parking garages.

The types of community benefits to consider as part of a density bonus are listed below and should be determined via additional engagement with the community, and be further defined by Park City Staff following this process. The process of how community benefits translate into a density bonus is similarly a next step implementation item.

- **Publicly-accessible outdoor community spaces** suitable for year-round use, and of a high design quality with gathering spaces, seating areas, play structures, and public art.
- **Affordable/Workforce housing** that goes above and beyond what is requirement by code for a master planned or affordable master planned development (currently 20% affordable units for an MPD; 50% for an AMPD) and help meet desired affordability goals for Bonanza Park.

What is a Density Bonus?

Density bonuses are a zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed in exchange for providing a defined public benefit. The means of providing a density bonus for Bonanza Park can be through:

Example 1

Reducing setback requirements from 25 feet (unless in the Frontage Protection Zone).



Example 2

Reducing parking requirements for mixed-use buildings.



Example 3

Increasing building heights to 45' with community benefits.



Examples of community benefits supported by the Parkites we engaged in this process:

Community Benefits will be weighed into points-based tiers that reflect their relative value and investment



Affordable/Workforce Housing



Connectivity



Art and Placemaking



Transit Oriented Dev.



Outdoor Community Spaces



Transit/Mobility Hub



Underground Parking



Community Facilities

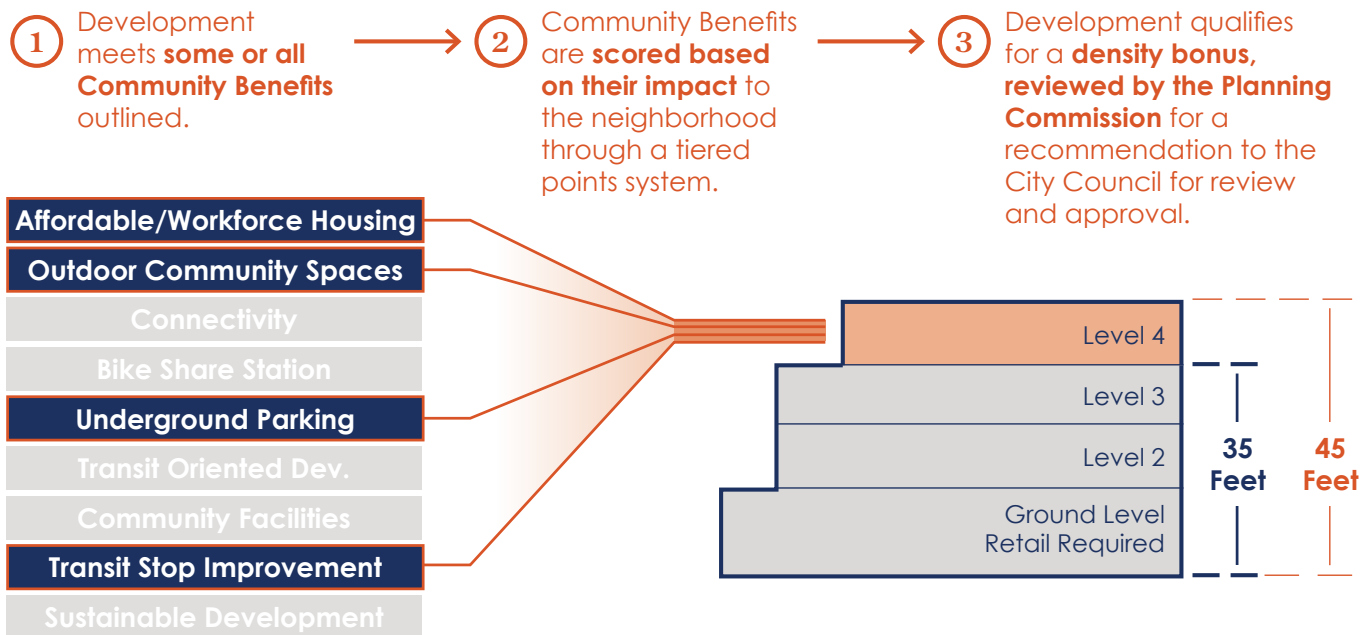


Net Zero Development

- **Transit/Mobility hub** where users can access multiple types of transport modes (bike share, transit, etc.) in a single location. A desired location in Bonanza Park for a transit hub is the Park Avenue transit stop by the Fresh Market. A future hub in this location could include a heated enclosed structures, public restrooms, and other transit amenities.
- **Connectivity improvements**, such as new pedestrian paths or streets that create walkable and connected development patterns and break up existing superblocks, or major improvements such as pedestrian tunnels to nearby neighborhoods.
- **Underground parking** for a significant portion of spaces provided, to mitigate the visual impact of a large parking structure in the neighborhood.
- **Art/Placemaking elements**, such as murals, lighting, and signage that reflect the identity and character of Bonanza Park.
- **Community facilities**, such as daycare or essential services that support a livable residential neighborhood for Parkites.
- **Transit Oriented Development** where higher densities are located near a high frequency transit line.
- **Sustainable Development** that meets or exceeds Park City's net-zero goals.
- **Undergrounding of overhead utilities** to increase the developable area within a single site, make existing sites more attractive, and improve the appearance of new development.

The need for a density bonus in Bonanza Park is more pressing than ever. The development community has

Establishing a Density Bonus for Community Benefits: How does it work?



taken notice of the market opportunity in Bonanza Park and have submitted or proposed redevelopments of key properties in the area. Nonetheless, increased land costs, higher labor costs in construction, and a need for affordable or workforce housing has led the development community to submitting development application with buildings that exceed the allowed heights in the current zoning.

Without regulatory tools in place, the City is forced to negotiate these variances on a case-by-case basis, leading to uncertainty in the development market, and running the risk of not maximizing the community benefit received in exchange for the increased density.

The means of providing a density bonus for Bonanza Park, in exchange for a community benefit, can be through a points-based or score-based system in which the development community has predictable and quantifiable metrics to include in a

development application. **As a next step implementation item, Park City Staff should develop a categorization system with tiers that reflect the relative value and investment of each community benefit.**

This point system can be applied through a review by the Planning Commission for a recommendation to the City Council for review and approval before the Planning Commission reviews the project.

A notable example to follow is the city of Colorado Springs, CO, where a form-based code for their downtown includes a points-based system of community benefits and a point exchange rate table. In Bonanza Park, the community expressed strong support for this trade-off, with a majority of Parkites in the third community meeting supporting the exchange of a community benefit with one or more of the following examples:

- **Example 1:** Reducing setback requirements from 25 feet

unless the property falls within the Frontage Protection Zone.

- **Example 2:** Reducing parking requirements for mixed-use buildings, as detailed later in this report in the User Friendly Goal, under the UF4 recommendation.
- **Example 3:** Increasing maximum allowed building height to 45-feet, from the current 35-foot maximum recommended for the BPMX District and within the current GC Zoning.

Increasing maximum building height to 45-feet is consistent with requirements for those applying for an Affordable Master Plan Development (AMPD), in which a developer meets affordability metrics. This recommendation expands this notion even further, through which a developer has additional flexibility to increase building heights, while the Bonanza Park community is able to trade off this impact through a menu of desired community benefits.

Density Bonus Case Studies:

How other communities use this regulatory tool



Colorado Springs, CO

Colorado Springs, Colorado uses density bonuses that allow building elements that exceed zoning requirements in exchange for the inclusion of amenities that benefit the greater community. Density bonus opportunities are split into eight (8) categories:

1. Pedestrian alley improvements
2. Public art and cultural amenities
3. Market rate housing units
4. Affordable housing units
5. Green building design
6. Historic Preservation
7. Underground Parking
8. Bicycle Storage

Each density bonus category describes the amenity and the level of improvement that must be achieved in order for the improvements to count toward a density bonus. Points are awarded for each category meeting the minimums, and points are exchanged into additional height allowances. Exchange limits are listed within the Code and all point exchanges are approved through either the Downtown Review Board and/or the City Council.

Seattle, WA

Seattle, Washington uses incentive zoning that allows additional floor area and/or height that exceeds the zoning requirements in exchange for public amenities. Incentive zoning opportunities are split into five (5) amenities options:

1. Affordable Housing
2. Childcare
3. Open Spaces
4. Transferable Development Potential and Rights (TDP/TDR)
5. Regional Development Credits (RDC)

Seattle uses three (3) incentive zoning programs, one specifically to satisfy the requirements for affordable housing within residential developments that allows additional floor area, one voluntary program that offers amenities in exchange for additional floor area and building height and one specifically for Downtown that allows additional floor area. Each incentive option must follow the requirements listed within the zoning code, including but not limited to agreements with the city, review by state and human services director, duration requirements, size/distribution/rent requirements, location requirements, and minimum amenities included.



MU2: Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.

The Frontage Protection Zone (FPZ) is an existing overlay that protects viewsheds along Park City's entry corridors through a 100-foot zone. Within Bonanza Park, the FPZ impacts Kearns Boulevard, Park Avenue, and Deer Valley Drive. Currently, as outlined in the existing conditions section of this report, no structures, including signs, are allowed within thirty feet (30') of the nearest highway Right-of-Way. All construction activity, including permanent signs, proposed in the area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use Permit. Through the plan's engagement, Parkites expressed widespread support for the FPZ's role in enhancing and preserving Park City's character. Nonetheless, Parkites also supported improving the FPZ to better align with their vision for Bonanza Park. These improvements, noted below, are recommended to be considered as an overall update to the FPZ language:

- **Maintain Planning**

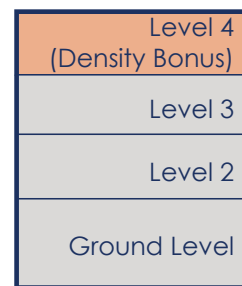
- **Commission discretion within the Frontage Protection Zone**

- to ensure that site-specific criteria can be considered when evaluating buildings within the 30- to 50-foot setback of the FPZ. For instance, the Commission may consider designated vantage points, corner lot considerations, site depth, adjacent land uses, desired pedestrian connections, etc.

Require trail and sidewalk amenities in the first 30-feet of the FPZ



35 Feet



30 Feet

100 Feet

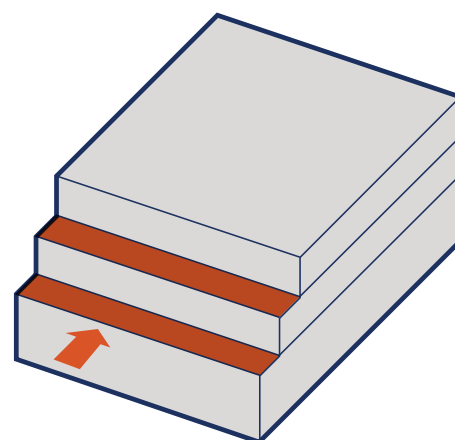


Restrict building heights to 35' in the FPZ to protect views

Require Upper Story Stepbacks (in 10' increments) for buildings within the first 50' of the FPZ



- **Restrict building heights to 35-feet within the FPZ** to mitigate the visual impact of additional development and density on Park City's entry corridors. Building heights along the entirety of the 100-foot FPZ should be restricted to 35-feet, regardless of the underlying zoning or any additional density bonus. Mechanical equipment and elevator shafts should be screened from street visibility.

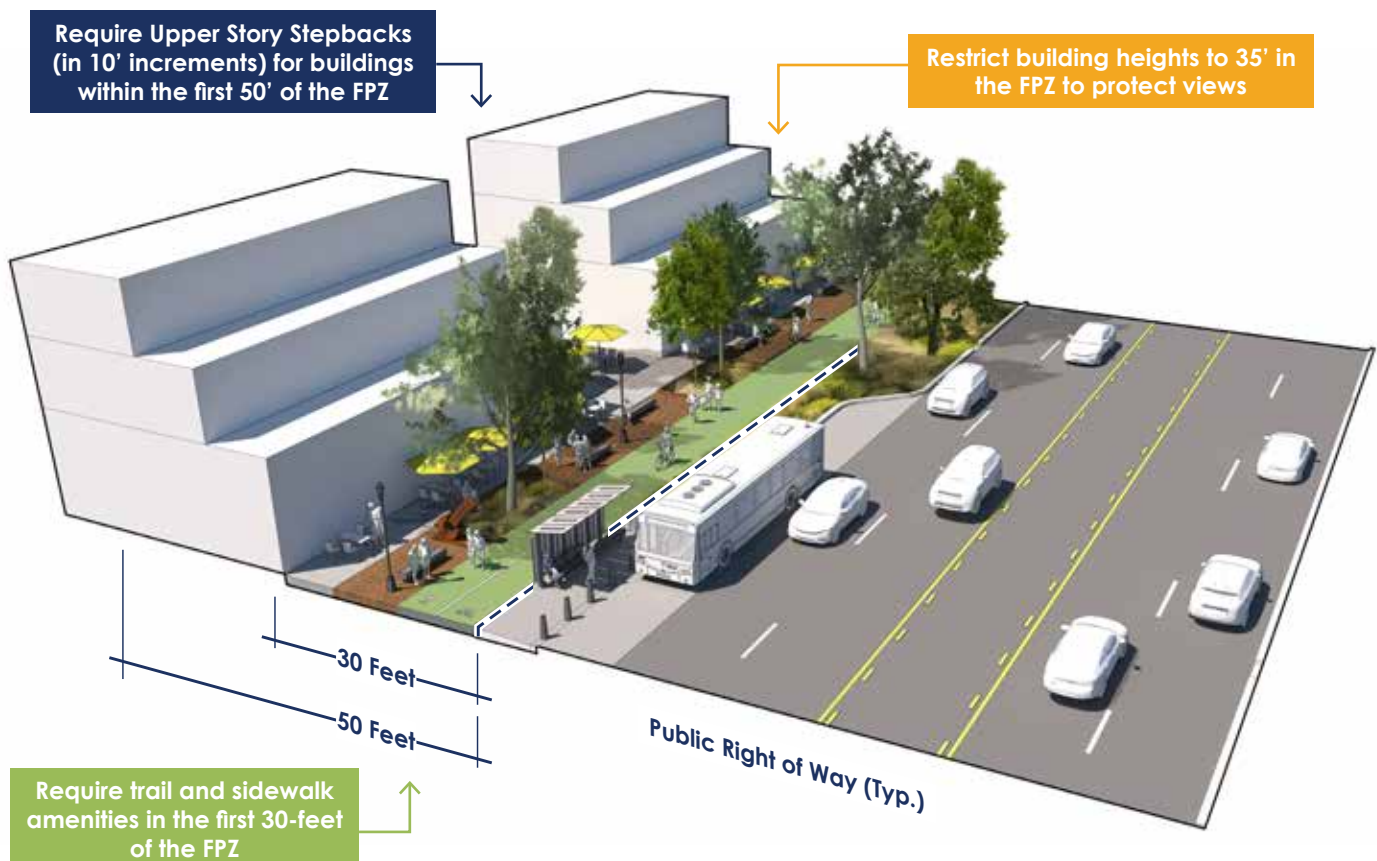


- **Allow for exceptions that prioritize good design in small or challenging sites.** In corner sites or small sites where the FPZ occupies a majority or a significant portion of the developable area, the Planning Commission is recommended to have discretion to make exceptions that prioritize site-specific designs.
- **Require trail and sidewalk amenities in the first 30-feet of the FPZ** to treat this section as a linear green. While sidewalks and trails are allowed within the first 30-feet of the FPZ, there is an opportunity to ensure that the first 30 feet of the FPZ setback is treated as a linear green with ample sidewalks, multi-use trails, street trees, landscaping, seating, transit facilities, and pedestrian-scale lighting. The design of these linear greens should prioritize the pedestrian and cyclist

experience, encouraging the undergrounding of overhead utilities. These new linear greenspaces in the Frontage Protection Zone should be woven into the site design as a means of breaking up superblocks and creating welcoming spaces that invite people into the neighborhood from the perimeter.

- **Allow for arts and culture elements** within the first 30-feet of the FPZ. These may include sculptures, supergraphics, decorative or artistic lighting, play elements, or neighborhood gateway elements.
- **Require Upper Story Stepbacks:** For buildings proposed within the first 50 feet of the FPZ, require upper story stepbacks (in ten-foot increments) along facades facing corridors in the FPZ to preserve mountain views and reduce the visual impact of additional development.

The graphic below depicts the impact of these improvements of the Frontage Protection Zone to new development on the entry corridors in Bonanza Park. New buildings will meet the street with linear greens, gathering spaces, artistic elements, and improved transit infrastructure.



Front Yards	As part of a Bonanza Park Mixed Use District, ensure that new multifamily and mixed use buildings reflect human scale design for a walkable community by regulating design elements. Excludes single and two-family dwellings.
Entrances & Porches	
Landscaping & Trees	
Windows & Doors	
Block Patterns & Sizes	
Roofs	
Fences	
Parking Placement	



MU3: Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.

With Bonanza Park poised for additional growth, the neighborhood's character, scale, and architectural quality will continue to evolve as new buildings and uses replace surface lots and underutilized parcels. For instance, recent developments like the affordable housing-focused Engine House on Homestake Road, bring in new residents and street life to what was otherwise a surface parking lot.

As this development momentum continues, Parkites expressed through this plan's engagement process that new buildings must reflect the charm, architectural quality,

and design sensitivities that have made Park City an international destination and a place with high quality of life for residents. To protect this architectural authenticity, it is recommended that Bonanza Park establish development guidelines for new multifamily and mixed-use buildings proposed within the Bonanza Park study area, whether as a stand-alone regulatory document or as part of a new Bonanza Park Mixed Use District. These guidelines, per state statute, would exclude single and two-family dwellings. Similarly, new design guidelines are not intended to mandate a specific architectural style or preclude from innovative design. Instead, development or design guidelines focus on ensuring good quality design that is human scaled, reflects a walkable setting, and is sensitive to its context and surroundings.

Unlike a Form-Based Code or form-based regulations, development or design standards thus focus on building aspects that are more

qualitative in nature to ensure a high design quality in new construction. For instance, they typically address, but are not limited to, aspects like building articulation, site design and orientation, placement or parking lots and structures, location and orientation of yards, entrances, and windows, and location and specifications for landscaping and trees. As well, they can regulate overall development patterns and encourage breaking down Bonanza Park's superblocks into a more compact and connected street grid, where key corridors are activated at the ground level and delivery/trash/recycling areas are consolidated and screened from view, accessed via alleys or service drives.

Their application into an existing community adds predictability to the development process and signals the quality of design expected of the development community.

How these Recommendations can Shape Development

Taken together, these improvements to the base zoning, FPZ, and the addition of development guidelines will shape development. As growth occurs, the recommendations in this section will preserve and enhance viewsheds and ensure that new buildings contribute to Park City's charm and character.

To illustrate this opportunity, the following example graphics demonstrate how improvements to the FPZ would regulate building form along key corridors in Bonanza Park. The developments shown in these graphics are purely hypothetical massing studies along Park Avenue, Kearns Boulevard, and Bonanza Drive. It should be noted that the massing study along Iron Horse Boulevard and Bonanza Drive is outside the FPZ and illustrates how development elsewhere in Bonanza Park may incorporate these regulations as part of a Bonanza Park Mixed Use District.

Kearns Boulevard & Homestake Road

Conceptual 4-Story Development



Existing Conditions



Park Avenue & Woodbine Way

Conceptual 4-Story Development



Existing Conditions



Iron Horse Boulevard and Bonanza Drive

Conceptual 4-Story Development



Existing Conditions





Bonanza Park is...

Local

Support locally-owned business & entrepreneurship.

At community meetings, walking tours, roundtables, and online surveys, Parkites described Bonanza Park as “locals’ neighborhood”- a place where Parkites live and go out to dine, shop, and run errands. This was in contrast to Old Town and the Main Street corridor, which many of the Parkites we engaged described as catering toward tourists and out of town visitors. For instance, Parkites described the charm of the Boneyard Saloon and Roadhouse Grill, and how they would likely run into neighbors when dining out. These impromptu meetings, where neighbors converse and can comfortably and naturally gather, create and foster a strong sense of community and belonging. Their happening is not exclusive to the venue in which they occur, but instead enhanced by the

authenticity of the venue and how it feels representative of the community’s values. As such, Parkites expressed a desire that new businesses and establishments that come into the neighborhood as development and growth occurs continue to reflect the personality and authenticity of Bonanza Park.

Similarly, the Parkites we engaged expressed the value of Bonanza Park being a true neighborhood where Parkites live, work, and recreate. The neighborhood is already home to more than 700 residents and is expected to continue to add residents with new development proposals. As an internationally renowned tourist destination, Park City’s appeal is widespread and highly desirable. While the tourism-based economy creates economic opportunities and

supports the overall community, it also creates pressures on land values and the housing market through the addition of hotels, timeshares, and nightly rentals. Preserving the neighborhood’s character as a place for Parkites continues to be a key community priority. This section does so through the following recommendations:

- **L1:** Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals.
- **L2:** Limit conventional chain businesses to prioritize locally owned and unique retailers/ restaurants in Bonanza Park.
- **L3:** Cap commercial square footage per building, with exceptions for grocery stores, to incentivize mixed use development.



"No overnight, short-term rentals, or hotels. Place local residents first!"

L1: Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals.

Bonanza Park is a neighborhood by locals, for locals. As growth occurs, Parkites engaged through this process supported a future land use vision centered around additional mixed-use development that brings in more full-time residents and provides homes for Park City's workforce, and limits the addition of hotels, nightly rentals, and other hospitality uses. With this goal and outcome in mind, there is an opportunity to limit nightly rentals, hotels, and timeshares in the neighborhood.

Limiting Future Hotels

With the exception of the DoubleTree Hotel at the corner of Park Avenue and Bonanza Park and the Park Regency Resort on Prospector Avenue, Bonanza Park is largely commercial in nature with some pockets of residential condos and apartments. Through a rezoning of the neighborhood into a future Bonanza Park Mixed Use District, there is an opportunity to classify major hotels, or those with more than fifteen hotel rooms, as a conditional use. Currently, both major and minor hotels are uses allowed by right in the General Commercial (GC) zoning district. This rezoning will establish an additional check on whether any proposed hospitality uses will impact the overall character of Bonanza Park, providing an opportunity for potential new hospitality

uses to establish compatibility standards with the remainder of the neighborhood.

Limiting Nightly Rentals

In the last decade, nightly rentals have disrupted and transformed the hospitality industry, and as a consequence, the neighborhoods where they are located. While they provide visitors additional choice beyond a traditional hotel and may even introduce new visitors and economic activity to an otherwise residential community, their presence is not without negative impacts to housing affordability and impacts to the character of a neighborhood. According to AirDNA, the world leader in nightly rental intelligence data, nightly rentals in the United States, on average, increased home values between 1 to 4 percent over the last four years – though this percentage may be as high as 17 to 20 percent in very specific touristic areas. * Thus, while limiting nightly rentals alone will not fix housing supply shortages and erase affordability concerns, when heavily concentrated in a community, they may have a significant impact. As such, cities with tourism-driven local economies have enacted strategies to limit nightly rentals both citywide, and within specific neighborhood boundaries.

Park City already regulates nightly rentals citywide through zoning and a licensing process. Anyone with the intent to offer paid lodging for a period of under 30 days, if within one of the allowable zoning districts, must apply for a nightly rental license to operate. The entirety of Bonanza Park is within zoning districts that allow nightly rentals. However, with the exception of portions zoned



L2: Limit conventional chain businesses to prioritize locally owned and unique retailers/restaurants in Bonanza Park.

Parkites responding to surveys and attended meetings described Bonanza Park's current retailers, dining establishments, and shops and one of their top "favorite things" about the neighborhood. Many of Bonanza Park's commercial properties are indeed home to local businesses with local or regional ownership, many of which attended stakeholder roundtables conducted by the planning team in the first phase of community engagement. These owners are highly invested in the success of the community, and champion improvements to the area.

As new businesses move into the area, in both existing commercial buildings, or as part of a redevelopment, there is an opportunity to ensure that new tenants reflect the richness, authenticity, and character of the community. A key strategy for such is to limit conventional chain businesses from operating in Bonanza Park. Park City already defines a conventional chain business through the Land Development Code, as a commercial storefront substantially identical to more than ten (10) other businesses, regardless of ownership or location, based on standardized menu, merchandise, apparel, or architectural design or decor. Strategies to limit chain businesses in Bonanza Park include:

- Limit the total number of chain businesses allowed in the Bonanza Park neighborhood, either as

Light Industrial (LI), lockout units, or dwellings with separate exterior access that include a bathroom but no kitchen, require a Conditional Use Permit.

Strategies to limit nightly rentals in Bonanza Park may include a menu of options, to be considered by City Council as a next step implementation item. These may impact the Bonanza Park study area directly, as either additions to the Regulation Of Nightly Rentals section of the Land Development Code, or as part of a future Bonanza Park Mixed Use District. These may include:

- Establishing a total cap or quota on the total number of nightly rentals in Bonanza Park, as a percentage of the total housing units in the neighborhood, or as a number influenced by the number of nightly rentals currently permitted in Bonanza Park.

- Limiting the number of tenants who can stay in a nightly rental per single stay, to prevent "party houses" in established residential areas.
- Establishing a policy limiting investor-owned nightly rentals, or owners who own and operate multiple nightly rental licenses, while still allowing licenses for homeowners wanting to operate a nightly rental from their primary residence.
- Adopting a full-time resident requirement for nightly rental license holders impacting absentee landlords or out-of-town owners.

These nightly rental policies, however, only work effectively through appropriate enforcement and monitoring of the supply of rentals in the community. It is recommended that any updates to policies impacting nightly rentals in Bonanza Park are evaluated by their ability to be properly enforced.

part of a prohibited use in a new Bonanza Park Mixed Use District, or as an addition to the General Commercial (GC) Zoning District. The Park City municipal code already does so for two zoning districts - the Historic Recreation Commercial (HRC), where no more than seven chain businesses are permitted, and the Historic Commercial Business (HCB) District, where no more than 17 chain businesses are permitted.

- Limit the size of allowed square footage for a chain business to no more than 5,000 square feet to discourage "big box" retail users.
- Limit the proportionate amount of square footage a conventional chain business may occupy within a single building. For instance, a future policy may outline that chain businesses must not occupy more than 30% of the total commercial space in a single building.



L3: Cap commercial square footage per building, with exceptions for grocery stores, to incentivize mixed use development.

In order to incentivize mixed use development over single use commercial development, a future Bonanza Park Mixed Use Zoning District can include regulations that cap the maximum allowable commercial square footages for a single development, building, or application. These recommendations can carve exceptions for potential uses that require a higher total square footage, and are associated with a livable community, such as a full-service grocery store, institutional uses such as an art center or museum, or municipal and civic uses. These terms need to be further defined by Park City Staff following this process, for clarity. For instance, Park City's Land Management Code and its definitions do not currently distinguish a grocery store from other major retail and service commercial uses.

The potential regulations to be considered include the following:

- Limit the allowable commercial square feet for a single building to no more than 15,000 to 29,000 square feet, to ensure that building massing remains at the same scale as the surrounding neighborhood.
- Limit the size of allowed square footage for all commercial uses to no more than 5,000 square feet for a single tenant, to discourage "big box" retail users.
- Require that at least 50% of the total square footage for mixed use buildings that include commercial uses at the ground level are dedicated to residential or commercial office uses.



Bonanza Park is...

User-Friendly

Create a safe & intuitive network
for pedestrians, cyclists, and
transit users.

From the very first engagement session, Parkites reiterated their support for a more connected, walkable, bikeable, and transit-rich Bonanza Park. At community meetings and stakeholder roundtables, Parkites described moving through the neighborhood as a confusing and often challenging endeavor.

The Mixed Use goal of this plan envisions a more mixed use, compact, and livable Bonanza Park. In order for this type of development vision to thrive, Bonanza Park will require significant investments to its network of streets, sidewalks, and to its overall connectivity. At the neighborhood scale, livability begins and ends with user-friendliness for all users, from pedestrians to cyclists, transit users, and lastly, for those driving a personal car. As such, this section

focuses on improvements to the neighborhood's existing infrastructure, and outlines policy recommendations to ensure that new development supports a more connected mobility network, through four key recommendations:

- **UF1:** Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.
- **UF2:** When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.
- **UF3:** Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk

improvements, transit hubs, and tunnels to surrounding neighborhoods.

- **UF4:** Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.

Understanding that additional development may impact vehicular traffic, a stand-alone mobility component was developed as part of this planning process. This separate report includes a more detailed existing conditions analysis and includes the results of a traffic model measuring impacts to intersection Levels of Service. This technical document was prepared by Fehr and Peers, in collaboration with the planning team.

Potential Bike/Ped Connection Typologies

UF1: Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.

To become a more walkable and connected neighborhood, Bonanza Parks needs to focus on building its network of pedestrian and bicycle linkages. This plan recommends doing so through a focus on addressing sidewalk gaps, and an investment into high quality trails, noted as Signature Trails.

Improving Sidewalk and Pedestrian Connectivity

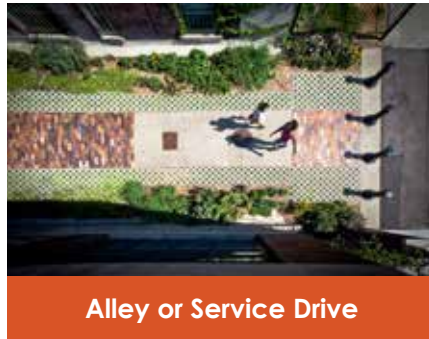
Pedestrian connectivity begins with basic infrastructure – sidewalks. Every street within Bonanza Park must include, at the very least, sidewalks on both sides of the street that meet or exceed Park City's standards. Sidewalk gaps within the neighborhood include the south side of Iron Horse Boulevard, both sides of Shortline Road, and both sides of Homestake Road, though this will be addressed via a complete street redesign of the street. Additionally, there is an opportunity to add sidewalk/trail linkages within the neighborhood core to add mid-block connections in otherwise large superblocks. These interior connections are noted in the accompanying map and include connections between the Rail Trail on Bonanza Drive to Iron Horse Drive and Shortline Road, potential future connections within the superblock at the intersection of Park Avenue and Kearns Boulevard, and internal connections near the city-owned site at Kearns Boulevard and Bonanza Drive.



Neighborhood Street



Shared Street "Woonerf"



Alley or Service Drive



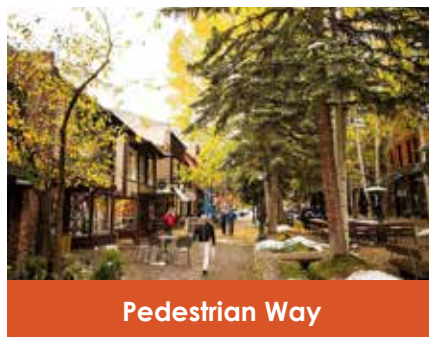
Retail Street



Off-Street Trail



On-Street Bike



Pedestrian Way



Linear Green

Intersections within the neighborhood core and those between local streets, such as the intersection of Iron Horse Drive and Shortline Road, must prioritize marked pedestrian crossings. At neighborhood thresholds and gateways to nearby communities, such as the connection to Prospector,

pedestrian tunnels can provide a more seamless and safe crossing. Park City is already making a similar investment with a tunnel under Kearns Boulevard toward Snow Creek Drive.

The Connectivity Vision for Bonanza Park

To become a more walkable and connected neighborhood, Bonanza Parks needs to focus on building its network of pedestrian and bicycle linkages.



Investing in Signature Trails

Bonanza Parks also sits near three regional trail systems of high quality – the Historic Union Pacific Rail Trail to the east, the McLeod Creek Trail to the north, and the Poison Creek Trail to the south. While the rail trail and the Poison Creek trail are seamlessly connected along Bonanza Drive through various pedestrian tunnels, this network remains cut off from the McLeod Creek Trail. Moving from one trail to the other through the neighborhood involves walking along streets missing sidewalks, cutting through surface parking lots, or walking along narrow sidewalks that lack street trees

or pedestrian crossings. As such, this plan recommends investing in Signature Trails, or trails matching or exceeding existing regional trail standards, such as 12- to 15-foot widths, landscaped edges, consistent wayfinding and signage, bicycle repair stations, seating areas, and trailheads at key intersections. Trail and trailhead design should also prioritize comfort during the winter months through pedestrian/bicyclist amenities that are seasonal, such as covered bicycle parking, outdoor seating areas/benches, etc.

The addition of these trails is a significant investment in Bonanza Park's future, though

may be challenged by a limited amount of space within the existing right of way. As a way to prioritize pedestrian and cyclist movement, future revisions to the Frontage Protection Zone should consider requirements for corner lots and additional setbacks to allow for pedestrian/cyclist movement and circulation through Bonanza Park.

Potential routes for signature trails in Bonanza Park include:

- A** Park Avenue, between Deer Valley Drive and Kearns Boulevard.
- B** Kearns Boulevard, along its south side between Park Avenue and Bonanza Drive.

Example of a Signature Trail

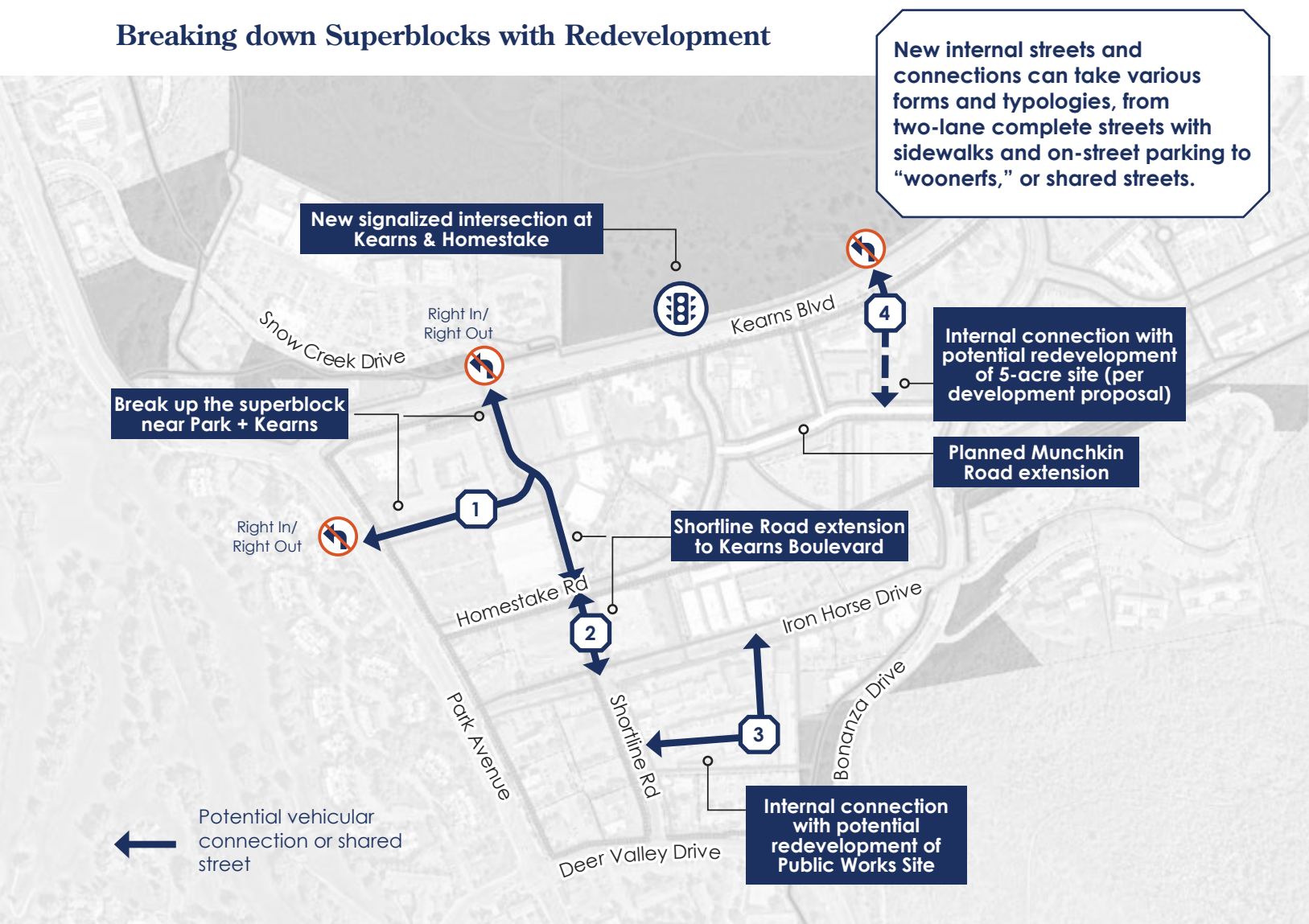


C A new east-west connection between Park Avenue and the Rail Trail, through the south side of Homestake Road and within portions of the Iron Horse District.

D A new north-south connection between Deer Valley Drive and Kearns Boulevard, along Shortline Road, the Walgreens property, and through a future redevelopment of the Fresh Market site toward the proposed Snow Creek Drive Tunnel under Kearns Boulevard.



Breaking down Superblocks with Redevelopment



UF2: When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.

Through the years, Bonanza Park's development patterns has resulted in a disjointed network of overly sized superblocks where internal pedestrian and vehicular connections are often lacking. As redevelopment occurs within these superblocks, there must be a focus on breaking

down this superblock pattern into more compact, walkable, and connected blocks. New internal streets and connections can take various forms and typologies, from two-lane complete streets with sidewalks and on-street parking to "woonerfs," or shared streets, where streets are designed to slow down vehicular traffic and prioritize pedestrian and cyclist movement. The internal street network connections to consider as redevelopment occurs are as follows:

- 1 Superblock between Park Avenue, Kearns Boulevard, and Homestake Road: A future redevelopment of the commercial properties in this

area should prioritize created new east-west and north-south connections. Streets connecting to Park Avenue or Kearns Boulevard should remain as right-in/right-out intersections, to lessen impacts to regional traffic.

- 2 Extension of Shortline Road: With a redevelopment or improvement of the Walgreens site, Shortline Road can be extended toward Homestake Road, eventually connecting with a new north-south connection toward Kearns Boulevard.

Example of a Vehicular and Trail Connection



3 Public Works Site: In the case of a future redevelopment of the Public Works facility on Iron Horse Drive, a new east-west and north-south connection can create a more compact block size near the Rail Trail.



4 City-Owned 5-Acre Site: In a future redevelopment of the city-owned site at the corner of Park Avenue and Bonanza Drive, a new internal connection should be considered between Munchkin Road and Kearns Boulevard.



Traffic Calming Measures



Crosswalk Improvements



Mobility Hubs



Pedestrian Connections



UF3: Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods.

The improvements described in this section are ambitious and will require significant funding. Understanding that municipal funds are limited in accomplishing these goals, there is an opportunity to leverage future developments to fund and implement some of the mobility improvements

most needed in Bonanza Drive. While these are investments in the public realm, they may help make Bonanza Park a more vibrant and walkable place, benefiting both existing residents and future residents brought in through new buildings. In collaboration with Park City, developers can choose to provide some of these as a community benefit when applying for a density bonus, as described in the Mixed Use goal, or may choose to pay a fee-in-lieu into a mobility improvement fund. The potential improvements to be considered as high priorities for Bonanza Park include:

- **Traffic calming measures:** Bump-outs at intersections, on-street parking as part of a complete street design, parklets, sidewalks, signage, and street trees.
- **Crosswalk improvements:** Clearly marked crosswalks and pedestrian signage.
- **Mobility Hubs:** Bus shelters (with lighting, seating, cover, and signage), bus pullouts, and access to last-mile connectivity, such as bike share or micro-mobility.
- **Pedestrian Connections:** Continuing to invest in connectivity to the surrounding area, with a focus on creating tunnel or bridge connections with adjacent neighborhoods.

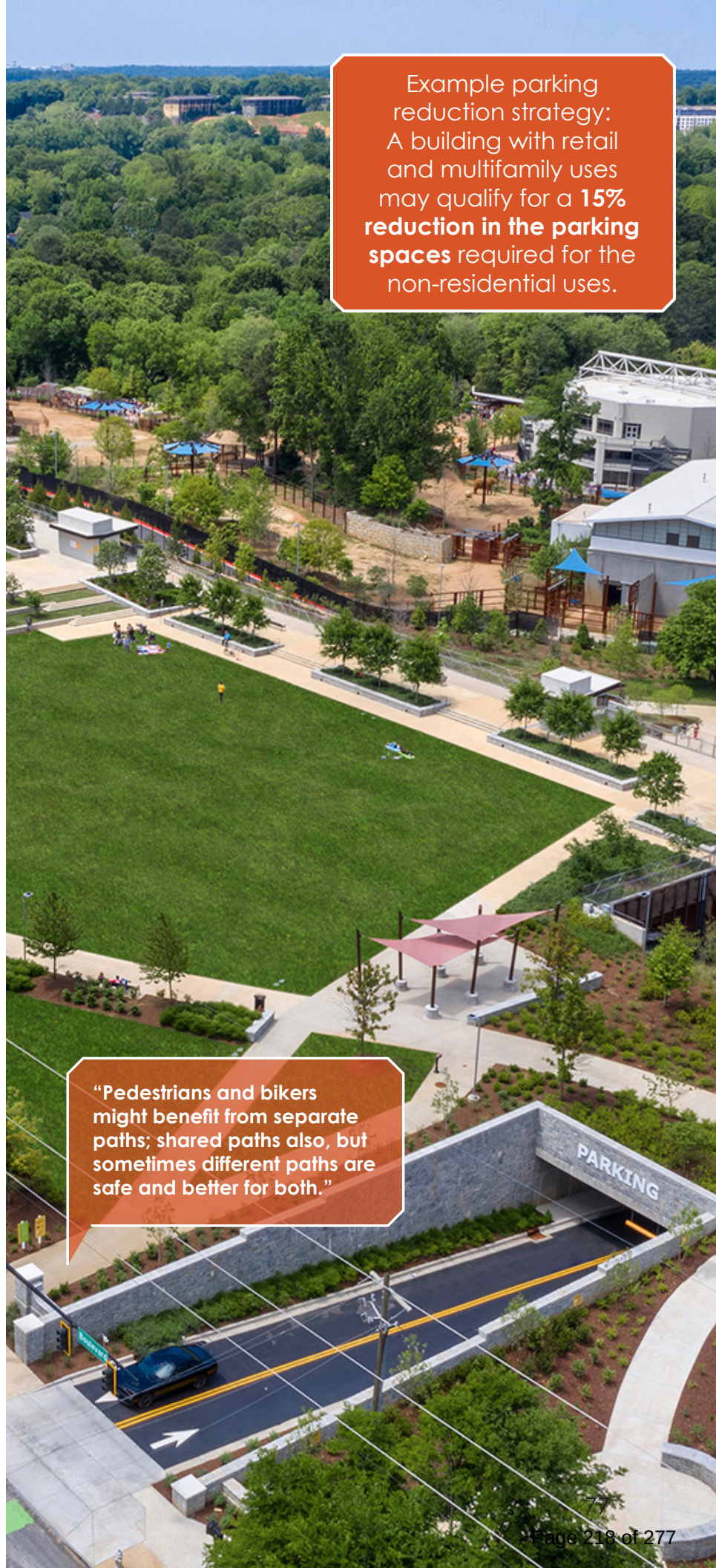
UF4: Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.

As part of a new Bonanza Park Mixed Use District (BPMX), Park City may consider the following strategies to shift the development paradigm in Bonanza Park and ensure that new development supports a walkable environment:

- **Restrict car-centric uses:** In a future BPXD Zoning district, auto related retail, drive-up windows, and gas stations, may be considered as potential prohibited uses.
- **Significantly lower parking minimums for all shared uses:** Lower required parking minimums for mixed use developments, boutique hotels, complementary uses in a single development, or when in close proximity to transit. A shared parking strategy should be developed as an implementation next step. For instance, a building with retail and multifamily uses may qualify for a 15% reduction in the parking spaces required for the non-residential uses, following a parking impact study submitted as part of the development application.
- **Incentivize underground parking:** Included as a community benefit within the proposed BPMX, underground parking should be encouraged and incentivized through a parking reduction. For instance, peer communities have included a 5% reduction of the required parking minimum for parking space included below grade.

Example parking reduction strategy: A building with retail and multifamily uses may qualify for a **15% reduction in the parking spaces** required for the non-residential uses.

“Pedestrians and bikers might benefit from separate paths; shared paths also, but sometimes different paths are safe and better for both.”





Bonanza Park is...

Inclusive

Expand the availability of affordable and workforce housing units.

The Parkites engaged throughout the planning process described a future Bonanza Park where folks of all backgrounds and incomes have access to attainable housing, eco-friendly spaces, improved air quality, and a vibrant local economy built around local businesses. When housing is adequate, other essential elements of community fall more easily into place including healthcare, education, and job opportunities. The common myth that affordable and workforce housing will negatively impact the economy or social qualities of a community is a harmful narrative to communities. Communities flourish when homes are reasonably priced by way of steady rental rates, increased spending power, less stress, more available jobs,

and increased tax revenue that can be used to improve infrastructure, educational facilities, and other vital community resources. The U.S. Department of Housing and Urban Development defines affordable housing as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities. From tenant-based rental assistance to project-based affordable housing, there are multiple options that cities can utilize and incentivize to facilitate the development and preservation of affordable housing. Shortages of affordable and workforce housing are a long-standing challenge throughout the country and in Park City.

In an effort to promote community sustainability, housing has been a focus

of Park City since the early 1990's, adopting the first housing policies as early as 1993 intended to create and preserve affordable housing. As a resort town that attracts thousands of visitors every winter season, seasonal workers are an essential part of the workforce with a need for affordable housing, that make it possible for the city to flourish during peak tourism periods.

Park City's Inclusionary Housing Ordinance requires that Master Planned Developments provide affordable units for 20% of the residential units. In 2023, the Five-Year Moderate Income Housing Plan inventoried 651 moderate-income homes citywide, with 439 rental units

and 212 owner-occupied units. Currently this equates to approximately 20% of the total units in Park City, meeting the minimum goal for affordable units citywide. As future development is anticipated within the Bonanza Park and Snow Creek study area, it is critical to continue to incentivize affordable and workforce housing so that Park City's minimum target of units citywide doesn't drop below the 20% threshold. Ideally, future affordable units in Bonanza Park would increase the percentage beyond 20%.

In order to promote a more inclusive Bonanza Park and expand the availability of affordable and workforce housing units, this study provides four recommendations:

- **11:** Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.
- **12:** Establish bold affordability metrics to guide decision-making and track short- and long-term success.
- **13:** Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.
- **14:** Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.

Affordable Housing Case Study: The Martha | Boise, ID



The Martha is a 2- to 3- story apartment building in Boise, Idaho developed by the Capital City Development Corporation (CCDC), Boise's redevelopment and urban renewal agency. A follow up to the West Downtown Neighborhood Plan, The Martha is the result of a Request for Proposals (RFP) for the redevelopment of CCDC-owned property. The RFP process resulted in a development agreement in 2021, and the project broke ground at the end of 2021, and was completed in 2022.

The development includes 48 mixed-income units with 21 studios, 14 one-bedroom units, and 13 two-bedroom units. All units are affordable to residents earning between 60-120% of Boise's Area Median Income (AMI). The building was designed to reflect the area's historic architecture and scale, and is LEED Silver Certified.

Source: Capital City Development Corporation (CCDC)

Affordable Housing Case Study:

Union Flats | St. Paul, MN



The Union Flats development includes 217 workforce housing units to a neighborhood in St. Paul, MN with little to no affordable options. Built on a formerly contaminated site, the development team used a funding strategy that employed the Low Income Housing Tax Credit Program (LIHTC), among other taxable bonds. The development includes resident amenities like courtyards, a pool and deck, a bike lounge, and proximity to nearby regional rail.

As a LIHTC property, rental rates are designed to be under the St. Paul's AMI, with income restrictions in place.

Source: The National Affordable Housing Management Association

EngineHouse Affordable Housing in Bonanza Park: 99 new deed-restricted units targeting Area Median Incomes (AMI) from 40-80%. Expected to be completed in spring 2025. (Source: Park City Municipal)



I1: Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.

Park City has the most aggressive local inclusionary affordable housing obligation in the State of Utah at 20%. Per the City's affordable housing policies, private development providing more than 10 residential units must meet this 20% obligation through one of the following six tools:

1. Building the affordable units on site
2. Build affordable units within City limits
3. Deed restrict existing units
4. Build affordable units outside city limits but within the Park City School District Boundary
5. Convey land to the city within the Park City School District Boundary
6. Pay an in-lieu fee, currently \$389,700 per Affordable Unit Equivalent

In addition to these tools, this study recommends exploring additional development agreement options that would ensure that developments seeking public investment align with the needs of the broader Bonanza Park and Park City community, such as providing important community benefits as a part of the overall development. Public incentives combined with private funding can also provide private sector technology and innovation, and potentially spread the cost of infrastructure over a more extended period, freeing up public funds that could be applied to areas where private investment is not appropriate or impossible. Lastly, encouraging the construction of various unit sizes and types including micro-units, apartments, townhouses, and condominiums may lead to multiple price points offered within Bonanza Park.



Condos on Homestake Road in Bonanza Park

\$1,045,455

2024 Median Housing Value in Bonanza Park (ESRI, 2024)

I2: Establish bold affordability metrics to guide decision making and track short and long-term success.

By setting targets for the number of affordable and workforce units that should be built in Bonanza Park and the desired AMI level, Park City will be able to monitor affordability that will help assess progress and determine if changes to the strategy are necessary. Policy objects such as increasing the affordability of rental housing or expanding affordable housing goals within Bonanza Park. By establishing bold affordability metrics that are specific and measurable, Park City will be able to determine to what extent progress is being made in achieving affordability goals. Specific housing goals provide the detail for effective measurement of success rather than vague goals that simply “promote” affordable housing opportunities. Establishing a baseline that begins in a given year and setting a goal for new housing in a five-year period would be an example of a measurable goal for short-term affordable housing.

I3: Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.

With the addition of the EngineHouse affordable housing development coming online in 2024, Bonanza Park will provide a significant percentage of Park City’s 2024 affordable and workforce housing target. Identified as rental housing that is affordable without the use of public subsidies, Naturally Occurring Affordable Housing (NOAH) occupies the space between market-rate units and government-assisted subsidized units. Opportunities to preserve naturally occurring moderate income housing include innovative financing strategies, providing tools to mission driven owners like reliable acquisition financing and mixed-income approach, capital and incentives for responsible NOAH owners, and rental assistance for tenants are a few examples.

I4: Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.

Universal design are principles through which public and private spaces are designed to have equal access by people of all ages and abilities, with little or no need for adaptation or specialized design. A key aspect of design that allows for aging-in-place, universal design follows guidelines developed with the American with Disabilities Act (ADA) in mind.

To continue to be a welcoming community for all Parkites, especially those with special requirements or limited mobility, new housing must incorporate elements commonly associated with universal design. These include no-step entries, appropriate widths for doors and hallways, non-slip surfaces on floors and bathtubs, and housing options that include single-story units.



Bonanza Park is...

Green

Create a more welcoming and sustainable community.

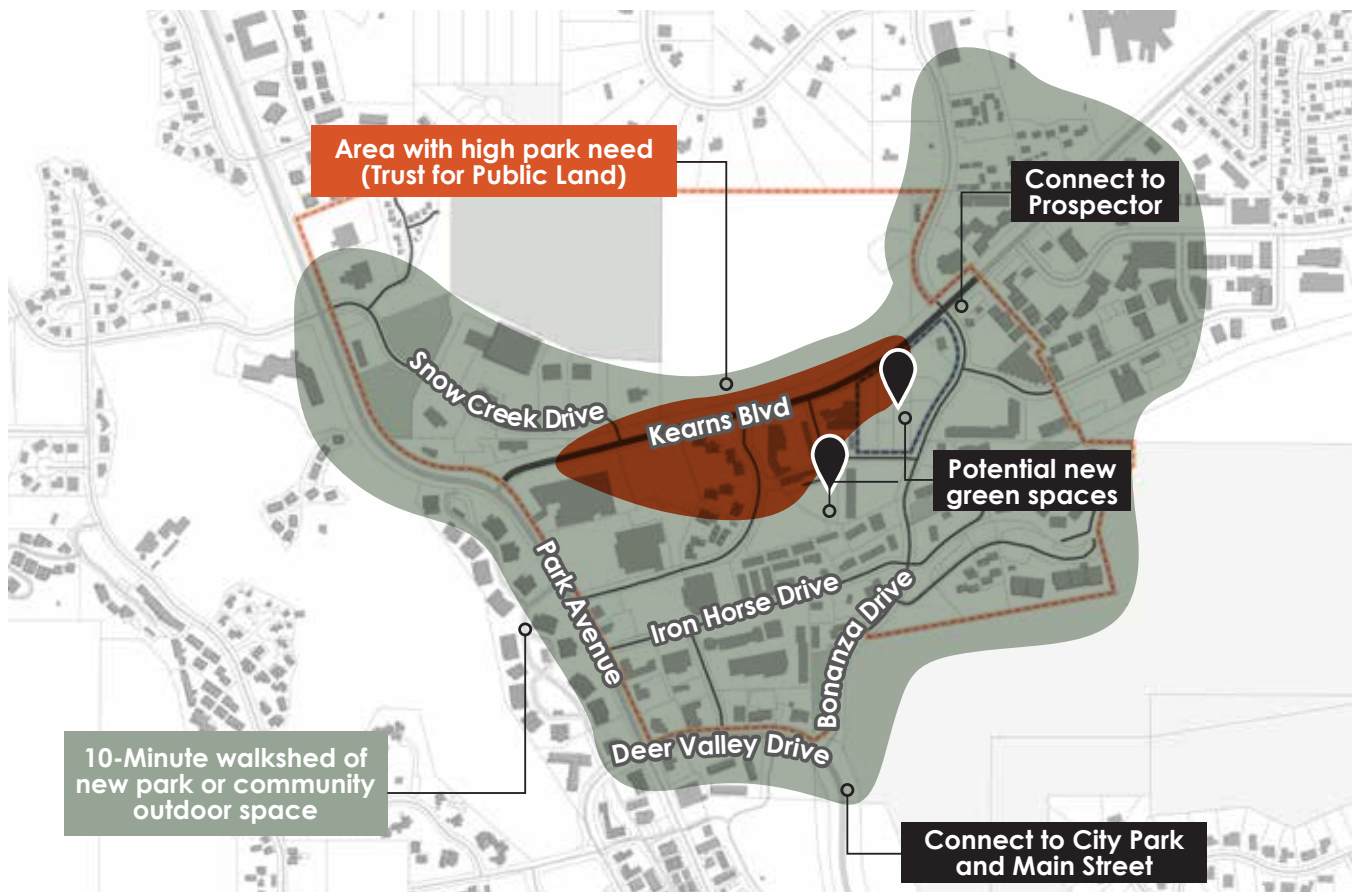
As Park City and the Bonanza and Snow Creek neighborhoods continue to grow and develop, promoting a greener and more sustainable community that allows people to connect with nature is more important than ever. Sustainable communities provide a wealth of benefits including improved air quality, reduced heat island effects, improved mental and physical health, reduced energy costs, and increased biodiversity. Parks and outdoor community spaces also strengthen social cohesion within a community by offering a range of activities that provide opportunities for people to come together at events like festivals, concerts, and markets. These spaces also promote long-term economic growth by driving tourism, generating income for local

businesses, and attracting new residents and businesses to the study area. Finally, community gathering spaces and sustainable development promotes biodiversity and combats the impacts of climate change through vegetation that absorbs carbon from the atmosphere and improves air quality, regulates ecological processes such as pollination and pest control, and serve as conservation areas to protect wildlife and important habitat.

Throughout the arch of the study process including community meetings and online and paper surveys, the incorporation of green and community spaces in future development within the Bonanza and Snow Creek study area received overwhelming community support. Support for a greener,

more resilient Bonanza Park is explored through three key recommendations:

- **G1:** Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.
- **G2:** Provide examples of publicly accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.
- **G3:** Incentivize sustainable development within Bonanza Park to meet Park City's net zero goals, reduce vehicle trips, and improve access to transit.



G1: Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.

The addition of new parks and trails within Bonanza Park would provide an opportunity for nearly 1,000 nearby residents to be within a 10-minute walking distance of critical community open space and promote a more sustainable environment for the entire community. Future development should be incentivized to provide new outdoor community spaces through public-private partnerships or development agreements. There is also the opportunity to create a

new neighborhood outdoor community space in the heart of Bonanza Park with the potential relocation of the utility substation or as part of the redevelopment of the 5-acre site at the corner of Kearns Boulevard and Bonanza Drive. Finally, a focus on trails and pedestrian connections will ensure that biking and walking to a park or trail is safe and comfortable.

G2: Provide examples of publicly accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.

While providing a wealth of ecological, economic, social, educational benefits to a community, the appearance, scale, and programming of green spaces and outdoor community spaces may vary widely from project to project. Urban plazas, pocket parks, courtyards, parks, and community gardens are a few examples of green community spaces that have the opportunity to offer high quality community benefit, provide environmental and ecological benefits, and promote social cohesion. Careful consideration should be given to each project within Bonanza Park to offer complementary outdoor spaces and experiences throughout the neighborhood and foster a more sustainable and greener community.

These green space typologies should be formalized as a menu of options available to the development community applying for a density bonus within Bonanza Park as part of a new Bonanza Park Mixed Use (BPMX) District, or when proposing development within the Frontage Protection Zone. For each typology, in a future BPMX or elsewhere, the design of these spaces should be guided by supporting language describing their intended use and context, example imagery of best practices, and recommendations for how to best integrate these spaces with a surrounding development.

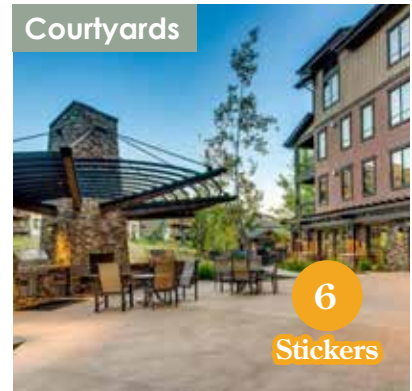
Urban Plazas



12

Stickers

Courtyards



6

Stickers

Pocket Park



31

Stickers

Flexible Space



37

Stickers

At the third community meeting, Parkites were asked to share what types of green spaces elements they would like to see in Bonanza Park. Those who participated in this activity were given three stickers and were asked to distribute them among the green spaces shown.

Amenity Space



27

Stickers

Community Garden



16

Stickers

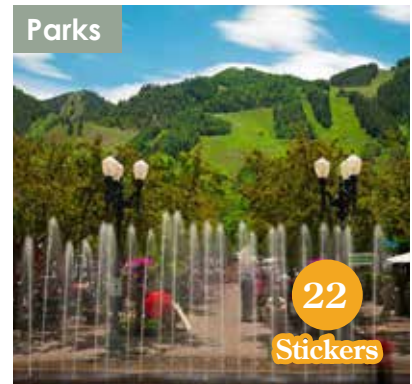
Green Roofs/
Amenity Terrace



23

Stickers

Parks



22

Stickers

G3: Incentivize sustainable development within Bonanza Park to meet Park City's net zero goals, reduce vehicle trips, and improve access to transit.

The impact of our buildings and infrastructure on our environment is significant and overarching, both economically, socially, as well as environmentally. The construction industry and new development is a significant contributor to climate change, which poses a threat to overall public health and has significant impacts on our overall environment and the air that we breathe. By incentivizing greener and more sustainable development, Bonanza Park can contribute to a healthier community for all Parkites and can become a more resilient neighborhood.

Park City has a goal to be a net-zero community by 2030, running on 100% renewable energy. As of 2016, buildings within Park City accounted for 60 percent of all carbon emissions, well above the national average. Investing in green technologies and renewable energy resources like solar, wind and geothermal the Bonanza neighborhood can significantly reduce greenhouse gas emissions. Additionally, green infrastructure such as green roofs, parks, bike paths, and public transit can help reduce air pollution and promote a healthier environment, and future development should be incentivized to include these sustainable features. Finally, future developments should incorporate convenient access



Park City has a goal to be a net-zero community by 2030, running on 100% renewable energy. As of 2016, buildings accounted for 60 percent of carbon emissions, well above the national average.

to transit routes to encourage reduced dependency on personal vehicles.

Following this process, Park City Staff must further defines what constitutes a "sustainable development." This may be conceived in various forms, such as looking at a development for its total contribution to carbon emissions, its inclusion of sustainable site design elements, or its adherence to existing guidance on sustainable development. For instance, since 2017, Park City's municipal buildings are required to follow net-zero energy performance requirements. These requirements have as a purpose to "balance

the annual energy use of all buildings and facilities with on-site renewables, or as close to the site as possible." For private developments, or developments with public-private partnerships, similar or equal standards may be considered to be classified as a sustainable development.

"I do feel that creating nature based spaces is important; the feel of the neighborhood will be more welcoming."



Bonanza Park is...

Cultural

Weave arts and culture into the community fabric.

Quality of life and caring about community are at the core of embracing arts and culture within the places we inhabit. Providing a way for people to engage in public life, successful placemaking incorporates arts and culture at the center of thriving cities and neighborhoods. Arts and culture have the capacity to transform space into place, and the public realm is a perfect example of spaces that have the potential for us all to relate to place and weave art, programming, and activation into our communities as a civic benefit for everyone. Ranging from murals and sculptures to dance performances and orchestras in the park, public and community art have the ability to promote dialogue

with the community, especially when the community is engaged in the inception and creation of the expression. Public art also provides economic benefits including job creation and tourism and has the potential to foster youth development in the arts through apprenticeships and education.

The multi-phased engagement approach for the Bonanza Park and Snow Creek Area Plan identified arts and culture as a priority and a goal that should be embraced and encouraged throughout the community, weaving through all aspects of the neighborhood ranging from public infrastructure to new development. This plan does so through the following recommendations:

- **C1:** Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.
- **C2:** Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.

C1: Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.

Current and future improvements and redevelopment within Bonanza Park should incorporate the transformation of space to place by reimagining and reinventing public spaces as the heart of the development or community. By focusing on access & connectivity, sociability, uses & activities, and comfort and image, the community-driven process of incorporating public art and placemaking strategies capitalizes on Bonanza Park's local assets and results in the creation of authentic public spaces that contribute to overall health, happiness, and well-being.

Bonanza Park has the unique opportunity to allow art installations within the Frontage Protection Zone when approved through the Public Arts Advisory Board process and dedicated to the city. There are many examples throughout the country of cities and districts incorporating public art within the streetscapes and traffic calming measures, such as creative crosswalks, wayfinding, and neighborhood signage. Additionally, public art, such as sculptures and murals, could enhance trails and gateways at key neighborhood entrances and thresholds. The existing Rail Trail should be enhanced with public art, interactive placemaking strategies, and creative district signage.

Allow art installations in the Frontage Protection Zone



Incorporate public art in streetscapes



Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park



Develop art installations and gateway elements



Work with partners to enliven the Rail Trail with public art



Require public local art to be incorporated into Master Planned Developments

Require public art be meaningfully included in the design of community outdoor spaces created with new development

Incorporate murals, supergraphics, and color to break up building facades

“Public art as a core principle is the most cost effective way to get lots of art incorporated into our community. Make every new development provide art.”

C2: Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.

The inclusion of public art within future development projects received overwhelming public support throughout the planning and engagement process for this project. This goal recommends requiring public and local art to be incorporated into Master Planned Developments, to be reviewed and approved through the Public Arts Advisory Board process. It also recommends that community outdoor spaces be created as part of a new development including public art and colorful, creative, and comfortable seating areas. Lastly, the incorporation of murals, supergraphics, and color serves to break up building facades and reflect the neighborhood's identity.

Community Meeting 3 Engagement Results:

What types of placemaking elements would you like to see?

Creative Intersections



Murals



Swings and Creative Seating



Sculptures



At the third community meeting, Parkites were asked to share what types of placemaking elements they would like to see in Bonanza Park. Those who participated in this activity were given three stickers and were asked to distribute them among the placemaking elements shown.

Play Elements



District Signage & Gateways



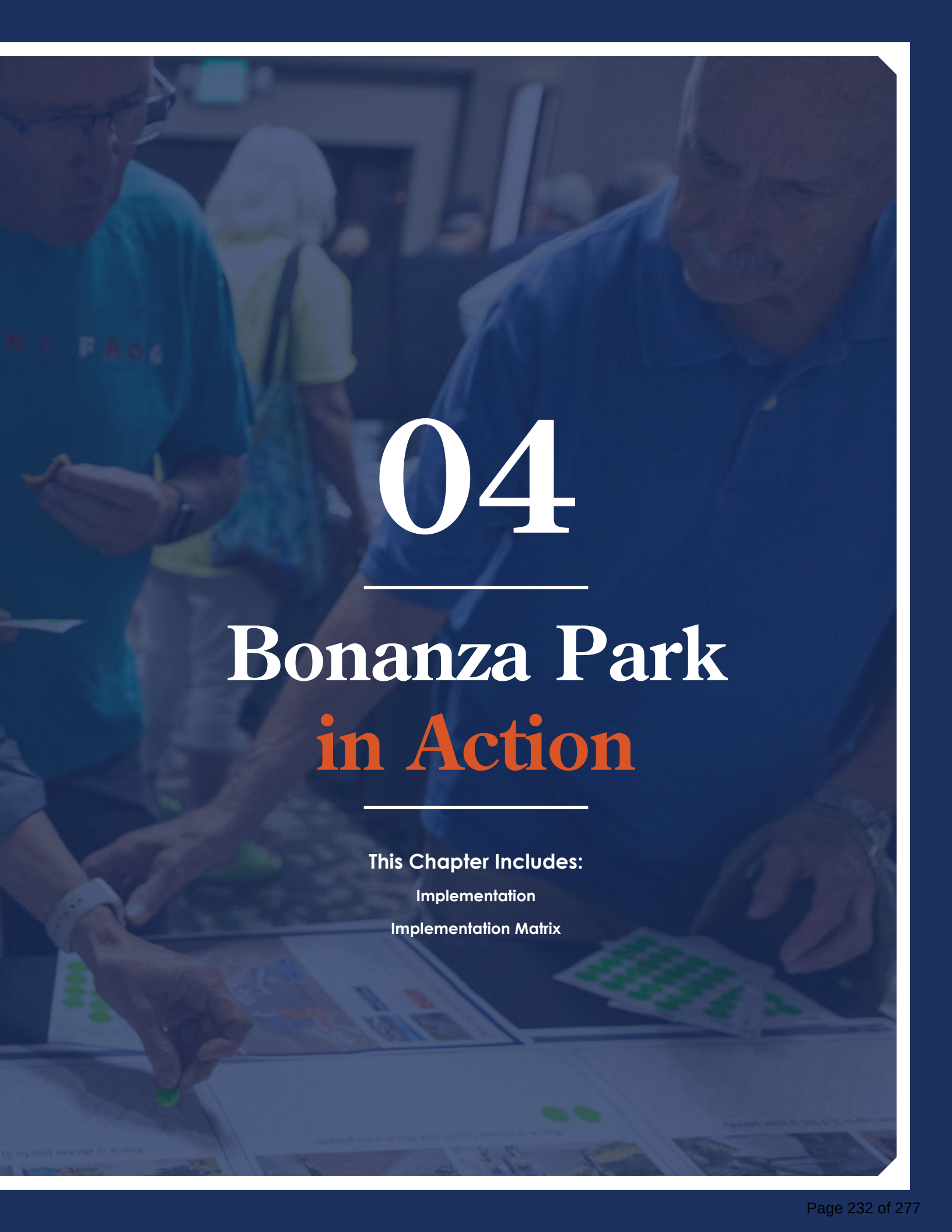
Wayfinding



Creative Lighting





A background image showing a group of people at a community meeting. In the foreground, a man in a blue polo shirt is looking down at a map or document on a table. To his left, another man in a teal t-shirt is also looking at the same document. In the background, a woman in a yellow shirt is visible. The scene is indoors, likely a community center or meeting room.

04

Bonanza Park in Action

This Chapter Includes:

Implementation

Implementation Matrix

Implementation

The community-driven vision of the Bonanza Park Small Area Plan will require additional engagement and public-private partnerships.

In the first public meeting, Parkites who chatted with the planning team stressed the importance of having this plan implemented. Following years of unrealized visions in Bonanza Park, **the community is ready for, and is expecting, action.**

The ideas introduced in this document include capital improvement projects and policy recommendations. The Parkites we engaged passionately advocated for each of the six goals and 19 recommendations in this plan. While every recommendation in this plan is feasible, the reality of implementation is that some must be prioritized over others to efficiently allocate resources, and to set up subsequent recommendations for success. As with all municipalities, Park City has limited funding and City Staff has to prioritize their time and expertise.

As such, this plan recommends that the following key recommendations are prioritized as the first enabling steps in implementation:

- **Draft the new Bonanza Park Mixed Use Zoning (BPMX) language:**

The BPMX is an umbrella recommendation that will enable and overlap with many of the concepts and ideas in many of the plan's goals. The BPMX will not only establish a zoning tool that is appropriate for the area's existing conditions, it will also guide growth and development for key redevelopment sites in Bonanza Park, such as the city-owned site at the corner of Kearns Boulevard and Bonanza Drive.

- **Update the Frontage Protection Zone (FPZ):** Updates to the FPZ will ensure that development along these key

corridors will honor Park City's scale and character. The update is equally important to the rezoning of Bonanza Park to a new BPMX, as it will ensure that any increases to allowable building heights with community benefits, are stepped down toward these scenic corridors.

- **Ensure that all streets in Bonanza Park meet a baseline standard:** All streets in Bonanza Park should include basic pedestrian facilities, such as sidewalks and marked crossings at intersections. The initial focus should be on addressing all sidewalk gaps identified in this plan.

Key first steps in implementing this vision

1

Draft the new Bonanza Park Mixed Use Zoning (BPMX) language, and share with the community through additional engagement prior to rezoning the Bonanza Park study area.

How: Formalize the concepts shared in this document into draft zoning language, after which share with the community via additional engagement. Use the engagement conducted in this process to guide initial considerations on density.

2

Update the Frontage Protection Zone (FPZ) to guide future development in Bonanza Park along parcels impacted by this overlay, and parcels expected to redevelop in the next 5 years.

How: Formalize the ideas introduced in this document into draft ordinance language, after which share with the community via additional engagement. Use the engagement conducted in this process to guide initial considerations on scale.

3

Ensure that all streets in Bonanza Park include a baseline of sidewalks, street trees, lighting, and safe crossings. Work with partners to ensure that transit stops include shelters and seating.

How: Focus on key sidewalks gaps, with a priority on Iron Horse Boulevard and completing the Homestake Road improvements. Work with Prospector Square stakeholders to establish long term connectivity solutions.

Funding Strategy

As Park City considers these implementation priorities, City Staff should continue to explore multiple funding sources and mechanisms. Many of the recommendations in this document, such as addressing sidewalk gaps, investing in trails, improving streetscapes, supporting local businesses, creating affordable housing, and adding outdoor community gathering spaces, are noted as community benefits supported by Parkites. The funding for these improvements is commonly achieved through citywide funds, such as direct financing from the City's General Fund. However, this type of funding is often tightly allocated. As such, improvements can also be achieved through funding mechanisms that leverage private investment and development in Bonanza Park. These funding methods include:

- **Tax Increment Financing (TIF):** Infrastructure improvements are funded through future increases in property values as spurred by redevelopment. TIFs in Utah are flexible and allow for cities to pay for economic development activities, such as site cleanup or utility undergrounding.
- **Community Reinvestment Agency (CRA):** Also called Redevelopment Agencies (RDAs) or Community Development and Renewal Agencies (CDRAs), a CRA is created by a municipality or county to stimulate redevelopment. The CRA is governed by the legislative body creating the entity, such as a City Council, and is authorized to create a project area. The CRA raises funds to help pay for



infrastructure improvements, affordable housing, or other development projects. The funding mechanism for a CRA may include Tax Increment Financing (TIF).

- **Public Infrastructure District (PID):** A PID is created by cities or counties to finance public infrastructure for new development and redevelopment. PIDs have the authority to issue debt repayable from property taxes or assessments on the property owners within a district boundary. PIDs are designed to complement other funding strategies, such as Tax Increment Financing (TIF) or assessment areas and bonds, and require the consent of 100% of the property owners and voters within the proposed district boundary.

- **Private-Public Partnerships (PPP):** For improvements near or within city-owned land, a PPP establishes a long term agreement between the City and a private sector entity. A PPP can be leveraged to improve infrastructure in return for incentives.
- **Community Land Trust (CLT):** A CLT is an effective tool in building and maintaining affordable housing. A CLT may act as a development arm, acquiring land and maintaining its ownership to ensure affordable pricing.

Funding Mechanism Options:

Tax Increment Financing (TIF)

Community Reinvestment Agency (CRA)

Public Infrastructure District (PID):

Private-Public Partnerships (PPP)

Community Land Trust (CLT)

Implementation Matrix

The following matrix is a tool to guide the plan's implementation. The matrix suggests timeframes, partners, and establishes priorities.

The planning team has crafted the following matrix to guide the plan's implementation process. The matrix is organized by project goal, listing the recommendations under each goal as introduced in the Bonanza Park Tomorrow chapter of this document.

Following plan adoption, Park City staff will begin the process of making the ideas in this plan a reality. Recognizing that the bold ideas in this plan will require cooperation with private and public entities and organizations, the matrix includes potential partners that will need to collaborate on implementation.

As well, the matrix suggests an implementation timeline for each recommendation, based on the planning team's understanding of staff resources, allocated funding, and general support from the

plan's engagement process. The timelines suggested in the matrix are listed below:

- **Quick Wins:** Policies and projects that can begin right away, and completed in less than six months to a year.
- **Short Term:** Policies and projects that can begin right away or within less than a year, and may take up to one year to complete.
- **Medium Term:** Policies and projects that may need other items to be implemented first, and could take 2 to 5 years to complete.
- **Long Term:** Policies and projects that are long term efforts or ongoing, and will take more than 5 years to commence and/or complete.

This matrix is a dynamic tool intended to be evaluated on a yearly basis. Upon every year, city staff is recommended to check in on each goal's status to evaluate the implementation's success and to identify needed adjustments or changes. As recommendations are completed, others might be added due to unforeseen or unexpected follow-up needs. Likewise, City Staff is expected to leverage and capitalize on funding as it becomes available, or to speed up certain recommendations if community priorities shift.

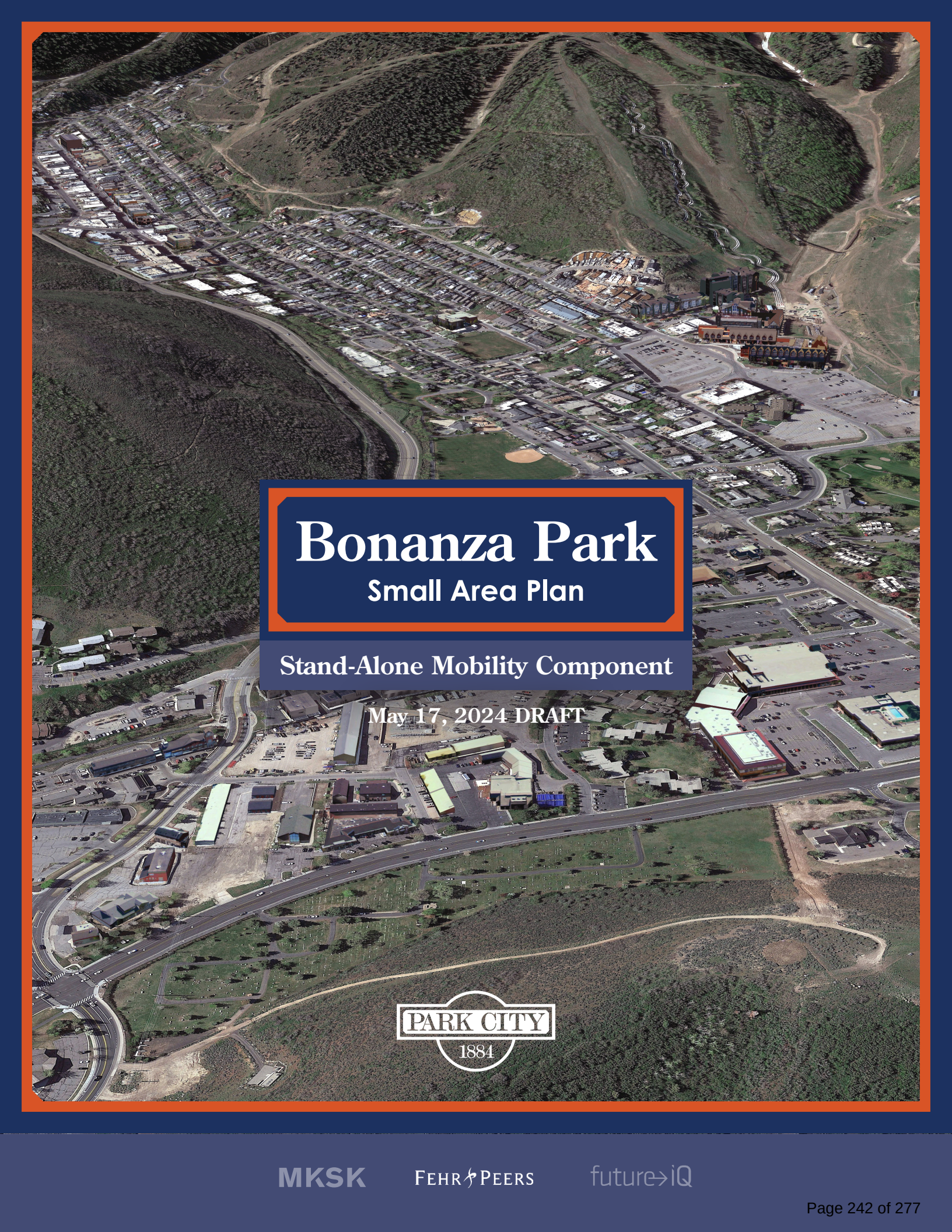
As such, this implementation matrix ensures accountability, keeping both Park City and the Parkites that will partner in these ideas on track and on schedule.

	Recommendations	Timeline	Potential Partners
	Mixed Use: Create a mixed use neighborhood with livability in mind		
MU1	Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.	Short Term	Park City Municipal, Bonanza Park residents
MU2	Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.	Short Term	Park City Municipal, Bonanza Park residents
MU3	Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.	Medium Term	Park City Municipal, Bonanza Park residents, area developers
	Local: Support locally-owned business & entrepreneurship		
L1	Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals.	Short Term(as part of BPMX Process)	Park City Municipal, Visit Park City, Bonanza Park residents and hotel operators
L2	Limit conventional chain businesses to prioritize locally owned and unique retailers/ restaurants in Bonanza Park.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents and business leaders
L3	Cap commercial square footage per building, with exceptions for grocery stores, to incentivize mixed use development.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents and business leaders
	User-Friendly: Create a safe & intuitive network for pedestrians, cyclists, and transit users		
UF1	Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.	Medium Term	Park City Municipal, Bonanza Park residents, Utah DNR, UDOT
UF2	When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.	Medium Term	Park City Municipal, Bonanza Park residents and business leaders

	Recommendations	Timeline	Potential Partners
UF3	Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods.	Long Term	Park City Municipal, Bonanza Park residents, area developers
UF4	Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents, area developers
	Inclusive: Expand the availability of affordable and workforce housing units		
I1	Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.	Long Term: Ongoing Effort	Park City Municipal, Bonanza Park residents, area developers, local housing trusts
I2	Establish bold affordability metrics to guide decision-making and track short- and long-term success.	Quick Win	Park City Municipal, Bonanza Park residents, area developers, local housing trusts
I3	Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.	Long Term: Ongoing Effort	Park City Municipal, Bonanza Park multifamily housing residents, multifamily property owners, local housing trusts
I4	Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.	Short Term	Park City Municipal, Bonanza Park residents, area developers
	Green: Create a more welcoming and sustainable community		
G1	Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.	Short Term	Park City Municipal, Bonanza Park residents
G2	Provide examples of publicly accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents, area developers

	Recommendations	Timeline	Potential Partners
G3	Incentivize sustainable development within Bonanza Park to meet Park City's net zero goals, reduce vehicle trips, and improve access to transit.	Medium Term	Park City Municipal, Bonanza Park residents, area developers
	Cultural: Weave arts and culture into the community fabric		
C1	Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.	Quick Win	Park City Municipal, Bonanza Park residents, Park City and Summit County Arts Council, Summit County Public Art Advisory Board, local art community
C2	Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.	Medium Term	Park City Municipal, Bonanza Park residents, area developers, Park City and Summit County Arts Council, Summit County Public Art Advisory Board, local art community



An aerial photograph of the Bonanza Park area in Park City, Utah. The image shows a mix of residential neighborhoods, commercial buildings, parking lots, and green spaces. A title box is overlaid on the center of the image.

Bonanza Park

Small Area Plan

Stand-Alone Mobility Component

May 17, 2024 DRAFT



Stand-Alone Mobility Component

This appendix to the Bonanza Park Small Area Plan discusses transportation and mobility needs in the Bonanza Park Study Area.

This Chapter discusses transportation and mobility needs in the Bonanza Park/Snow Creek study area, both with and without the development scenarios proposed in this plan. This Chapter addresses background traffic conditions, transit service and ridership, existing challenges to walking and bicycling activity in the study area, and current accessibility for people with limited mobility. It also discusses the impacts of proposed development on traffic conditions at intersections surrounding the study area, identifying some limited mitigation measures for those conditions, and demonstrating the amount of parking that may be needed to serve the development. It also identifies transit strategies and amenities

that can support transportation choices for residents and visitors, and recommends a range of other strategies to incentivize travel choices that make more efficient use of the transportation network.

Stand-Alone Mobility Component Contents:

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Existing Conditions

Vehicle Mobility

Introduction

The purpose of this section is to document the traffic analysis conducted as part of the Bonanza Park and Snow Creek Small Area Plan. The project encompasses proposed development in the study area. This memorandum documents the Existing (2023) conditions, analyzing the Friday PM peak hour for President's Day weekend, 2023 (capturing commuter peak traffic as well as peak ski season holiday weekend traffic).

Analysis Methodology

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 6th Edition (HCM 2016) methodology was used in this study to remain consistent with "state of the practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For this study, the traffic analysis software Synchro was used to analyze the HCM results at the study intersections. This study is generally consistent with the recently adopted Traffic Impact Study guidelines governed by Park City (June 2023).

Table 1: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh) ¹	Avg. Delay (sec/veh) ²
A	<i>Free Flow / Insignificant Delay</i> Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	<i>Stable Operations / Minimum Delays</i> Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	<i>Stable Operations / Acceptable Delays</i> Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0

D	<i>Approaching Unstable Flows / Tolerable Delays</i> Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	<i>Unstable Operations / Significant Delays Can Occur</i> Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	<i>Forced, Unpredictable Flows / Excessive Delays</i> Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst movement LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual, 6th Edition*.

Background

Study Intersections

This study analyzes the existing conditions of traffic operations of the Bonanza Park and Snow Creek area. The existing conditions are specifically addressed at the following study intersections, noting their existing intersection controls:

- SR-224 & Snow Creek Dr (signal)
- SR-224 & SR-248 (signal)
- SR-224 & Homestake Rd (WB stop)
- SR-224 & Iron Horse Dr (WB stop)
- SR-224 & Deer Valley Dr (signal)
- SR-248 & Snow Creek Dr (SB stop)
- Homestake Rd & SR-248 (NB stop)
- Woodbine Way & SR-248 (NB stop)
- Bonanza Dr & SR-248 (signal)
- Sidewinder Dr & SR-248 (NB stop)
- Bonanza Dr & Prospector Ave (EB/WB stop)
- Bonanza Dr & Munchkin Rd (EB/WB stop)
- Bonanza Dr & Iron Horse Dr (EB/WB stop)
- Deer Valley Dr & Bonanza Dr (signal)
- Woodbine Way & Munchkin Rd (WB stop)

Existing Background Conditions

The existing background conditions analysis examines the study intersections and roadways during the peak evening travel period (4:45 pm to 5:45 pm, based on

observed traffic volumes throughout the study area) under existing traffic and geometric conditions. Through this analysis, existing traffic operational deficiencies were identified to serve as a basis for the study area build conditions.

Roadway System

The primary roadways included in the analysis for this study are described below.

- **Bonanza Drive** has a posted speed limit of 25 and is classified as a minor arterial in the study area. Bonanza Drive has one northbound lane and one southbound lane divided by a 14-foot median and a two-way left turn lane (TWLTL) throughout its entirety.
- **Deer Valley Drive** has a posted speed limit of 35 and is classified as a principal arterial in the study area. Between SR-224 and Bonanza Drive, Deer Valley Drive has two westbound lanes, two eastbound lanes, and a TWLTL.
- **Homestake Road** has a posted speed limit of 25 and is classified as a major collector in the study area. Homestake Road has no lane markings.
- **Iron Horse Drive** has a posted speed limit of 25 and is classified as a major collector in the study area. Iron Horse Drive has no lane markings.
- **Munchkin Road** has no posted speed limit and is classified as a local road in the study area. Munchkin Road has no lane markings.
- **Prospector Avenue** has a posted speed limit of 25 and is classified as a major collector in the study area. Prospector Avenue has one westbound lane and one eastbound lane with sharrows.
- **Sidewinder Drive** has a posted speed limit of 25 and is classified as a major collector in the study area. Sidewinder Drive has no lane markings aside from sharrows.
- **Snow Creek Drive** has a posted speed limit of 25 and is classified as a local road in the study area.
- **SR-224** has a posted speed limit of 40 and is classified as a principal arterial in the study area. SR-224 has two northbound lanes, two southbound lanes, and one TWLTL from Snow Creek Drive to Deer Valley Drive.
- **SR-248** has a posted speed limit of 35 and is classified as a principal arterial in the study area. From SR-224 to Sidewinder Drive, the road has two westbound lanes, two eastbound lanes, and a TWLTL. Moving east from Sidewinder Drive, the road has one westbound lane, one eastbound lane, and a TWLTL.
- **Woodbine Way** has no posted speed limit and is classified as a local road in the study area. Woodbine Way has no lane markings.

Traffic Volumes

Fehr & Peers collected traffic counts at the study intersections to establish existing conditions for the study area. Counts were collected from 4:00 PM to 6:00 PM on Friday,

January 20, 2023 (during Sundance Film Festival), and on Friday, February 17, 2023 (President's Day weekend). The counts were compared between the two Fridays, and it was observed that the counts in February were higher in most locations. The February counts were used for analysis for this study.

Analysis Results

Using Synchro software and the HCM 6 delay thresholds described in the *Analysis Methodology* section of this memorandum, the existing 2023 background weekday PM peak hour LOS were computed for each study intersection. The results of this analysis are reported in Table 2.

Fehr & Peers initially performed a traffic operations analysis on the study intersections based on the counted demand volumes at each intersection. Since the Synchro software uses a deterministic model based on HCM calculations at each study intersection, it has limitations in capturing delays at intersections due to queue spillback from downstream intersections. The initial analysis showed acceptable LOS along SR-248 and Bonanza Drive. However, field observations indicated queues from downstream intersections on SR-248 (the merge point east of Bonanza Drive, and Comstock Drive) spilling back to the study intersections, affecting the demand volumes. Fehr & Peers modified the Synchro analysis to account for the latent demand due to the congested conditions, as shown in the “updated” results for some intersections in Table 2.

The modifications of the Synchro analysis included observing videos from the intersection turning movement counts to estimate the latent demand at the Bonanza Drive & SR-248 intersection. The volumes along SR-248 were then modified by adding the estimated latent demand at the intersections. Additionally, the LOS at the Bonanza Drive & SR-248 intersection was modified to be LOS F qualitatively based on the observed conditions.

Table 2: Existing Conditions LOS Results

Intersection					Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Results	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	Initial	-	-	-	7	A
2	SR-224 & SR-248	PM	Signal	Initial	-	-	-	22	C
3	SR-224 & Homestake Rd	PM	WB Stop	Initial	WB L/R	59	F*	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	Initial	WB L/R	38	E*	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	Initial	-	-	-	102	F

6	SR-248 & Snow Creek Dr	PM	SB Stop	Initial	SB Left	23	C	-	-
7	Homestake Rd & SR-248	PM	NB Stop	Initial	NB L/R	15	B	-	-
				Updated	NB L/R	-	C	-	-
8	Woodbine Way & SR-248	PM	NB Stop	Initial	NB L/R	18	C	-	-
9	Bonanza Dr & SR-248	PM	Signal	Initial	-	-	-	30	C
				Updated	-	-	-	-	F**
10	Sidewinder Dr & SR-248	PM	NB Stop	Initial	NB Left	34	D	-	-
				Updated	NB Left	-	E*	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	Initial	WB Left	198	F	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	Initial	WB L/T/R	33	D	-	-
				Updated	WB L/T/R	-	E*	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	Initial	EB Left	213	F	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	Initial	-	-	-	12	B
				Updated	-	-	-	-	B***
15	Woodbine Way & Munchkin Rd	PM	WB Stop	Initial	WB L/R	9	A	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
 *Unsignalized intersections with high levels of delay, though capacity is sufficient to serve volume with reasonable queues.
 **HCM methodology indicates LOS D based on demand volume, however, field observations suggest unacceptable operations due to downstream queue spillback.
 ***During some days in the winter, queues from SR-248 & Bonanza and SR-224 & SR-224 frequently spill back through this intersection, sometimes reaching as far back as Aerie Drive. This capacity analysis reflects conditions for Friday, February 17, 2023, though operations on other days may appear to be worse than the conditions shown.

Source: Fehr & Peers.

As shown in Table 2, the study intersections operate at acceptable LOS (LOS D or better) for the weekday PM peak hour, except for the following locations:

- SR-224 & Homestake Rd – LOS F
 - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto SR-224

- SR-224 & Iron Horse Dr
 - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto SR-224, despite left turn restrictions from Iron Horse between 3pm-6pm
- SR-224 & Deer Valley Dr
 - This signalized intersection experiences high delays due to high volumes in the eastbound, westbound, and southbound approaches.
- Bonanza Dr & SR-248
 - This intersection operates unacceptably due to queue spillback from the downstream delays due to the signal at Comstock Drive and the merge. However, in isolation this intersection would be able to handle the current demand, or with improvements downstream at the lane drop or the signal at Comstock Drive.
- Sidewinder Dr & SR-248
 - This is caused by the stop-controlled northbound approach attempting find a gap in traffic to turn left onto SR-248.
- Bonanza Dr & Prospector Ave
 - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto Bonanza Drive.
- Bonanza Dr & Munchkin Rd
 - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto Bonanza Drive.
- Bonanza Dr & Iron Horse Dr
 - This is caused by the stop-controlled eastbound approach attempting find a gap in traffic to turn left onto Bonanza Drive.

Transit Circulation and Ridership

Between Park City Transit and High Valley Transit, up to 12 different transit routes go through the study area depending on the season. These trips vary from every 15 minutes to only 6 trips daily. Most of the routes have a winter frequency of 20-30 minutes in the winter, dropping to 30 minutes during summer service. All of the routes that interact with the study area are listed in Table 3, with their respective operator and frequencies.

Table 3: Transit Route Frequency. Source: Park City Transit & High Valley Transit

Route	ID	Operator	Winter Frequency	Summer Frequency
Red	1	Park City Transit	20-30 min	30 Minute
Green	2	Park City Transit	20-30 min	30 Minute
Blue	3	Park City Transit	20-30 min	30 Minute
Yellow	5	Park City Transit	20-30 min	30 Minute
Silver	6	Park City Transit	40 min	40 min
Grey	7	Park City Transit	20 min	Suspended
Brown	8	Park City Transit	20 min	Suspended
White*	10	Park City Transit	15-30 min	*Transfers to High Valley Transit Spring 2024
Teal	50	Park City Transit	20 min	20 min
Spiro / 224 Local	101	High Valley Transit	15 min	15 min
Gateway / Kamas Valley Commuter	102	High Valley Transit	6 daily trips	6 daily trips
Wasatch Back Connector	106	High Valley Transit	8 daily trips	8 daily trips

Table 4 shows the current amenities available to users at each transit stop in the study area, as observed in the field. Most stops in the study area only have a sign to denote the stop and no amenities for users.

Table 4: Current Transit Amenities

Location	Sign	Bench	Trash	Shelter
2060 Snow Park Drive	x			
1550 Snow Creek Drive	x	x	x	x
SR-248, west of Homestake (WB)	x			
SR-248, west of Homestake (EB)	x			
SR-248/Woodbine (WB)	x			
SR-248/Woodbine (EB)	x			

SR-248, west of Bonanza (EB)	x			
SR-248, east of Sidewinder (WB)	x	x	x	x
Monitor/bank access (NB)	x			
Monitor/bank access (SB)	x			
Bonanza, south of Prospector (NB)	x			
Bonanza, north of Munchkin (SB)	x			
Bonanza/Rail Trail (NB)	x			
Bonanza/Rail Trail (SB)	x	x	x	
Iron Horse near picture framing shop (WB)	x			
Iron Horse near Walgreens (WB)	x			
Short Line (SB)	x			
SR-224/Homestake (NB)	x	x	x	x
SR-224/Homestake (SB)	x	x	x	x
SR-224 near Roadhouse Grill (NB)	x			
SR-224 near Hotel Park City (SB)	x			
<i>Prospector east of Bonanza (EB)</i>	x			
<i>Prospector east of Pretty Bird (EB)</i>	x			

Figure 1 and Figure 2 show the winter (2022-2023) and summer (2023) ridership for the study area stops. The stops with the highest ridership are the Fresh Market and the surrounding Park Ave Condos and Walgreens stops. The Fresh Market stop is located at approximately 1760 Park Avenue (also referred to as SR-224) and is the most frequented stop in the study area year-round. This stop is a primary connection point, serving both Park City Transit and High Valley Transit, providing connections between the two agencies. Additionally, this stop is located next to many services, including a grocery store, pharmacies, and several hotels. The Iron Horse Drive stops on Bonanza also show significant ridership. These stops are located next to the Park City Rail Trail, several small businesses, and high-density housing accessed via the Iron Horse Loop Road. These are all areas that typically show higher transit ridership due to the concentrations of housing and retail.



Figure 1: Average Transit Stop Daily Ridership for the 2022-2023 winter season. Source: Park City Transit.

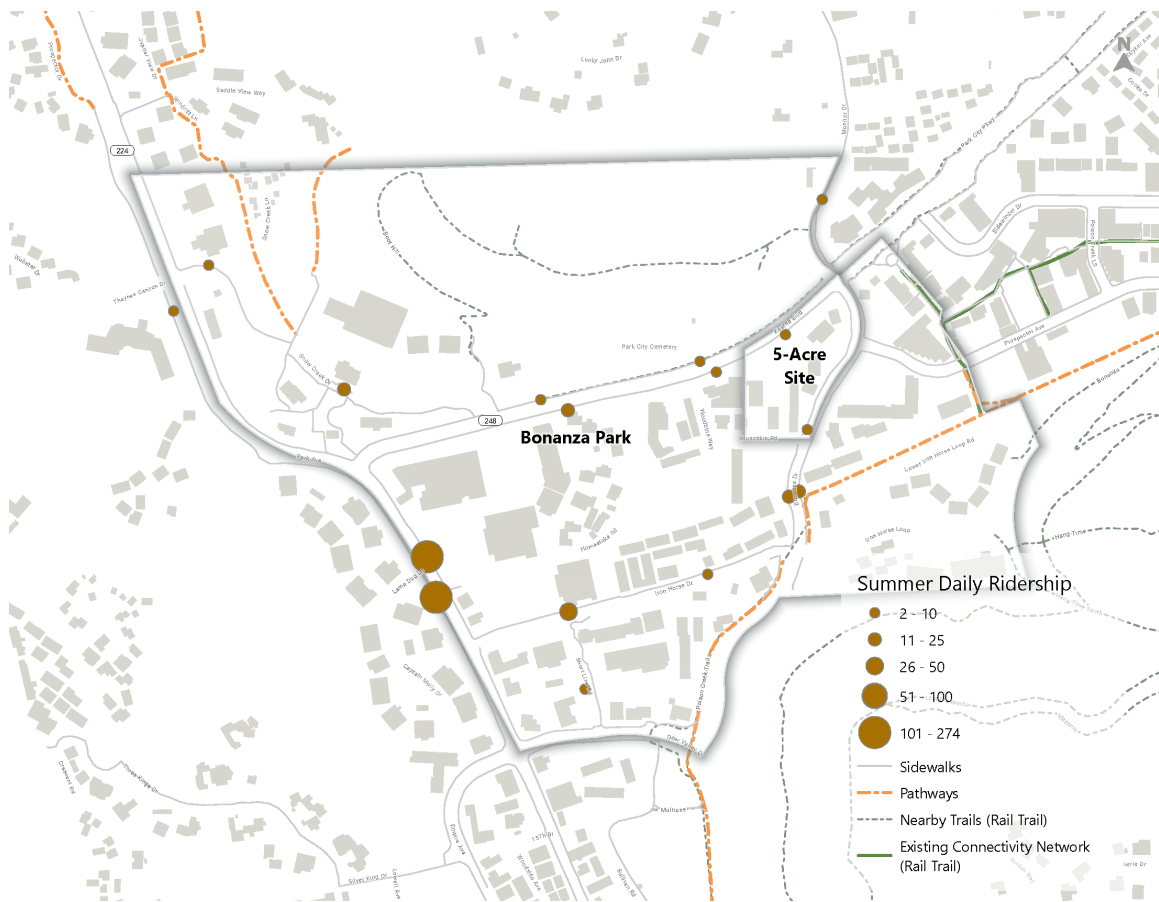


Figure 2: Average Transit Stop Daily Ridership for April - December 2023. Source: Park City Transit

Existing Active Transportation Conditions

Conditions for people walking and bicycling in the study area vary widely depending on the roadway. For example, Bonanza Drive has bicycle lanes, consistent sidewalks, a tunnel connecting the Rail Trail to the Poison Creek Trail, a pedestrian crossing with a Rapid Rectangular Flashing Beacon, and wayfinding signage for trail users. In contrast, many of the roads internal to the Bonanza Park portion of the study area lack consistent sidewalks, bicycle facilities, or crosswalk markings. Figure 3 shows an overview of active transportation facilities in the study area, including on-street facilities, bike racks and e-bike stations, crosswalks, and existing sidewalks and trail.

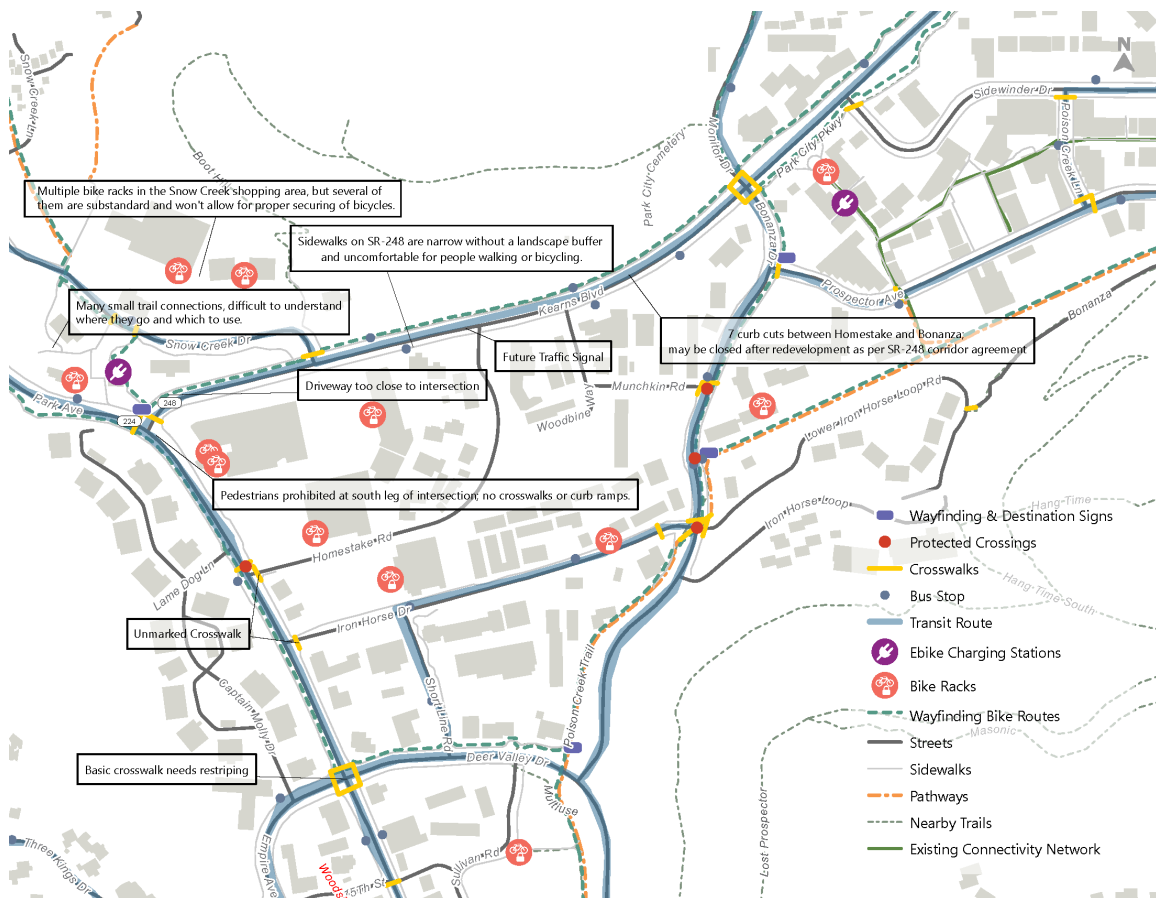


Figure 3: Existing Active Transportation Conditions

While the area generally has a strong active transportation network and connects well to other parts of the City (especially via paved trails), this connectivity is hindered by the inconsistent sidewalk network with the area, limited crossing opportunities on major roads such as SR-248 and SR-224, and infrequent wayfinding signage (or existing wayfinding signage that is difficult to interpret, such as the colored dots marking different trail segments). Additionally, the current layout of the Bonanza Park area makes it impenetrable to people attempting to cross through by walking or bicycling – internal

roads curve through the space or dead-end, leaving few opportunities to cross through the space north to south. In the Snow Park area, trails make twists and turns that are likely navigable only by people who already know the way, and then end uncomfortably at the intersection of SR-224 and SR-248. For people on bicycles, there is little indication on how to continue into the Bonanza district or to points south such as Main Street; the only option is to continue on the sidewalk along either SR-224 or SR-248, until a better option reveals itself.

Current Accessibility

The study area was assessed for accessibility based on the latest Public Right-of-Way Accessibility Guidelines (PROWAG) published in 2023. Currently, some roadways in the interior of the study area (such as Short Line Road, Homestake Road, and Munchkin Road) do not have accompanying sidewalks, forcing pedestrians into roadways or adding crossings and travel time to their desired route. A complete pedestrian network will benefit all users, and increase the safety of pedestrians traveling in the study area. Additionally, the Public Right-of-Way Accessibility Guidelines state that sidewalks or a similar pedestrian access route are needed to connect all accessible elements, spaces, and pedestrian facilities in the study area.

The major intersections at the site all have pedestrian signals, but most lack features required in the latest PROWAG updates including audio messages and tactile arrows. These are most consistently lacking at intersections under UDOT's full jurisdiction, such as the intersection of SR-224 and SR-248. Most non-signalized intersections and driveways have the appropriate signage and detectable warning surfaces, but the lack of consistent sidewalks in the area limit intersection accessibility.

Several intersections have detectable warning surfaces that were heavily worn, damaged, or missing at major intersections with heavy vehicular traffic. This was especially notable at the intersection of SR-224 and Deer Valley Drive. These detectable warning surfaces may no longer adequately perform and should be repaired or replaced. Additionally, detectable warning surfaces should be sized accordingly with the curb cut and crosswalk they service. The southernmost pedestrian crossing at the intersection of SR-224 and SR-248 is wider than the crosswalk it serves, potentially leading pedestrians into the intersection. The design of a curb ramp should not indicate pedestrian travel is permitted if a crosswalk is not available, as is currently indicated on the southern and western legs of the intersection of Bonanza Drive and Iron Horse Drive.

Future Recommendations

Private Vehicles

Plus-Project Traffic Scenarios

Plus-project traffic scenarios were analyzed for the Bonanza Park/Snow Creek small area plan, to assess how the development proposed in the plan might potentially change traffic conditions. All plus-project traffic scenarios are for the PM peak hour. The analysis of project-based traffic built upon traffic models developed for the existing conditions analysis described earlier in this chapter. To analyze plus-project conditions, a future background volume was calculated for the project area. To calculate the background volume, the land uses within the project extents were used to develop trip generation rates according to ITE and applied to the network. Those volumes were then subtracted from existing conditions volumes to get existing conditions minus the current project boundary uses, and these volumes were used as the background volume for plus-project trips. All plus-project traffic scenarios were based on the preferred land use plan developed for the study area, which had two versions: a high-density version and a low-density version. The primary difference between the two versions was the amount of residential units proposed: 4,925 multi-family residential units in the high-density version, and 3,844 multi-family residential units in the low-density version. All other land uses (hotel, dorms, art center, professional office, retail, restaurants, and grocery store) were the same for each version. The land use plan is described in more detail elsewhere in this Small Area Plan. The plus-project analysis results are described for each scenario in the following sections. A comparison of all scenarios including the existing background conditions can be found in Table 5. More detailed information about individual scenarios is provided in the following section.

Table 5: Comparison of Existing and Future Density Scenarios

Intersection				Existing Condition s	Existing + High Density Project	Existing + Low Density Project	2032 + High Density Project	2032 + Low Density Project
ID	Location	Period	Control	LOS	LOS	LOS	LOS	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	A	C	C	C	C
2	SR-224 & SR-248	PM	Signal	C	F	F	F	F
3	SR-224 & Homestake Rd	PM	WB Stop	F	F	F	F	F
4	SR-224 & Iron Horse Dr	PM	WB Stop	E	F	F	F	F

5	SR-224 & Deer Valley Dr	PM	Signal	F	F	F	F	F
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	C	B	B	B	B
7	Homestake Rd & SR-248	PM	Signal (plus-project only)	C	C	C	C	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	C	B	B	C	C
9	Bonanza Dr & SR-248	PM	Signal	F	F	F	F	F
10	Sidewinder Dr & SR-248	PM	NB Stop	E	F	F	F	F
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	F	F	F	F	F
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	E	F	F	F	F
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	F	F	F	F	F
14	Deer Valley Dr & Bonanza Dr*	PM	Signal	B	B	B	B	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	A	D	D	D	D
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	N/A	F	F	F	F

Notes:

*During some days in the winter, queues from SR-248 & Bonanza and SR-224 & SR-224 frequently spill back through this intersection, sometimes reaching as far back as Aerie Drive. This capacity analysis reflects conditions for Friday, February 17, 2023, though operations on other days may appear to be worse than the conditions shown.

Source: Fehr & Peers.

Existing + High Development Density Project

This scenario evaluated how traffic conditions would look if the high-density land use plan were built out immediately, assuming project-related traffic would be added on top of the calculated background traffic circulating on the network, the calculation for which was detailed above Table 5. Table 6 provides the results of this analysis.

Table 6: Existing Plus Project: High Density Development

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	30	C
2	SR-224 & SR-248	PM	Signal	-	-	-	155	F
3	SR-224 & Homestake Rd	PM	WB Stop	WB L/R	>200	F	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	WB L/R	>200	F	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	177	F
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	26	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	15	B	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	136	F
10	Sidewinder Dr & SR-248	PM	NB Stop	NBL	>200	F	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	EB L/R	>200	F	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	WB L/T/R	>200	F	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	EB T/R	>200	F	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	14	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	33	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	WBR	140	F	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

The following points may be noted about this scenario:

- The intersection of SR-224 (SR-224) and Snow Creek Drive degrades from an LOS A to LOS C. This is a function of the amount of development proposed in the Snow Creek area as a result of this small area plan: 1,048 multi-family housing units, 241 hotel or condo units, 6,106 square feet of professional office, and 14,232 square feet of retail space. Moreover, only two intersections can serve this development (SR-224/Snow Creek, and SR-248/Snow Creek) and of those two, a signal is only possible at SR-224/Snow Creek. This means that much of the traffic circulating in and out of the Snow Creek area will be relying on the SR-224/Snow Creek intersection for access.
- The intersection of SR-224 (SR-224) and SR-248 (SR-248) degrades from an LOS C to an LOS F. This is primarily due to the volume of traffic generated by proposed land uses within this Small Area Plan.
- The intersection of SR-224 and Iron Horse Drive degrades from a LOS E to an LOS F. While this intersection currently restricts left turn movements from Iron Horse onto SR-224 between 3 – 6 pm, drivers make this movement anyway. The delay experienced by those drivers contributes to the poor LOS in both the existing and plus-project scenarios.
- The intersection of SR-248 and Snow Creek Drive improves from an LOS C to LOS B. Currently, all turning movements are allowed out of Snow Creek Drive onto SR-248, with some drivers experiencing delay as they attempt to turn left out of Snow Creek Drive. The plus-project scenarios assume that Snow Creek Drive will become right-in/right-out only, eliminating the delay experienced by drivers formerly attempting to turn left out of Snow Creek Drive.
- The intersection of Woodbine Way and SR-248 improves from an LOS C to B. While cars are allowed to make a left turn out of Woodbine Way in the existing conditions, this will become right-in/right-out in the plus-project scenarios, limiting the delay experienced by vehicles attempting to turn left.
- The intersection of SR-248 and Sidewinder Drive degrades from an LOS E to LOS F. This is a result of increased delay for drivers attempting to turn left out of Sidewinder Drive onto SR-248, due to increased traffic and fewer gaps on SR-248.
- The intersection of Munchkin Road and Bonanza Drive degrades from an LOS E to an LOS F. While people attempting to turn left off Munchkin onto Bonanza are already experiencing high levels of delay due to limited gaps in the traffic stream, this will become worse in the plus-project conditions due to increased traffic volumes on Bonanza Drive as well as higher numbers of cars attempting to make the left turn from Munchkin.

- The intersection of Woodbine Way and Munchkin Road degrades from an LOS A to an LOS D. Currently the development in this part of Bonanza Park is low-intensity, industrial in nature, and generates relatively few traffic trips. The changes proposed in the land use plan will add a significant amount of housing, retail, restaurants, and other types of development that will draw many more people to the site, which contributes to the drop in LOS as part of this plus-project scenario.

Existing + Low Development Density Project

This scenario evaluated how traffic conditions would look if the low-density land use plan were built out immediately, assuming project-related traffic would be added on top of the calculated background traffic. Table 7 provides the results of this analysis.

Table 7: Existing Plus Project: Low Density Development

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	25	C
2	SR-224 & SR-248	PM	Signal	-	-	-	147	F
3	SR-224 & Homestake Rd	PM	WB Stop	WB L/R	>200	F	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	WB L/R	>200	F	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	170	F
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	26	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	15	B	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	126	F
10	Sidewinder Dr & SR-248	PM	NB Stop	NBL	>200	F	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	EB L/R	>200	F	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	WB L/T/R	>200	F	-	-

13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	EB T/R	>200	F	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	14	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	31	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	WBR	126	F	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in the table, the traffic results for the existing + low-development density scenario are the same as for the high-density scenario. The decrease in housing units (1,081 units) is not enough to result in improved LOS because the amount of non-residential development proposed is still high, and has a heavy influence on travel patterns throughout the area. All traffic-related observations noted for the existing + high-development density scenario also apply to this scenario.

2032 Background + High Development Density Project

This scenario evaluated how traffic conditions would look if the high-density land use plan were built out by 2032. This accounts for both project-related traffic, as well as additional traffic increases in the area that will occur resulting from growth planned elsewhere in Park City and the region by 2032. Table 8 provides the results of this analysis.

Table 8: 2032 Plus Project: High Density Development

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	30	C
2	SR-224 & SR-248	PM	Signal	-	-	-	157	F
3	SR-224 & Homestake Rd	PM	WB Stop	WB L/R	>200	F	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	WB L/R	>200	F	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	182	F

6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	27	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	18	C	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	141	F
10	Sidewinder Dr & SR-248	PM	NB Stop	NBL	>200	F	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	EB L/R	>200	F	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	WB L/T/R	>200	F	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	EB T/R	>200	F	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	15	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	33	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	WBR	154	F	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in the table, the traffic results for the 2032 + high-development density scenario are mostly the same as for the existing conditions scenarios. All traffic-related observations noted for the existing development density scenarios also apply to this scenario; the only difference in results between this scenario and the existing conditions scenarios is that the intersection of Woodbine Way and SR-248 performs slightly worse, slipping from an LOS B to LOS C. This is likely because vehicles making right turns out onto SR-248 are dealing with more traffic on SR-248 in 2032, and will need to wait longer until an adequate gap in traffic allows them to turn right.

2032 Background + Low Development Density Project

This scenario evaluated how traffic conditions would look if the low-density land use plan were built out by 2032. This accounts for both project-related traffic, as well as additional

traffic increases in the area that will occur resulting from growth planned elsewhere in Park City and the region by 2032. Table 9 provides the results of this analysis.

Table 9: 2032 Plus Project: Low Density Development

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	25	C
2	SR-224 & SR-248	PM	Signal	-	-	-	148	F
3	SR-224 & Homestake Rd	PM	WB Stop	WB L/R	>200	F	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	WB L/R	>200	F	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	176	F
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	27	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	18	C	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	131	F
10	Sidewinder Dr & SR-248	PM	NB Stop	NBL	>200	F	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	EB L/R	>200	F	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	WB L/T/R	>200	F	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	EB T/R	>200	F	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	14	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	31	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	WBR	139	F	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in the table, the traffic results for the 2032 + low-development density scenario are the same as for the high-density scenario. The decrease in housing units (1,081 units) is not enough to result in improved LOS because the amount of non-residential development proposed is still high, and has a heavy influence on travel patterns throughout the area. All traffic-related observations noted for the 2032 + high-development density scenario also apply to this scenario.

Mitigation Strategies

Most of the traffic conditions demonstrated in the plus-project scenarios are a direct result of the amount of development proposed in the land use plan for the Bonanza Park/Snow Creek area. Some mitigation measures may help alleviate poor traffic LOS conditions in a limited way. This could include:

- Install a traffic signal at the intersection of Bonanza Drive and Iron Horse Drive. This would allow traffic from Iron Horse Drive to more easily make left turns onto Bonanza Drive, and could potentially create gaps in the traffic flow to allow more opportunities for left turns onto Bonanza from Prospector Drive and Munchkin Road as well. The tradeoff associated with these benefits would be added delay for traffic traveling north and south on Bonanza Drive.
- Install a traffic signal at the intersection of Homestake Road and SR-248. UDOT and Park City already have a corridor agreement in place that allows for a signal to be installed in this location when warranted, and the addition of the proposed development at this site could likely generate enough traffic to warrant the signal. This signal is already assumed in the plus-project traffic analyses discussed in this chapter, and results in an acceptable LOS at this intersection in all plus-project scenarios.
- Limiting left turns at some intersections of side streets with major roads could improve LOS results, by eliminating the amount of waiting anticipated for vehicles attempted to make left turns onto very busy streets. While eliminating the left-turn movement could have a positive impact on LOS, it could have a corresponding negative impact at other intersections that drivers would be re-routed through to get where they want to go. These intersections could include:
 - Sidewinder Drive and SR-248
 - Bonanza Drive and Prospector Drive
 - Iron Horse Drive and SR-224
 - Shortline Road and Deer Valley Drive

These mitigation strategies have not been modeled. Therefore, their potential impact on traffic conditions for the plus-project scenarios is not known at this time.

Private Vehicle Strategies

A majority of traffic to and from the Bonanza Park/Snow Creek area is likely to be via private vehicle. Therefore, a robust transportation grid is needed within the site to connect to the external roadway network, in order to maximize connectivity, route choice, and dispersion of site-generated traffic across multiple access points. In addition to the transportation network proposed in the Bonanza Park/Snow Creek land use plan, Park City may wish to consider the following strategies.

- **Provide e-charging for every residential complex, businesses, and civic space built within the area.** This will encourage the use of electric vehicles within and to/from the project area, and reduce the overall environmental impact of the development. While EV's currently make up a small portion of overall vehicle registrations, EV adoption is forecast to increase considerably between now and 2050. Providing e-charging helps incentivize the faster adoption of electric vehicles, resulting in cleaner air and lower greenhouse gas emissions.
- **Provide facilities for car share and ride share.** Businesses such as ZipCar® allow residents to own fewer vehicles while maintaining the option to use a car when needed. Designated parking spaces for car shares throughout the study area would allow for residents to easily and safely access shared vehicles when needed. Ride share vehicles (Lyft®, Uber®) typically do not have designated parking places, but they could have designated curbside spots in more business-oriented parts of the development to accommodate safer entry/exit from ride share vehicles. Sections of the project area especially prone to event-related traffic, such as any proposed arts center near the Bonanza/SR-248 intersection, may want to specify curbside areas for ride share pickup/dropoff.
- **Provide buffering on-street parking designs** that can help provide a barrier between travel lanes and pedestrian and bicycle facilities. This makes these facilities safer and more comfortable while reducing the need for vehicles to share the road with other users.
- **Implementing traffic calming measures** to improve life quality for everyone in the development by reducing speeds, reducing traffic noise, and improving safety.

Shared Parking Analysis and Recommendations

When multiple land uses are present in an area, several separate trips may be consolidated into a single area, potentially reducing the number of parking spaces needed in an area. This potential is maximized when the variety of land uses have peak parking needs at different times, such as the combination of office space, retail, and housing. Two shared-use parking analyses were completed for the Bonanza Park study area, one with high development density and one with a lower housing density. A summary of the shared parking analysis by zone is shown below in Table 10 for the high-

density scenario, and Table 11 for the low density scenario. These analyses were completed with the proposed parking codes, anticipated to be passed in May 2024.

Table 10: High Density Shared Used Parking Analysis Results

Shared Parking High Density Demand Summary										
Development Blocks A-D, using Park City Parking Rates Modified Rates										
Development † District / Area	Customer/Visitor		Employee/Resident		Reserved		Total		Shared Parking Reduction	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
A1-A6	531	535	132	128	1,415	1,415	2,078	2,078	12%	12%
B1-B13	622	538	249	218	2,427	2,427	3,298	3,184	20%	23%
C1-C7	241	209	112	106	1,004	1,004	1,356	1,319	12%	15%
D1-D8	564	512	192	176	1,988	1,988	2,744	2,676	13%	15%

Table 11: Low Density Shared Used Parking Analysis Results

Shared Parking Low Density Demand Summary										
Development Blocks A-D, using Park City Parking Rates Modified Rates										
Development † District / Area	Customer/Visitor		Employee/Resident		Reserved		Total		Shared Parking Reduction	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
A1-A6	536	537	133	130	931	931	1,600	1,597	12%	12%
B1-B13	628	548	250	219	2,014	2,014	2,892	2,782	21%	24%
C1-C7	245	214	112	106	802	802	1,159	1,122	12%	15%
D1-D8	568	519	193	177	1,626	1,626	2,387	2,322	13%	15%

Public Transit

Transit can be an effective means of providing multimodal regional transportation access to future residents while strengthening the livability and safety of their community. By aggregating trips to and from the project area, transit serves to reduce traffic congestion and air pollution experienced within the immediate area and can also support the utilization of the active transportation network by helping close distance gaps between destinations.

Public Transit Strategies

Ensuring that transit can be provisioned in the future is an attractive way of cultivating regional interest in investment while building a promise of future connectivity for residents. This could include the following strategies:

1. **Preserve space to accommodate future premium transit** (e.g., green space that could be converted to BRT stations and guideways). Banking land for future fixed guideway transit preserves the ability to cost effectively add transit to the development at a later point. It also allows the land to be used as public open space, such as trails or community gardens, until it is converted to transit use, providing an additional amenity to residents. The Park City Forward plan identifies potential high-capacity transit in the future on both SR-224 as well as SR-248, and the layout of future development at the Bonanza Park and Snow Creek areas may need to accommodate future right-of-way for potential transit lanes or stations.
2. **Provide a highly permeable and connected street network.** The network should incorporate quality active transportation facilities to increase first/last mile connections to transit stops, promoting conditions which support high ridership. This has the additional benefit of building an attractive environment as the region deliberates future transit investments.
3. **Apply level of service (LOS) standards to all modes of transportation.** Include and prioritize the evaluation LOS of active transportation and transit along with vehicular traffic when assessing traffic impacts. Some traffic congestion may be considered acceptable in key locations if it results in safer and more comfortable conditions for people walking and biking. This approach also considers that transit vehicles carry more occupants than cars.
4. **Establish modal priorities for Park City streets.** For example, Salt Lake City's Typology Design Guide identifies streets on which pedestrians or bicyclists are a higher priority than vehicles, providing recommendations on streetscape design to make those corridors more comfortable for people walking or bicycling. These types of policies could be adopted at a project-wide level or applied on a case-by-case basis to individual streets. One possibility would be to make Bonanza Drive a transit-priority street, dedicating ample curbside space near high-ridership transit stops to provide enhanced amenities, and to keep internal roads such as Homestake, Short Line, and Munchkin as bicycle-pedestrian streets with extremely

slow speeds, narrow lanes, traffic calming features, and other measures to elevate bicycles and pedestrians above other transportation users.

Transit Stop Amenities

The assessment of existing transit conditions indicated that winter season ridership is generally higher than summer season ridership on PC Transit routes, and that most stops throughout the study area have less than 50 riders per day. Most stops in the study area have only a sign, with some having a trash can, bench, or a shelter.

Near Term Recommendations

Based on recent ridership patterns, the number of routes served, and the average headway, Table 12 below lists potential recommended amenities for each stop. Stops with higher ridership or longer wait times typically need greater amenities than those with few riders or frequent service intervals. Improved amenities improve the transit experience for users, especially in the strong winter conditions often present in Park City.

Table 12: Proposed Transit Stop Amenities

Stop	Recommended Amenities
Fresh Market	Digital Sign, Light Fixture, Custom Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
SR-224 Condos	Digital Sign, Light Fixture, Custom Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Ironhorse Dr West	Light Fixture, 6*16' Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Ironhorse Dr East	Light Fixture, 6*16' Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Walgreens	6*16' Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Liquor Store-N	6*16' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Munchin Rd	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
SR-248 & Bonanza	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Homestake	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Copperbottom	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Wells Fargo	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Kimball Art Center	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Police Station	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Hotel PC 224	Bench, Trash Can, ADA Pad, Pole, Sign
Zions Bank	Bench, Trash Can, ADA Pad, Pole, Sign
Windy Ridge	Bench, Trash Can, ADA Pad, Pole, Sign
PC Cemetery	Bench, Trash Can, ADA Pad, Pole, Sign
Wells Fargo W	Bench, Trash Can, ADA Pad, Pole, Sign

Recommendations Aligned with Future Plans

Park City's Short Range Transit Plan, adopted in 2020, indicates route changes proposed in the study area:

- Red Route: proposed 30-minute service along SR-224 and SR-248 throughout the day and evening;
- Yellow Route: proposed 15-minute service on Bonanza Drive, Iron Horse, and Short Line Road from 6:30 am to 6:30 pm during the winter season, 15-minute service during peak commute times during summer and shoulder season, and 30-minute service during the rest of the day/evening hours;
- Green Route: proposed 15-minute service on SR-224 from 6:30 am to 6:30 pm during the winter season, 15-minute service during peak commute times during summer and shoulder season, and 30 minute service during the rest of the day;
- Teal Express Route: proposed 15-minute service on Bonanza Drive during the peak summer and winter seasons during peak commute times;
- Pink Express Route: proposed 10-minute service on Bonanza Drive during peak commute times in the winter, and 20-minute service during midday in the winter, with 20-minute service throughout the day for the rest of the year;
- Blue Route: 30-minute service throughout the day on SR-224 and SR-248 during the shoulder season; and
- White Express: 15-minute service in the peak, 30-minute service in the off-peak, on SR-224 and operated by High Valley Transit.

As service changes are implemented, Park City may wish to monitor ridership further along the revised routes and determine whether the transit amenities proposed in this chapter remain appropriate based on observed ridership.

Active Transportation

Street design is one of the key factors that users consider when determining which transportation mode to use for a trip. The design of a robust transportation network considers all modes of transportation and balances the need to provide throughput capacity while serving all users. For the project area, an overarching guideline is to provide mobility options and safe access to bicycles and pedestrians. A well-connected active transportation network supports residents and visitors by providing attractive active transportation options.

Bicycle Strategies

Quality cycling infrastructure provides efficient access to nearby destinations, while also supporting the health and connectivity of a community. Only a small portion of the population will ride bikes on streets that have not made any accommodations for biking or lack pathways; therefore, to ensure residents and visitors are able to fully enjoy cycling benefits, bicycle infrastructure should be fully incorporated into the design of the Bonanza Park/Snow Creek area. These amenities can adjust to different street contexts, like width and speed, and balance the needs of all roadway users by incorporating the following strategies:

- **Provide protected bicycle/active transportation facilities.** Protected facilities are safer and more attractive for a variety of users because they provide additional separation from automobile traffic. Providing facilities like buffered bike lanes and separated multi-use paths (particularly on or adjacent to roadways with high speeds and/or high traffic volumes) improves safety and makes bicycling or walking a more desirable option for residents and visitors, including children and the elderly.
- **Plan for e-bikes.** With e-bikes readily available for rental within Park City, pathways throughout the project area need to accommodate cyclists traveling at a wide range of speeds. Moreover, some visitors to the area who are renting e-bikes may not have the skill sets necessary to adequately maneuver these vehicles, which are heavier and travel much faster than a standard bicycle. The recent Park City Rail Trail Master Plan envisioned a wider trail cross-section to accommodate this range of users and travel speeds; new pathways proposed within the Bonanza Park/Snow Creek area should similarly consider a larger path to safely accommodate users. Educational materials on how to safely ride an e-bike can be provided at rental shops, and placards placed along pathways to remind visitors that a fall from an e-bike could ruin their planned vacation or even result in death.
- **Provide end-of-trip facilities.** Bicycle repair stands offer an air pump and basic tools to make minor bike repairs, encouraging bicycle use by removing concerns related to common maintenance and repair issues. Bike showers and lockers help promote bicycling and walking as a commute option by providing storage and

hygiene facilities after active transportation. Some of these features will be part of the updated Park City zoning ordinances as potential transportation demand management strategies for new developments, anticipated for adoption in 2024.

- **Organize and publish cycling information.** This could include bicycle route and facility maps, locations of nearest bicycle racks or locker storage facilities, and bicycle safety information (including tips on safely using e-bikes and local/state regulations on their use).
- **Include multi-use paths along SR-248.** Multi-use paths at least 12' wide would provide a safe and pleasant cycling experience along the new alignment. A pathway on one or both sides will require on-going coordination with UDOT and other partners during the design phase.
- **Provide marked on-street bicycle waiting areas at signalized intersections.** This provides a visible designated area at the front of a traffic lane for bicyclists to wait at traffic signals. Bike boxes are especially beneficial for facilitating direct left turns at the intersection approach for bicycle traffic.
- **Provide colored bicycle lane paving through intersections.** Carry lane markings through the intersection to indicate where cyclists will be operating within the intersection, alerting automobile traffic to the presence of cyclists and guiding cyclists through the intersection.

Pedestrian Strategies

Providing quality pedestrian infrastructure gives residents and visitors the option to walk to destinations. Whether they walk the entire trip, or just walk from their car or transit to their destination, everyone must inevitably use pedestrian facilities. Ensuring a comprehensive set of pedestrian design considerations enhances the quality of life in the project area, reduces constraints, and improves safety for everyone, especially the young and elderly. To meet this demand and support the needs of all people, the following strategies are recommended:

- **Provide sidewalks of at least 6' on all roadways.** Wide sidewalks are important to ensure that people can walk alongside one another and comfortably navigate devices such as strollers and wheelchairs. Areas with higher anticipated pedestrian activity should implement even wider sidewalks. In Park City, wider sidewalks are especially useful when dealing with snow storage issues during winter conditions.
- **Provide pedestrian refuge islands/medians** at intersections with more than one lane in each direction. This improves safety for people crossing and can help to soften automobile traffic speeds. Research suggests that pedestrian refuge islands reduce conflict with vehicles and are associated with a notable reduction of pedestrian collisions.
- **Provide pedestrian countdown timers at all signalized intersection crossings** and consider the implementation of leading pedestrian intervals (LPI) at busier

intersections to address safety concerns. LPIs allow pedestrians to enter the crosswalk before vehicles are given a green indication. This increases pedestrian visibility and the likelihood that auto traffic will yield to pedestrians.

- **Provide accessible Pedestrian Actuation Buttons** to ensure that people of all ages and abilities can safely cross streets.
- **Include bulb-outs/curb extensions at most intersections.** This extends the sidewalk or pedestrian space to narrow the roadway. Bulb-outs/curb extensions reduce crossing distances for pedestrians and help to slow traffic, particularly turning vehicle movements, improving pedestrian safety.
- **Use raised crosswalks on low volume streets** to slow traffic and provide improved visibility for pedestrians. Raised crosswalks provide safety thanks to slower speeds and make crossings more accessible for people living with mobility issues.
- **Reduce curb corner radii on neighborhood roadways** to manage traffic speeds in residential areas. Sharper corners reduce speeds, helping create safer streets.
- **Provide streetscape improvements** such raised planters, special pavers, special street lighting, flags, banner poles, and hanging baskets that exceed minimum standards. These support a sense of place and make streets a safer, more comfortable environment for all users.
- **Provide benches** in areas where pedestrians might naturally wait or sit to enjoy the outdoors or rest.
- **Provide trash and recycle receptacles**, especially in areas with higher anticipated pedestrian activity.
- **Include streetlights and pedestrian-scaled lighting** to support safety and comfort for all users of a street.

Accessibility

The Public Right of Way Access Guidelines were updated in 2023. As the study area is redeveloped, the existing AT network may need to be adapted to match current guidelines. The recommended updates noticed by staff during observational visits are listed below, but exact design specifications will need to be determined during project development. The technical specifications referenced below are available from the US Access Board. ¹

Sidewalks:

Provide sidewalks that connect all accessible elements, spaces, and pedestrian facilities in accordance with CFR title 36 Chapter 11 part 1191 section 206. Ensure that sidewalks

¹ <https://www.access-board.gov/prowag/>

are at least 48" wide throughout the study area. When sidewalks are less than 60" wide, a 60" by 60" passing space shall be provided at least every 200'.

Curb Ramps:

Ensure that the clear width of the curb ramp run or blended transition is at least 48" wide. On a shared use path, the width of the curb ramp or blended transition shall match the width of the shared use path. Confirm that all curb ramps, landings, or a minimum of 48" for a blended transition shall be contained wholly within the width of the crosswalks they serve.

Perpendicular Ramps:

When a change in direction is required to use or access a curb ramp, a 48" by 48" clear area shall be provided at the bottom of the curb ramp, and outside of vehicular travel lanes. At a shared use path, the width of this clear area shall be as wide as the shared use path.

A landing space shall also be provided at the top of the curb ramp, and at minimum be at least 48" by 48", or match the width of the shared use path where applicable. When this curb ramp is crossed by a sidewalk, the edges of the curb ramp shall be flared.

Parallel Ramps:

When a change in direction is not needed to use a curb ramp, a minimum landing area of 48" by 48" shall be provided at the top of the curb ramp.

Blended Transitions:

When a blended transition serves more than one sidewalk, and has a running slope greater than 1:48, a bypass route shall be provided between the sidewalk so users may bypass the blended transition.

Detectable warning surfaces:

In the future, ensure that detectable warning surfaces remain in good condition. During the site visit staff found several locations where the detectable warning surface has been worn away entirely. The width of the detectable warning surface should be limited to the width of the crosswalk they serve. If a driveway has a stop or yield control device, and detectable warning surface should be provided.

Signals:

Pedestrian push buttons shall be located no further than 5 feet from the side of the crosswalk they serve, between 1.5 and 10 feet from the edge of the curb or pavement, and be parallel to the direction of travel. These buttons should also be equipped with a high visual contrast tactile arrow pointing in the direction of travel.

When possible, push buttons on the same corner should be at least 10 feet apart. When it is not possible to provide 10 feet of spacing during the alteration of an existing intersection, the pedestrian buttons may be placed closer together, but will also need to provide an information message compliant with 308.3.2.

Accessible intersections should provide an audio and vibrotactile indication during the walk interval. Additionally, a locator tone shall be provided by the pedestrian signal at an appropriate volume as defined in PROWAG section 307.8. During the walk phase, pedestrian signals shall provide audible and vibrotactile indications during the walk interval. Outside of this interval, the locator tone shall be provided. Both the locator tone and speech walk message need to be compliant with PROWAG 308.3.1 and 308.3.2 depending on the configuration. When a pedestrian push button is provided for an RRFB or similar crossing, the message will state the status of the beacon instead of an audible walk indication during a walk interval. If there is time remaining for a pedestrian to cross during the accessible walk interval, the accessible walk indication should be recalled with a button press.

Transit Shelters and stops:

At transit stops, provide a boarding and alighting area at least 60" wide by 96" perpendicular to the curb for each accessible entrance or exit. Ensure that this boarding area connects to a sidewalk. When a shelter is provided, ensure that it has an appropriately sized clear space at the edge of the seat to not block the area within 18 inches of the front of the seat.

Transportation Demand Management (TDM)

Transportation demand strategies provide communities with tools to influence people's travel behavior. These strategies can encourage people to make fewer trips, to travel at different times of day when the roadway network is less congested, or to travel using a different mode of transportation. The strategies described below often require partnerships between public and private agencies, and can be included in development agreements through negotiations between Park City and private property owners. Additional transportation demand management strategies are likely to be adopted into the Park City ordinance (section 15-3-1) in 2024.

Telecommute

Encouraging more telecommute trips, also known as remote work or teleworking, can reduce traffic congestion, lower greenhouse gas emissions, improve work-life balance, and increase productivity. While telework was gaining in popularity before COVID-19, technology surrounding remote work quickly evolved as most businesses were forced to temporarily adopt a remote work model. Many businesses have since returned to "business-as-usual," but others have adopted a hybrid work model where employees spend part of their time in the office and part of their time working from home. Fiber connectivity throughout the project area enhances the ability for telework through faster Internet connections. TDM strategies can complement telework by promoting alternative modes of transportation when employees do need to commute. This can include incentives for carpooling, public transit subsidies, and providing access to shared mobility options.

TDM Program Coordinator

A TDM Program Coordinator is typically responsible for facilitating strategies that reduce vehicular travel demand and shift behavior away from single occupant vehicles. For example, a TDM program coordinator could provide services such as providing information on typical peak drive times, transit trip times to major destinations, transit schedules, routes, and fares, and organizing carpools/vanpools. They could educate residents and visitors on tips for walking to work, pedestrian safety, and good walking shoes. They can also help facilitate collaboration with local transportation agencies and transit providers to integrate TDM strategies into broader transportation plans and policies. They could also help organize transit incentives for employees such as additional pay for carpoolers, flexible work times, and other tools to reduce peak hour trips. A position like this could be funded solely for the Bonanza Park/Snow Creek area or as a consortium of local developers with similar desires to reduce vehicular traffic through TDM strategies.

Influence Parking Behavior

Park City can use incentives and disincentives related to parking supply, pricing, and management to encourage residents and visitors to rely on other modes of transportation, thereby reducing trips onto and out of the Bonanza Park/Snow Creek study area. These could include “unbundling” parking from residential lease or purchase agreements, requiring residents to pay for parking separately or receive a lower cost in exchange for giving up parking (this concept could be applied to office lease space as well, encouraging employees to receive some financial incentive or other compensation in exchange for giving up a parking spot). Park City could also provide preferential parking for carpool or vanpool vehicles, placing those users closer to building entrances. In addition, the City could opt to provide funding for off-site, regional satellite park-and-ride lots instead of accommodating the desired amount of parking within the study area.

Delivery Management

The delivery of goods and service can add congestion to the network, and could be coordinated in order to minimize its impact. Park City could identify a centralized location for deliveries in each sub-area of the Bonanza Park/Snow Creek area in order to limit delivery vehicle circulation on the network. Similarly, the TDM Program Coordinator could work with tenants to plan for delivery of goods at off-peak times for applicable businesses, to shift that vehicle traffic out of the most congested times of day.

Shared Office Space

Shared office space, also known as coworking spaces, are setups where individuals or businesses share a common workspace. These are flexible environments where professionals from different industries or backgrounds work alongside each other in a shared office setting. These shared spaces often provide services such as reception services, mail handling, IT support, and amenities such as a kitchen or wellness facilities. They should also include video-conferencing facilities and equipment, especially in a format that can be shared among multiple businesses. These types of spaces are a great complement to teleworking initiatives to reduce not only the number of work trips completed during the week but also the distance traveled to access an office or meeting space.

On-Site Amenities and Services

While strategies often focus on reducing the number and distance home-based work trips, these only make up a portion of daily travel undertaken by households in the area. In fact, the 2012 Utah Travel Study identified 58% of trips in the Wasatch Front were home-based non-work trips, including school, shopping, medical, and personal trips. By providing on-site services and amenities such as a grocery store, medical offices, dental offices, cafeterias, restaurants, automated teller machines, child care facilities and other

services in the Bonanza Park/Snow Creek area, Park City can reduce the number of long distance trips generated by the project onto the external street network.

Additional Transportation Strategies

As transportation technology evolves, more options may come available to help transport people, goods, and services across the region. This section identifies potential transportation technology strategies that could become a reality in the timeframe that the development in this plan is proposed.

Drone Delivery Storage Lockers and Infrastructure

Drone delivery, a disruptive emerging technology, can potentially reduce the number of vehicles required to deliver or pick up goods. Drone delivery is already operating in parts of the Wasatch Front, and is expected to have a service area of more than 1 million people and a 50-mile service radius in the next five years. One concern related to drone delivery is package pickup/dropoff location. New technologies and service providers are attempting to address this by providing electronic package receptacles, otherwise known as smart mailboxes, or drone delivery stations for use in suburban environments to safely store drone deliveries until they can be retrieved.

Drone delivery also requires infrastructure to facilitate the delivery of goods and services. This could include launch and landing sites; control centers staffed with operators to monitor drone operations; and charging stations.

eVTOL Heliports

Electrical Vertical Take-Off and Landing (eVTOL) aircraft take-off and land vertically like a helicopter. These innovations in transportation technology are powered by batteries and carry two to six passengers including a pilot. While they are not yet operating commercially in the United States, they may be a reality by the time the redevelopment of Bonanza Park/Snow Creek is finalized. These would not be practical for many types of trip, but could have the potential to serve some Park City visitors (and residents) wishing to make the trip between Salt Lake City's airport and Park City a much shorter one. A necessary component of eVTOL technology would be heliports (or vertiports). A heliport would include the take-off and landing spot plus an additional safety area surrounding the landing pad. In addition to the landing pad itself, the heliport would need to provide charging capabilities for the aircraft to use in between runs.