PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
DECEMBER 11, 2024

COMMISSIONERS IN ATTENDANCE: Chair Sarah Hall, John Frontero, Christin Van Dine, Bill Johnson, Henry Sigg (via Zoom)

EX OFFICIO: Rebecca Ward, Planning Director; Virgil Lund, Planner II; Ken Fisher, Recreation Director; Tate Shaw, Assistant Recreation Director; Mark Harrington, Senior City Attorney; John Robertson, City Engineer

---

1. ROLL CALL

Chair Sarah Hall called the Planning Commission Meeting to order at 5:30 p.m. She reported that Commissioner Henry Sigg is attending the meeting via Zoom. Commissioner Laura Suesser and Commissioner Rick Shand are excused.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from November 13, 2024.

Discussions were had about the Meeting Minutes from November 13, 2024. Commissioner Bill Johnson referenced Page 39 and noted that there was an error in the last sentence of the fifth paragraph and the first sentence of the sixth paragraph. He asked that those sentences be removed. On Page 40, the last sentence of the first paragraph attributes a comment to Commissioner Johnson, but it was made by Commissioner Sigg.

MOTION: Commissioner Johnson moved to APPROVE the Meeting Minutes of November 13, 2024, as amended. Commissioner Van Dine seconded the motion. The motion passed unanimously.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, shared updates with the Planning Commission. She reported that as part of the General Plan work, there will be neighborhood meetings for the 10 neighborhoods within the General Plan. The community engagement component

Approved 01.08.2025

of the project is moving forward. The first neighborhood meeting will take place in Council Chambers next Tuesday for the Thaynes Neighborhood. It is an open house from 5:00 p.m. to 8:00 p.m. On Wednesday evening, there will be a meeting for the Masonic Hill Neighborhood. The details regarding those meetings are on the project website.

Director Ward reported that this is the last Planning Commission Meeting for the year. The next meeting will be in January. The Commission has spent approximately 90 hours in public meetings this year. She thanked everyone for their service and dedication.

Commissioner Johnson hoped members of the public would visit the new Planning Department page on the City website. It is a good resource that everyone can utilize.

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. REGULAR AGENDA

A. Bonanza Park – Land Management Code Amendments – Consultants Design Workshop will Discuss Recommended Land Management Code Amendments to Incorporate the Bonanza Park Small Area Plan through a New Mixed-Use Zoning District. PL-24-06302.

Director Ward presented the Staff Report and explained that Design Workshop consultants, Jessica Garrow and Reilly Thimons, are present to share an overview of amendments related to site requirements, design guidelines, connectivity, the environment, and chain businesses. Still pending and under review are the feasibility components of the code amendments to make sure that they will incentivize redevelopment of the neighborhood as well as confirmation with the City Council on the project enhancements that would allow developers to request the additional fourth story.

Ms. Garrow reported that the overview of the draft code included in the Meeting Materials Packet will be reviewed. In addition, some next steps will be discussed. Ms. Garrow shared a slide that outlined the project team with Design Workshop. She reminded those present that this project is funded in part through a grant. There has been work done with Director Ward and the Mountainland Association of Government (“MAG”).

Ms. Thimons shared a high-level overview of the proposed code changes. She explained that the purpose of the Bonanza Park Mixed Use (“BPMX”) District is to implement the Bonanza Park Small Area Plan by fostering a pedestrian-friendly, mixed-use neighborhood with diverse housing options and to locally serve businesses. In support of that purpose, there are some updated site requirements proposed. This includes lot and density requirements. Currently, there is not a minimum lot size proposed in the draft, but there is a minimum density for residential proposed at 10 units per acre. Commercial limitations have been included that reflect the numbers within the Small Area

Approved 01.08.2025

Plan. The proposal is 15,000 to 29,000 square feet of commercial space per building. Individual commercial tenants are limited to 5,000 square feet. There are exceptions, which include grocery stores, post offices, and sites that receive conditional use approval.

Open space and site coverage requirements have also been included. Residential parcels must have 40% to 80% site coverage with 20% of the site as Transferred Development Right ("TDR") Open Space. Commercial parcels must have 40% to 90% site coverage with 10% of the site as TDR Open Space. Industrial parcels must not exceed 70% site coverage with 30% of the site reserved as TDR Open Space.

Commissioner John Frontero wanted to see the district further defined. If requirements are going to be assigned to the parcels, it would make sense to further identify and define what a residential, commercial, and industrial parcel is. Ms. Thimons explained that Design Workshop will continue to work through the land uses in terms of the current structure of the proposed code changes. The underlying zoning concept has been carried through, which is where the residential, commercial, and industrial come from. It can continue to be fine-tuned in the next draft that comes back to the Planning Commission. There is a definition that will cover a mixed-use parcel, which will be shared in the future. Ms. Garrow added that a mixed-use parcel will fall under a similar commercial requirement. That includes the allowance of 40% to 90% site coverage. That requirement would account for the different types of uses that might be seen in a mixed-use building.

Chair Hall wanted to know why there are residential parcels mentioned because it seemed there was a desire to combine the uses and not segment residential as an allowed use. Ms. Thimons explained that in looking at all of the currently allowed underlying uses, which will be brought back to the Commission in the future, there will be some reconfiguration between allowed by right and conditional. Conditional uses would still be allowed, but go through a different process. That is intended to reflect some of the existing development patterns within the neighborhood and avoid creating unnecessary non-conformities. Director Ward reported that the Affordable Master Planned Development ("AMPD") would be incorporated into the zone. That is something that can be addressed at the next Planning Commission Meeting. Commissioner Frontero asked if maximums are being considered. For example, a maximum amount of residential that is allowed for Bonanza Park. Director Ward offered to clarify that at the next meeting.

Commissioner Sigg asked how the 10 units per acre was determined. Ms. Thimons explained that the density identified responds to the call out within the Small Area Plan for the inclusion of missing middle housing types, including townhomes and cottage courts. It would allow for a nicely planned smaller townhome and/or cottage court community. The intention is to promote pedestrian-oriented missing middle opportunities. Ms. Garrow asked for Commissioner feedback on that number as this moves forward. Commissioner Frontero wanted to know if there are examples of 10 units per acre on the residential side. Ms. Garrow is not certain but stated that examples can be brought back.

Approved 01.08.2025

Ms. Thimons reviewed the setback requirements. In the presentation slides, that information has been organized by residential (dwelling, two units or less, and dwelling, three units or more), commercial, and flex/light industrial. The setbacks shown mirror what currently exists in the underlying uses to create consistency in the code. Chair Hall wanted to understand the reason for breaking out the requirements into residential, commercial, and flex/light industrial. Ms. Thimons explained that when there are mixed uses in a neighborhood, it is important to ensure that the setbacks are appropriate to the intensity of the parcel and also consider the neighbors. Utilizing underlying zone district requirements also limits the non-conformities as redevelopment starts to occur. Commissioner Johnson believes it makes sense to have a unified setback across each use, especially because the intention is to have mixed-use. Ms. Thimons mentioned the additional requirements that relate to the Frontage Protection Zone ("FPZ"). Ms. Garrow noted that the Commissioners' comments can included in the updated draft version.

Building height information was shared with the Commission. Ms. Thimons explained that no structure shall be erected to a height greater than 35 feet. Exceptions include:

- 1 additional story/45 feet if community benefits are provided;
- An AMPD may be granted 1 additional story/45 feet.

For visibility and roofs, corner lots must maintain clear visibility within the Sight Distance Triangle. Roofs must be designed to manage snow and ice shedding and to protect entries, walkways, and pedestrian areas. As for Architectural Review, before a Building Permit is issued for any allowed or conditional use, the Planning Department must review the plans to ensure they meet the requirements. The following question was posed:

- Are there any concerns about the setback prescribed for the zoning district?

Commissioner Johnson asked about the individual categories: residential, commercial, and flex/light industrial. Director Ward explained that in the Small Area Plan, there was potential for flexibility with setbacks. The MPD perimeter setback would be 25 feet. What is proposed reduces that. If feedback from the Commission is to establish consistency, there can be discussions about whether a reduced setback could be an incentive.

Commissioner Christin Van Dine asked if there is a benefit to setback variations within the zone. Director Ward explained that in the Light Industrial Zone, if there is already an industrial use, then there needs to be a buffer for future residential use. There is a provision where the setback is looked at based on the adjacent uses at the time of the permit. As far as addressing uses that may already exist that could present compatibility challenges, it is possible to look into whether there should be special considerations to address what will become non-complying structures. Chair Hall thought the underlying zone would have more uniformity, so she was surprised by the draft.

Commissioner Sigg further addressed the suggested setbacks. He prefers a blanket overlay and would like more clarity about what has been proposed. This includes

Approved 01.08.2025

vehicular access and how the rights-of-way might be working here before the setbacks are finalized. He also asked for more clarity on setbacks for lower-density development.

Chair Hall believes there were past discussions about a community benefit where there could be a decrease in setbacks or an increase in height. She would like to see that incorporated into the draft language. Also discussed was when MPDs are processed, where there are internal lot lines with the same owner, the Planning Commission or Planning Director could reduce or eliminate internal setbacks from the side buildings.

Commissioner Frontero likes the idea of a uniform setback rather than different setbacks for individual buildings and uses. He envisions this area being interchangeable in the future. For example, if an industrial tenant signed a five-year lease for industrial use, later on, the building could be repurposed into one of the other mixed-uses while still complying with the setbacks. Uniformity makes sense in a mixed-use area.

Ms. Garrow shared information about the Design Guidelines. She started by discussing the building placement and building orientation. Building placement requires that development include open spaces around buildings for landscaping, outdoor seating, or merchandising opportunities. For parcels over 30,000 square feet, the building mass must be broken into smaller volumes using creative methods, such as separate structures or linked walkways. For large lots that are more than five acres, development should be clustered to allow for phased development. As for building orientation, the section requires that buildings be oriented to the street to maximize solar exposure. There is also a placeholder in this section related to the addition of vantage points, which will be discussed at the Planning Commission Meeting scheduled for February 2025.

Ms. Garrow reported that the guidelines for building scale require certain design elements to be incorporated into the building to reduce the perceived mass. This could include varying roof forms, balconies, and variations in window sizes. Those are intended to provide a high-quality design while enabling the applicant and design team to have some different options to implement the goals of the Small Area Plan. Ms. Garrow explained that this section also talks about building articulation. There are requirements related to buildings that are more than 35 feet tall or within the FPZ. There is a requirement for an upper-story setback. Buildings that are over 35 feet tall must have vertical articulation or a material change.

In addition to the vertical articulation requirement, there is a horizontal building articulation requirement. Ms. Garrow explained that this is intended to limit blank facades and ensure that there is a sense of push and pull as someone comes down the street. There are some specific dimensions relative to building length included in the draft language.

Ms. Garrow noted that there are also requirements listed for fenestration and balconies. Those elements contribute to the high-quality design of a building. In an effort to ensure there is strong architectural design, there are requirements related to fenestration and transparency. Private balconies that are at least 6 feet x 8 feet can count towards the

Approved 01.08.2025

open space requirements for a development. Ms. Garrow next discussed site access and on-site parking. She explained that there is a requirement for larger sites to minimize the number of vehicular access points to encourage mid-block walkways to encourage pedestrian access. It might also make sense to include alleyways for vehicular access.

Ms. Garrow shared information about guidelines for parking, which includes the following:

- On-site parking should be accessed from streets other than Park and Kearns, with the main access from the shortest block length if no internal street access is available;
- Parking should be located behind the main building and additional access points on Park and Kearns should be minimized. Parking areas on Park and Kearns must be screened using landscaping, low walls, or other features, and should not exceed 35% of the parcel width;
- Parking garages should be underground when possible; if above grade, they should be located behind the main building and include architectural or artistic screening;
- Parking areas and loading zones should be positioned to minimize visual impact from public streets or pedestrian areas, with distinct paving materials to separate parking from travel lanes.

Ms. Garrow explained that there is a separate section in the draft code about parking. Those requirements, in combination with the Design Guidelines, seek to incentivize underground parking and require parking to be located away from main public corridors. She reiterated that loading areas should ideally be located in the rear of a building or a secondary façade rather than the primary façade where there is more pedestrian activity.

Street-level design information was shared. Ms. Garrow reported that the intention is to encourage active ground-floor uses within the district. Buildings should have an active use on the ground level to support the vibrancy of the public realm. For buildings that are 100% residential, a lobby or other common space shall meet this requirement: “All buildings shall have at least one main entry on all street-facing facades. This entry should be easily seen from the street and adjacent pedestrian way.” Commissioner Frontero asked about buildings that are 100% residential. He finds that language problematic because, during the public meetings, it was made clear that there is a desire for mixed-use. He believes that means there should be mixed-use for each individual building. The public also made it clear that there is no desire for heavy residential use in this area. As a result, he is troubled by the suggestion that there might be buildings that are 100% residential. Commissioner Frontero wants to know how the uses will be regulated.

Ms. Garrow explained that the bullet point related to 100% residential is intended to address the missing middle housing pieces that were part of the Small Area Plan. Commissioner Van Dine believes the idea is to promote mixed-use, but feels some fully residential buildings mixed into the area are appropriate and part of the neighborhood character. Chair Hall believes there needs to be high-level consensus. Commissioner

Approved 01.08.2025

Van Dine pointed out that AMPDs are not missing middle housing. It is the missing middle housing that is a significant problem. While she agrees that AMPDs make sense in this area, she feels this is an appropriate area for the missing middle residential buildings. Commissioner Van Dine acknowledged that there is a need to incentivize mixed-uses.

Chair Hall believes the preliminary draft of the language indicates there could potentially all be residential. There is no requirement for commercial. However, what a lot of Commissioners envisioned was mixed-use that maintains floor-level commercial.

Commissioner Frontero wants to eliminate as much gray area as possible. He will continue to push for maximums on residential, commercial, and industrial. There is openness to discussions about what those maximums look like, but the maximums are needed. He imagines other communities have done this. It might be possible to look elsewhere for some guidance. Commissioner Sigg agrees that this was intended to be mixed-use. If there are too many blocks of single-purpose buildings, it will impact the vibrancy of the area. The idea of Bonanza Park is to have a vibrant neighborhood throughout. It might be best to identify sites that are more appropriate for a whole building of one use. First come, first served makes him nervous, because it might result in all of the commercial being on the east side. It might be best if there is a requirement by code that there must be a certain percentage of each of the uses.

Ms. Garrow reviewed environmental and economic information. She reported that within the proposed code, some new open-space typologies were identified. These typologies were addressed and identified within the Small Area Plan. New definitions have been created to outline how each can be used within the district and the FPZ.

In terms of sustainability requirements, language has been incorporated to support the City's net zero goals. Sustainability measures have also been identified for applicants to implement within their buildings. That includes the use of on-site solar where it makes sense and the implementation of energy-saving measures. The section also identifies best practices for building certification. Ms. Garrow next shared information about conventional chain businesses. There is an updated section included in the code. She explained that conventional chain businesses are anticipated to be conditional uses within the district and would be required to meet the existing conditional use criteria and obtain a Conditional Use Permit ("CUP"). Additional criteria have been added to ensure those chain businesses are appropriate and will support the vibrancy of the Bonanza area. The Design Guidelines state that there cannot be any chain or corporate type of building structures. There can be signage, but not corporation-specific building styles.

Commissioner Johnson asked if there would be a cap placed on the number of conventional chain businesses. Director Ward explained that the evaluation regarding conventional chain businesses would look at the correct balance for the neighborhood. The draft code amendments include regulations and the review process for those conditional uses. She reiterated that the draft elements largely have to do with the review process.

Approved 01.08.2025

Commissioner Sigg asked if there is a distinction in the code between a chain business and a franchise. Director Ward stated that a conventional chain business is a defined term in the code. Commissioner Sigg thought that a conventional chain business would be owned by the corporation that runs the business, which is different than an individual who purchases a franchise. Director Ward reported that the definition is based on the total number of locations and whether it is substantially identical to more than 10 other businesses. For example, commercial uses with standardized menus or merchandise.

Chair Hall opened the public hearing.

Craig Elliott gave his zip code as 84060. He reviewed the proposed documents ahead of the meeting and had comments to share about what has been drafted so far. Elliott explained that he will leave a hard copy of his comments and can also provide a PDF file if desired. Mr. Elliott acknowledged the need to have residential on the first floor of the development in this area, but he does not necessarily believe it should be put everywhere. Where redevelopment is happening around transit in Salt Lake, commercial spaces are being built, but those spaces are empty because it is difficult to lease them. He suggested looking at different sections of Bonanza Park to determine where commercial should ideally be located. The residential in-between will feed the retail spaces. As for making the fourth floor discretionary, that will likely discourage redevelopment.

Mr. Elliott reported that the front setbacks on Main Street are zero. If there is a desire to create urban settings with sidewalks, 20-foot setbacks do not make sense. He noted that Kearns, Park, Bonanza, and Deer Valley Drive are arterials and should not be made into commercial streets. It makes sense to push everything inside and have the inner street system become those commercial areas where people can gather and congregate. The perimeters will create the necessary buffer. Trying to make an arterial a business and commercial street is unlikely to work well. He shared the hard copy of his comments.

There were no further comments. The hearing was continued to February 12, 2025.

MOTION: Commissioner Johnson moved to CONTINUE Agenda Item 5A, Bonanza Park – Land Management Code Amendments, and the public hearing to the February 12, 2025, Planning Commission Meeting. The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

B. 1400 Sullivan Road – Master Planned Development and Conditional Use Permit – The Applicant Proposes a 15,000-Square-Foot Single-Story with Associated Outdoor Recreation, Including a Volleyball Court, a Basketball Court, a Fenced Playground Area, and an Outdoor Patio to Replace the Existing 5,000 Square-Foot City Park Recreation Building in the Urban Park Zoning District. CUP PL-24-06244, MPD PL-24-06246.

Planner II, Virgil Lund, presented the Staff Report and explained that the item relates to

Approved 01.08.2025

1400 Sullivan Road. Recreation Director, Ken Fisher, Assistant Recreation Director, Tate Shaw, and Seth Striefel from Sparano + Mooney Architecture introduced themselves to the Commission. Planner Lund reported that this item is an MPD and CUP. It is also a review of the Housing Mitigation Plan for a recommendation to the Housing Authority. He shared background information about the site and noted that the applicant proposes demolishing the existing 5,000-square-foot recreational building at City Park to construct a 15,000-square-foot single-story community center and outdoor patio area. It is also proposed to relocate the existing outdoor recreation amenities, including two volleyball courts, a basketball court, and a playground area in the Urban Park Zone ("UPZ"). The site is comprised of several parcels owned by Park City Municipal Corporation. It is surrounded by residential neighborhoods to the west and north. Deer Valley Drive is located to the east and Miner's Hospital is to the south of the property.

Planner Lund shared an image from the Summit County Parcel Viewer. It shows the community center and how it crosses over two different metes and bounds parcels. The subdivision application was taken off of this meeting agenda for the Engineering Department and other City departments to continue to review the proposed subdivision. There are a lot of small rights-of-way included in this parcel, so additional details need to be worked out. There is a Condition of Approval that the subdivision needs to be recorded prior to Building Permit submittal. Planner Lund reported that on June 20, 2024, the City Council reviewed the proposed plans and entered into a Professional Services Agreement with an architecture firm. The Planning Commission held a Work Session on September 25, 2024, and provided feedback. The applicant has submitted revised plans.

An image of the existing building, basketball court, and volleyball courts were compared to the proposal. Planner Lund explained that the proposal is outlined in gray and the existing conditions are shown in the colored sections. The proposal complies with the MPD criteria found in Land Management Code ("LMC") 15-6. That includes the 16 findings the Planning Commission must make in order to grant an MPD, which are found in Section 15-6-6. Additionally, the proposal complies with all 16 required findings and the MPD criteria outlined in 15-6-5. Planner Lund stated that the community center is part of a historic site, Miner's Hospital. As a result, the applicant is required to submit a Historic District Design Review ("HDDR") pre-application, which has been submitted. All of the Historic District Guidelines must be followed for the historic site.

The proposal complies with all of the UPZ criteria. During the Work Session in September, there was feedback received about the height and the rooftop mechanical equipment. The dashed line on the image presented shows where the rooftop mechanical equipment will be. It will reach a height of 30 feet with the screening. The roof height at that portion will be 25 feet from the existing grade. The maximum height surrounding the building is 27.3 feet. Planner Lund discussed off-street parking. The applicant proposes 28 new parking spaces and complies with the off-street parking ratio requirements. The applicant also proposes electric vehicle ("EV") charging that complies with the EV Charging Code. Planner Lund reported that two dual port stations are proposed as well as infrastructure for a total of 14 future EV parking stalls.

Approved 01.08.2025

There was some feedback received from the Planning Commission regarding bicycle parking. With that feedback in mind, the applicant proposes 32 outdoor covered bicycle parking stalls and five hooks inside the Staff Room to allow for indoor bicycle parking.

The proposal complies with the CUP, Fences, and Retaining Wall criteria. Planner Lund shared an image to illustrate the fencing surrounding the basketball court, volleyball courts, and the playground. The fence will range in height from 10 to 12 feet for the recreation courts. The playground fence will range in height from 4 to 8 feet.

Planner Lund discussed the Housing Mitigation Plan. It was determined that the new community center will generate a housing obligation of 0.27 Affordable Housing Equivalents based on the proposed community center staffing. This housing obligation would require a unit of at least 243 square feet of net livable space. The housing obligation is fulfilled by the 773-square-foot deed-restricted unit at 1450 Park Avenue.

Some of the Conditions of Approval were highlighted. Planner Lund reported that Condition of Approval #3 has been amended since the publication of the Meeting Materials Packet. The crab apple trees must be replaced with trees of the same species 3 inches in diameter, whereas the original condition mentioned 18 inches in diameter. Condition of Approval #6 discusses a 6-inch soil cap at all disturbed areas, which will be overseen by the Environmental Regulatory Program Manager. Condition of Approval #20 states the applicant shall obtain Planning Commission approval of a subdivision and record the approved subdivision with Summit County prior to Building Permit submittal. That should be coming to the Commission for consideration early in 2025. Condition of Approval #13 relates to the use. If the recreational use is ever changed, the affordable housing requirement can be reevaluated at that time. The Planning Commission is reviewing:

- MPD and CUP for the 15,000-square-foot community center;
- CUP for fences over 6 feet in height from final grade;
- Consider forwarding a positive recommendation for the Housing Authority's review of the Housing Mitigation Plan.

Mr. Striefel shared comments about the fence heights. Standing inside the playground, the fence will be 4 feet tall throughout the playground. However, outside of the playground, there is a retaining wall that will follow the height of the playground. The different heights have to do with the grade changes. It is similar to the basketball court. Inside the basketball court, it is an 8-foot-tall fence, but on the trail, the grade changes approximately two feet over the length of the basketball court. Over the course of the volleyball court, there is a grade change that is approximately three feet.

Commissioner Frontero had a question about the parking requirements. He noted that 75 spaces are required and there are currently 47, which means an additional 28 parking spaces are needed on the site. He asked whether the extra parking spaces are needed

Approved 01.08.2025

to support the community center and its uses. If not, there might be support for a reduction in parking. He pointed out that there are pedestrian and bicycle paths to the community center as well as bus stops in the front. The site could potentially have less parking and more community space. Mr. Fisher pointed out that the building will triple in size and operate year-round. During certain times of the year, the full amount of parking might be needed. That being said, in the winter, the uses are slightly less. The project was designed to meet the current codes. Mr. Striefel explained that the day camp requires parents to park and sign in. The same is true for pickup. It seems the parking on the south side of the building should remain. With the community event space, there is an opportunity to have rentals, so it makes sense to follow the parking requirements.

Commissioner Van Dine does not believe the site will be over-parked and noted that extra parking for the day camp will be beneficial. Based on the programming that could take place in the community center, it makes sense to have the parking proposed. Commissioner Johnson agreed and suggested that the parking remain as proposed. He mentioned the possibility of winter season enforcement. Chair Hall noted that the library previously implemented a three-hour limit where it was possible to ask for an extension. It was stated that this is currently done at the MARC. A three-hour parking limit could be implemented if that becomes necessary. Chair Hall believes it will be needed on the site.

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

MOTION: Commissioner Van Dine moved to APPROVE the Master Planned Development and Conditional Use Permit for 1400 Sullivan Road, based on the amended Findings of Fact, Conclusions of Law, and Conditions of Approval, and forward a positive recommendation for the Housing Authority's review of the Housing Mitigation Plan:

Findings of Fact

1. The Applicant proposes demolishing the existing 5,000-square-foot Recreation Building at City Park (1400 Sullivan Road) to construct a 15,000-square-foot single-story Community Center and outdoor patio area and to relocate the existing outdoor recreation amenities, including two volleyball courts, a basketball court, and a playground area, in the Urban Park Zone (UPZ).

2. The site is comprised of several parcels, owned by Park City Municipal Corporation, and is surrounded by residential neighborhoods to the west and north and Deer Valley Drive to the east. Miner's Hospital is to the south of the proposed Community Center and is a Landmark Historic Site on Park City's Historic Sites Inventory.

3. Land Management Code (LMC) § 15-6-2(A) requires an MPD for public projects with 10,000 square feet or more. LMC § 15-2.26-2(C)(5) requires a CUP for a Public Recreation Facility within the UPZ and § 15-2.26-2(C)(14)

Approved 01.08.2025

requires a CUP for Fences over six feet in height from Final Grade within the UPZ. On August 19, 2024, the Applicant submitted CUP and MPD applications for Planning Commission review.

4. The proposed Community Center crosses two metes-and-bounds parcels: SA-265-A-X and SA-235-1-X. As a result, the Applicant will be required to complete a subdivision to create a Lot. On August 19, 2024, the Applicant submitted a subdivision application to create a 619,423-square-foot Lot for the Community Center. The subdivision must be reviewed and approved by the Planning Commission and recorded with Summit County prior to the Applicant submitting a Building Permit. The Applicant is working through the details of the subdivision because the metes-and-bounds parcels encompass many acres and city properties. As a result, the Applicant requests additional time to finalize the proposed subdivision. The subdivision will be scheduled for the Planning Commission's review in early 2025. The Applicant requests the Planning Commission Final Action on the MPD and CUPs so they can begin the next steps in the process to prepare for building permit submittal in spring.

5. City Park includes a basketball court, two volleyball courts, sports fields, a playground, and a 5,000-square-foot Recreation Building constructed prior to 1987. The Recreation Building has undergone minor remodels and improvements over the years; for the Site to continue to function as built, the facilities would need comprehensive updates.

6. On February 15, 2024, the City Council provided input on a conceptual design for the proposed Community Center. On June 20, 2024, the City Council reviewed the proposed plans for the Community Center and approved a Professional Services Agreement for Sparano + Mooney Architecture. On September 25, 2024, the Planning Commission reviewed the Community Center proposal during a work session. The Planning Commission provided feedback on the proposed project and required the Applicant to increase outdoor bike parking and indoor storage for bikes.

7. On September 25, 2024, the Planning Commission reviewed the Community Center proposal during a Work Session. The Planning Commission provided feedback on the proposed project and requested the Applicant increase outdoor bike parking and enclosed storage for bikes. The Applicant submitted revised plans to address the Planning Commission's feedback on November 15, 2024.

Required Findings and Conclusions of Law Outlined in LMC § 15-6-6.

8. Complies with all requirements of the Land Management Code.

Approved 01.08.2025

9. Meets the minimum requirements of Section 15-6-5.

10. Provides the highest value of Open Space, as determined by the Planning Commission. MPDs shall contain a minimum of sixty percent (60%) Open Space.

    a. The existing Recreation Building site contains 504,397 square feet of Open Space, which is 81% of the total project area. The new Community Center will maintain 489,951 square feet of Open Space or 79% of the Lot. The Open Space that will be maintained is a mix of Landscaped Open Space with recreational courts and fields and a small amount of Natural Open Space that contains undisturbed natural vegetation running along the Poison Creek Trail.

11. Strengthens and enhances the resort character of Park City.

    a. The proposed Community Center will provide updated recreational facilities, courts, and a playground for residents and visitors. The Community Center will provide additional gathering spaces for community events.

12. Compliments the natural features on the Site and preserves significant features or vegetation to the extent possible.

    a. Poison Creek runs along the east side of the proposed project with surrounding Significant Vegetation. The proposed Community Center is set back 80 feet from Poison Creek. The creek and Significant Vegetation will be preserved, and access will be enhanced with new trail connections proposed from the Community Center to Poison Creek Trail.

    b. The proposed Community Center's new building and recreation amenities, such as sports courts and playgrounds will require the removal of 48 trees.

    c. On September 5, 2024, the Forestry Board reviewed the proposed project. The Applicant will be required to replace 44 of the 48 trees proposed to be removed, including six flowering crab apple trees that are required to be replaced with new trees of the same species and three inches in diameter. See Condition of Approval 3.

    d. The Applicant's Landscape Plan details the planting of hundreds of Waterwise shrubs, herbaceous and ground cover plants, as well as 49 new trees to replace the removal of significant vegetation.

Approved 01.08.2025

13. Is Compatible in Use, scale, and mass with adjacent Properties, promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and uses.

    a. The existing Recreation Building is approximately 5,000 square feet. The Applicant proposes a new Building with 15,000 square feet of interior space and approximately 4,446 square feet of covered outdoor Area. The total project site for the proposed Community Center is 619,423 square feet. The total roof area of the Structure, including all covered bike storage areas and covered patios will be approximately 19,446 square feet, or about 3% of the total Site. The Community Center is proposed to be centrally situated for convenient pedestrian and vehicular access. The increase in square footage is appropriate for the Site and will provide additional and enhanced recreation opportunities for the public.

    b. The proposed Structure complies with UPZ Setback and Building Height requirements and is oriented north-south along the park to encourage pedestrian circulation and easy access to City Park.

    c. In the Neighborhoods section of the General Plan, Goal 6.1 states that infill and new additions in Old Town should be compatible with the neighborhood context and subordinate to existing historic structures. The Community Center is proposed to be subordinate to the nearby Miner's Hospital. The Miner's Hospital is approximately 35-38 feet in height while the Community Center will be 28 feet. The Community Center will be set back 250 feet from Miner's Hospital.

    d. The Applicant proposes a building design that is compatible with the historic proportions and dimensions of Miner's Hospital.

14. Provides amenities to the community so that there is no net loss of community amenities.

    a. The proposed Community Center will increase community amenities.

15. Is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete.

    a. The Housing Department submitted a Housing Mitigation Plan outlining compliance with the affordable housing requirements and requests the Planning Commission consider forwarding a positive recommendation to the Housing Authority (City Council).

Approved 01.08.2025

16. Meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site:

    a. The Site is not located within the Sensitive Land Overlay.

    b. The Site is located within the Soils Ordinance: The Applicant shall be required to provide a clean 6" soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on site will require testing and disposal offsite.

17. Promotes the Use of non-vehicular forms of transportation through design and by providing trail connections:

    a. The Applicant proposes bike parking that exceeds the requirements of the LMC.

    b. The Applicant proposes enhanced trail connections to Poison Creek Trail.

18. Was noticed and the Planning Commission held a public hearing in accordance with this Chapter:

    a. Staff published a notice on the City's website and the Utah Public Notice website and posted a notice to the property on November 27, 2024. Staff mailed a courtesy notice to property owners within 300 feet on November 27, 2024. The Park Record published a courtesy notice on November 27, 2024.

19. Incorporates best planning practices for sustainable development, including water conservation measures and energy-efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.

    a. The Applicant coordinated with the Sustainability Department on the Community Center. The Sustainability Department reviewed the plans and determined the proposed Community Center meets the definition of Zero Emissions Buildings. The Community Center incorporates passive elements to maximize solar gains and will be all-electric, energy efficient, and powered by renewable energy.

    b. The Applicant proposes meeting Net Zero objectives: "The Park City Community Center will be designed per best sustainability practices

Approved 01.08.2025

and will meet or exceed the requirements of the 2021 International Energy Conservation Code (IECC). Although LEED Certification will not be pursued, the requirements of LEED will be followed for indoor environmental air quality and material selections. In terms of energy usage, the design team is utilizing energy modeling to define the project's Energy Use Intensity (EUI), and the model will be utilized to determine system selections that provide the highest level of efficiency within the budget parameters. Preliminary modeling at the Schematic Design level shows an EUI of between 34 and 37, and this will get lower as the project progresses and additional efficiency measures are implemented. The building enclosure will include a fluid-applied air and water barrier to limit air/water infiltration; continuous exterior insulation at both roof and walls to minimize thermal bridging; and high-performance glazing systems with U values below code requirements. Mechanical systems will be efficient heat pump type and all-electric, with no combustion used on the project. Water usage will be minimized using low-flow plumbing fixtures, and a landscape of native drought-tolerant plantings. Daylighting will be maximized in all regularly occupied spaces, thus minimizing the use of artificial lighting, and lowering energy consumption."

20. Addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies:

    a. According to the project Civil Engineer, there are no Physical Mine Hazards within the Community Center project area.

21. Addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance:

    a. The Applicant shall be required to comply with Park City Municipal Code Chapter 11-15. The Applicant shall provide a clean 6" soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on-site will require testing and disposal offsite. See Condition of Approval 6. This must be completed subject to approval by the Environmental Regulatory Program Manager.

22. Addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan:

    a. The Applicant proposes a building design compatible with the historic proportions and dimensions of the Miner's Hospital building.

Approved 01.08.2025

b. The Applicant submitted a Historic District Design Review – Pre-Application and will require a staff review and a letter verifying compliance with Historic District Regulations.

23. Addresses and mitigates traffic:

a. The Traffic Impact Study guidelines outline when traffic impact studies are required for land use applications based on land use categories. The guidelines state a Traffic Impact Study (TIS) is required when a proposed development or redevelopment will generate 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.

b. The existing Uses for the Site include a 5,000-square-foot Recreation Building used for community events and programming with an outdoor playground, basketball court, and two volleyball courts. The existing Uses total approximately 30,000 square feet. The proposed Uses for the Site include two community/multi-purpose classrooms, a multi-purpose/community event room, and outdoor patio and outdoor playground, a basketball court, and two volleyball courts. The proposed Uses total approximately 40,000 square feet.

c. The TIS guidelines state: “Studies are only required to analyze the peak hours in which the proposed project would be anticipated to generate 25 or more vehicle trips. Proposed developments may take credit for the vehicle trips generated by existing land uses to be replaced on the project site.” An increase of 10,000 square feet for the proposed Uses compared to the existing Uses at the Site does not generate 25 or more new vehicle trips since the proposed Uses are similar to what is existing, and no TIS is therefore required.

Urban Park Zoning District

24. The Application, as Conditioned, complies with the UPZ review criteria outlined in LMC Chapter 15-2.26.

a. The purpose of the UPZ, outlined in LMC § 15-2.26-1, is to:

i. Promote the preservation of Historic Buildings, Structures, Sites, or Objects.
ii. Preserve the vegetation and habitat of natural Areas.
iii. Provide for careful review of low-intensity recreational Uses and environmentally sensitive, non-motorized trails.

Approved 01.08.2025

iv. Establish and preserve districts for land Uses requiring substantial Areas of Open Space covered with vegetation that are substantially free from Accessory Buildings, Streets, and Parking Lots.
v. Permit recreational Uses and preserve recreational land.
vi. Encourage parks, golf courses, trails, and other compatible public or private recreational Uses, preserve and enhance park amenities; and
vii. encourage sustainability, conservation, and renewable energy.

b. The proposed Community Center preserves and enhances park amenities and promotes the preservation of Historic Sites through design elements compatible with the proportions and dimensions of Miner's Hospital.

c. Lot and Site Requirements:

i. All Structures must be no less than 25 feet from the boundary line of the Lot. The proposed Community Center maintains a 30-foot Setback on the West and East proposed Lot Lines, and a Setback greater than 100 feet on the North and South proposed Lot Lines.

d. Building Height:

i. No Structure may be erected to a height greater than 28 feet from the Existing Grade.
ii. Water towers, mechanical equipment, and associated Screening, when enclosed or screened, may extend up to five feet above the height of the building.
iii. The Applicant's roof-over-topography plan shows the proposed Community Center will reach a maximum height of 27.3 feet from the Existing Grade. The Applicant proposes screened mechanical equipment located in the middle of the building, set back five feet from the edge of the building. The screened mechanical equipment is 30 feet from the Existing Grade. The roof maintains a Building Height of 25 feet from the Existing Grade where the screened mechanical equipment is located.

Master Planned Development

25. The Application, as Conditioned, complies with the Master Planned Development Review Criteria Outlined in LMC § 15-6-5:

Approved 01.08.2025

a. All MPDs shall contain the following minimum requirements. Many of the requirements and standards will have to be increased for the Planning Commission to make the necessary findings to approve the MPD.

b. Density:

i. Density in the UPZ is volume-based, determined by Building Height, Setbacks, and Open Space requirements.
ii. The proposed Community Center complies with the Setbacks and Building Height requirements for the UPZ and maintains 489,951 square feet or 79% Open Space.

c. Setbacks:

i. The minimum Setback around the exterior boundary of an MPD shall be twenty-five feet (25') for Parcels greater than two (2) acres.
ii. The proposed Community Center maintains a 30-foot Setback on the West and East proposed Lot Lines, and a Setback greater than 100 feet on the North and South Lot Lines.

d. Open Space:

i. All MPDs shall contain a minimum of sixty percent (60%) Open Space, defined in LMC § 15-15-1 as follows:

1. Open Space, Landscaped: Landscaped Areas, which may include local government facilities, necessary public improvements, playground equipment, recreation amenities, public landscaped and hard-scaped plazas, and public pedestrian amenities, but excluding Buildings or Structures.
2. Open Space, Natural: A natural, undisturbed Area with little or no improvements. Open space may include but is not limited to, such Areas as Ridge Line Areas, Slopes over thirty percent (30%), wetlands, Stream Corridors, trail linkages, Subdivision or Condominium Common Areas, or view corridors.

ii. LMC § 15-6-5(D)(3) states the Planning Commission shall designate the preferable type and mix of Open Space for each MPD, and the Commission's determination shall be based on the guidance given in the General Plan. LMC § 15-6-5(D)(3)

Approved 01.08.2025

also states that Landscaped Open Space may be used for project amenities such as gardens, greenways, pathways, plazas, and other similar Uses. The Applicant proposes to maintain 489,951 square feet of Open Space or 79% of the site. The Open Space is a mix between Landscaped Open Space with recreational courts and fields, and Natural Open Space that contains undisturbed natural vegetation running along the Poison Creek Trail.

iii. Goal 4, Objective 4C of the General Plan states: "Prevent fragmentation of open space to support ecosystem health, wildlife corridors, and recreation opportunities."

iv. Goal 9 of the General Plan is to provide unparalleled Parks and Recreation opportunities for residents and visitors.

v. The proposed Community Center supports both goal 9 and objective 4C because it provides residents and visitors with modern public recreation opportunities.

vi. The Applicant proposes to maintain 489,951 square feet of Open Space or 79% of the site. The Open Space is a mix between Landscaped Open Space with recreational courts and fields, and Natural Open Space that contains undisturbed natural vegetation running along the Poison Creek Trail.

e. Off-Street Parking:

i. The number of Off-Street Parking Spaces in each MPD shall not be less than the requirements of the LMC.

ii. The proposed Structure has 15,000 square feet of floor Area, and 75 Parking Spaces are required, per LMC § 15-3-6(B). There are 47 existing Parking Spaces, and the Applicant proposes to construct an additional 28 Parking Spaces, for a total of 75 Parking Spaces.

f. Building Height:

i. The Building Height requirements of the Zoning District in which an MPD is located shall apply. The UPZ Height requirements are 28 feet with an additional five feet allowed for Screened Mechanical Equipment.

ii. The Applicant's roof-over-topography plan shows the proposed Community Center will reach a maximum Building Height of 27.3 feet from the Existing Grade. The Applicant proposes screened mechanical equipment located in the middle of the building, set back five feet from the edge of the building. The screened mechanical equipment is 30 feet from Existing Grade. The roof maintains a Building Height of 25

Approved 01.08.2025

feet from Existing Grade where the screened mechanical equipment is located.

g. Site Planning:

i. An MPD shall be designed to take into consideration the characteristics of the Site upon which it is proposed to be placed. The project should be designed to fit the Site, not the Site modified to fit the project. The Applicant must address the following in the Site planning for an MPD.

ii. Projects shall be designed to minimize Grading and the need for large retaining Structures.

1. The Applicant's proposed Site Plan shows minimal Grading for the new Community Center. The final Grade of the Site will be within four feet of Existing Grade. The Applicant proposes a rock stack retaining wall along the north side of the Site ranging in height from two feet to four feet from Final Grade.

iii. Roads, utility lines, and Structures should be designed to work with the Existing Grade. Cuts and fills shall be minimized.

1. No new roads are proposed. Final Grade of the Site will be within four feet of Existing Grade.

iv. Existing trails shall be incorporated into the Open Space elements of the project and shall be maintained in their existing location whenever possible.

1. The existing Poison Creek Trail will not be affected. The Applicant proposes a trail connection to the Poison Creek Trail from the Site.

v. Adequate internal vehicular, pedestrian, and bicycle circulation shall be provided. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the MPD and safe travel to adjoining public sidewalks, trails, and Rights-of-Way.

1. The Applicant proposes a bicycle and pedestrian connection to the Poison Creek Trail that is separate from the vehicular circulation system.

Approved 01.08.2025

vi. The Site plan shall include adequate Areas for snow removal and snow storage. The Landscape Plan shall allow for snow storage Areas. Structures shall be set back from any hard surfaces to provide adequate Areas to remove and store snow. Snow shall be stored on-site unless otherwise approved by the Planning Commission.

1. The proposed Snow Storage is 37,423 square feet or approximately 34.1% of the Parking Area.

vii. The Site plan shall include adequate Areas for trash and recycling containers and shall include an adequate circulation area for pick-up vehicles. Convenient pedestrian Access shall be provided within the MPD to the trash and recycling containers.

1. The Site Plan shows a trash and recycling area in the Parking Area. The trash and recycling area is screened with a metal closure. The location of the trash and recycling enclosure is in a convenient location for pick-up vehicles and pedestrian access.

viii. The Site plan for an MPD shall include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.

1. No bus stop or shuttle area is proposed for the Community Center. The Applicant will provide a drop-off loading/unloading zone for the day camp.
2. There is an existing bus stop on Park Avenue approximately 300 feet from the entrance to the proposed Community Center.

ix. Service and delivery Access and loading/unloading Areas must be included in the Site plan. The service and delivery should be kept separate from pedestrian Areas.

1. The Applicant will provide a drop-off loading/unloading zone for the day camp.

h. Landscaping and Lighting:

i. The Forestry Board reviewed the proposal on September 5, 2024, and requires that landscaping must be compliant with Wildland-Urban Interface requirements outlined in Municipal Code of Park City (MCPC) Chapter 11-21, including no

Approved 01.08.2025

vegetation planted within 30 feet of any structure and requiring plantings from the approved species list outlined in MCPC Section 14-1-5. The Forestry Board also requires the replacement of 44 of the 48 significant trees that will be removed or impacted as a result of the new Community Center.

ii. The Applicant provided a conceptual Landscape Plan that complies with LMC § 15-5-5(N). The Landscape Plan identifies a total of 48 significant trees which will be removed with the construction of the proposed Community Center building and recreation amenities; it also details the planting of 49 new trees of two-inch caliper and at least 50% water-wise plant species.

iii. The Landscape Plan is required to be updated to include the Forestry Board's requirement of replacing six mature flowering crab apple trees on the site, which will be impacted from the Community Center, with new trees of the same species and 3 inches in diameter. See Condition of Approval 3.

iv. The Forestry Board also recommended the Applicant avoid planting evergreen trees near the two volleyball courts because fallen needles may create a hazard for players. The Applicant's Landscape Plan does not propose evergreen trees near the two volleyball courts.

v. LMC § 15-5-5(J) requires outdoor lighting to be fully shielded and down-directed, with a maximum color temperature of 3,000 degrees Kelvin. Pursuant to LMC § 15-5-5(J)(11), pathway lighting must not be mounted more than 10 feet above finished grade. Recreational lighting for baseball diamonds, playing fields, and tennis courts shall not exceed 70 feet above Natural Grade and shall be turned off within 30 minutes of the completion of the last recreation activity associated with the lighting, and in general, must be turned off by 11 PM unless an exception is granted by the Planning Director for a Special Event. Other requirements for recreational lighting are outlined in LMC § 15-5-5(J)(12). See Conditions of Approval 4 and 5.

i. Employee/Affordable Housing:

i. Resolution No. 05-2021 Section 13 requires Applicants to submit a Housing Mitigation Plan as part of an MPD application with Planning Commission review and recommendation to the Housing Authority (City Council). The Affordable Housing team provided a Housing Mitigation Plan

Approved 01.08.2025

outlining the affordable housing requirements triggered by the new Community Center.

ii. Section (8)(C) of Resolution No. 05-2021 allows for reductions in housing obligations for projects that serve a public benefit and Section (8)(D) allows for an independent calculation in which the Recreation Department presents an argument for a more reasonable staffing increase based on actual plans.

iii. The Housing Mitigation Plan explains the new Community Center will require hiring up to five new seasonal employees and one new full-time employee, though the hiring need will not be immediate and will ramp up over time. The number of new seasonal and full-time employees is equivalent to two Full-Time Equivalents (FTEs), which would generate a housing obligation of 0.27 Affordable Unit Equivalents (AUEs) One AUE equals 900 square feet of Net Livable Space. Therefore, utilizing the reduction allowed in Section (8) (D), the housing obligation for the new Community Center requires an affordable housing unit with at least 243 square feet of Net Livable Space.

iv. The Housing Mitigation Plan also explains that the City is a large producer of off-site affordable housing, achieving far greater numbers of new affordable housing units than the obligation generated by the new Community Center even without a reduction. The Housing Team proposes that the housing obligation generated by the Community Center is fulfilled by the construction of 1450A Park Avenue, a 773-square-foot deed-restricted affordable dwelling unit, constructed by the City as the developer and sold to a qualified buyer in 2018."

j. Mine Hazards:

i. According to the Applicant's Civil Engineer, there are no Hazards within the Community Center project area.

k. Historic Mine Waste Mitigation:

i. The Site is within the Soils Ordinance Boundary. The Applicant shall be required to provide a clean 6" soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on-site will require testing and disposal offsite.

l. General Plan Review and Historic Sites:

Approved 01.08.2025

i. One of the core values of the General Plan is “Sense of Community”. Goal Number 9 of the General Plan states “Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors.” The proposed Community Center aligns with this goal in that it will provide residents with additional high-quality recreational opportunities within a modern and sustainable building.

ii. In the Neighborhoods section of the General Plan, Goal 6.1 states that infill and new additions in Old Town should be compatible with the neighborhood context and subordinate to existing historic structures. The Community Center is proposed to be subordinate to the nearby Miner’s Hospital. The Miner’s Hospital is approximately 35-38 feet in height while the Community Center will be 28 feet. The Community Center is set back from the Miner's Hospital by 250 feet.

iii. The Applicant proposes a building design that is compatible with the historic proportions and dimensions of the Miner’s Hospital building.

iv. Neighborhood Goal 6.10 also states that the aesthetic of the Old Town neighborhood should be preserved. Park City must maintain flexibility to support the continued mix of unique characteristics within the neighborhood. The Applicant submitted a Historic District Design Review (HDDR) Pre-Application to verify compatibility with the Miner’s Hospital Historic Site. See Condition of Approval 14.

Off-Street Parking

26. The Application, as Conditioned, complies with the Off-Street Parking: Requirements Outlined in LMC Chapter 15-3.

a. The Parking requirement for Public Recreation Facilities is five Parking Spaces per 1,000 square feet of Floor Area. The proposed Structure has 15,000 square feet of floor Area, requiring 75 Parking Spaces. There are 47 existing Parking Spaces, and the Applicant proposes to construct an additional 28 Parking Spaces, for a total of 75 Parking Spaces.

b. Electric Vehicle Charging Stations:

i. LMC § 15-3-11(B) requires the following: “An Applicant shall provide Electric Vehicle Charging Station Infrastructure for fifty percent (50%) of the first one hundred (100) required Off-Street parking spaces for Multi-Unit Dwellings and non-Residential Development. LMC § 15-3-11(D) also requires “an

Approved 01.08.2025

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

ii. The Applicant proposes 28 new Parking Spaces, which require EV Charging Station Infrastructure for 14 (50%) of the new Parking Spaces, and two EV Charging Stations (5% of the new Spaces).

iii. LMC Section 15-15-1 defines EV Charging Station Infrastructure as development designed and constructed to include a fully wired circuit for an EV Charging Station power, including conduit and wiring with the electrical service capacity necessary to serve the power outlets to allow for the future installation of Level 2 EV Charging Stations. Condition of Approval 15 requires the Applicant to complete this for 14 new Parking Spaces.

iv. The two EV Charging Stations are proposed to be installed along the west side of the building, near the main entrance.

c. Bicycle Parking:

i. The LMC requires outdoor bicycle parking for the temporary storage of bicycles for 10 percent of the required Off-Street parking.

ii. Eight outdoor bicycle parking spots are required for the Community Center (10% of 75 required Parking Spaces) and the Applicant proposes 32 outdoor covered bike parking spots.

iii. The outdoor bicycle parking must comply with the standards outlined in LMC § 15-3-9(A)(1), which includes requirements regarding the type and material of the bike rack, safety, security, maintenance, compliance with the standards outlined by the Transportation Planning Department, and standards for snow removal. See Condition of Approval 17.

iv. LMC § 15-3-9(B)(2)(b) requires enclosed bicycle storage for one bicycle per 10 employees generated for Uses as outlined in Resolution No. 05-2021, as amended. The Applicant indicated the Recreation Department does not plan to add any full-time employees to operate the Community Center. The Recreation Department may add an additional full-time employee to manage the facility if demand warrants.

v. However, the Applicant proposes 170 square feet of indoor enclosed bicycle storage for hanging five bikes on the wall in the staff room. See Condition of Approval 18.

Approved 01.08.2025

d. Parking Area Lighting:

i. Light levels shall be designed with minimum light trespass off-site by using Luminaries that are Fully Shielded with no light distributed above the horizontal plane of the Luminaire. Luminaries mounting height must be, measured from the Parking Lot or driveway surface, in the range of twelve feet (12') to twenty feet (20').

ii. The Applicant proposes four lights in the Parking Area. The proposed light poles will be 15.5 feet in height from the Final Grade.

iii. The maximum color temperature for Parking Area lighting is 3,000 degrees Kelvin.

iv. The Applicant's proposed exterior lighting plan shows the Parking Area lighting has a maximum color temperature of 3,000 degrees Kelvin and complies with the above requirement.

Conditional Use Permit

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

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

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

c. Public Recreation Facilities and Fences over six feet in Height from Final Grade require a CUP in the UPZ.

d. Size and Location of Site:

i. The existing building is approximately 5,000 square feet. The total Site Area for the proposed Community Center is 619,423

Approved 01.08.2025

square feet. The Applicant proposes a 15,000-square-foot Building with a 20,000-square-foot outdoor recreation area which includes a playground, two volleyball courts, and a basketball court. The total roof area of the Structure which includes all covered bike storage areas and covered patios will be approximately 19,446 square feet, or about 3 percent of the total Site. The Community Center is proposed to be centrally situated for convenient pedestrian and vehicular access. The increase in square footage is appropriate for the Site and will provide additional and enhanced recreation opportunities for the Public.

e. Traffic Capacity:

i. See traffic analysis above for the required MPD Finding 16.

f. Utility Capacity:

i. The Development Review Committee (DRC) reviewed the proposal on September 3, 2024. See DRC comments below. Staff recommends the following Condition of Approval: The Applicant shall resolve all utility concerns prior to Building Permit issuance.

g. Emergency Vehicle Access:

i. The Park City Fire District reviewed the proposal on September 3, 2024, and confirmed the plans conform with their requirements.

h. Off-Street Parking:

i. See Off-Street Parking analysis above.

i. Internal Vehicular and Pedestrian Circulation System:

i. The Applicant proposes a bicycle and pedestrian connection to the Poison Creek Trail that is separate from the vehicular circulation system. The Applicant also proposes a drop-off area in the parking lot with direct access to the front entrance of the Community Center.

j. Fencing, Screening, and Landscaping:

Approved 01.08.2025

i. The Applicant proposes fencing to surround the sports courts and playground. The proposal includes a fence 12 feet in height from Final Grade, surrounding the two volleyball courts, a fence surrounding the playground ranging in height from four feet to eight feet from Final Grade, and a fence surrounding the basketball court 10 feet in height above Final Grade. The Applicant proposes the same Fencing material for each court: a metal recreation Fence.

k. Structure Mass, Bulk, and Orientation:

i. The proposed Structure complies with property Setbacks and Building Height requirements in the UPZ and is oriented north-south along the park to encourage pedestrian circulation and easy access to the City Park.

l. Useable Open Space:

i. See Open Space analysis above.

m. Signs and Lighting:

i. The proposed Sign for the Community Center requires a Sign Permit to be reviewed and approved by the Planning Department, and all Outdoor Lighting must be dark-sky compliant.

n. Physical Design and Compatibility with Surrounding Structures:

i. In the Neighborhoods section of the General Plan, Goal 6.1 states that infill and new additions in Old Town should be compatible with the neighborhood context and subordinate to existing historic structures. The Community Center is proposed to be 10 feet shorter than the nearby Miner's Hospital. The Community Center is set back 250 feet from Miner's Hospital.

ii. The Applicant proposes a building design that matches some of the historic proportions and dimensions of the Miner's Hospital building.

iii. The Applicant proposes exterior materials for the building which include brick, metal, and wood. See Exhibit B, p. 9 and 10 for a complete list of the proposed materials.

iv. LMC § 15-5-8 requires a prominent shift in massing for any Structure that exceeds 120 feet in length. The shift shall be

Approved 01.08.2025

in the form of either a 15-foot change in Building Facade alignment or a 15-foot change in the Building Height.

v. The Applicant proposes three shifts in massing along the front Building Facade and five to six shifts in massing along the rear Building Facade. See Applicant's exterior elevations and roof-over topography.

o. Noise, Vibration, Odors, Steam, or Other Mechanical Structures:

i. The Applicant is required to adhere to the Municipal Noise Ordinance, outlined in Municipal Code Chapter 6-3.

p. Control of Delivery and Service Vehicles; Loading and Unloading; Screening of Trash and Recycling Pickup Areas:

i. The Site Plan shows a trash and recycling area in the Parking Area and a loading and unloading zone for vehicles. The trash and recycling area will be screened by metal gates and landscaping. The location of the trash and recycling enclosure is in a convenient location for pick-up vehicles and pedestrian access.

q. Expected Ownership:

i. The proposed Community Center will be managed by the Park City Recreation Department; City Manager Matt Dias has signed the application. On February 15, 2024, the City Council provided input on a conceptual design for the proposed Community Center. On June 20, 2024, the City Council reviewed the proposed plans for the Community Center and approved a Professional Services Agreement for Sparano + Mooney Architecture.

r. Environmentally Sensitive Lands, Physical Hazards, Historic Mining Waste, Park City Soils Ordinance, or Steep Slopes:

i. According to the Applicant's Civil Engineer, there are no Hazards within the Community Center project area.

ii. The Site is located within the Soils Ordinance: The Applicant shall be required to provide a clean 6" soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on site will require testing and disposal offsite.

s. General Plan Consistency:

Approved 01.08.2025

i. See General Plan Review and Historic Sites analysis.

Fences Greater than Six Feet in Height from Final Grade

28. The Application, as conditioned, complies with the Fences and Retaining Wall criteria outlined in LMC Section 15-4-2:

a. Fences greater than six feet in height from Final Grade require a CUP in the UPZ. The Applicant proposes three different Fences for safety at the proposed Community Center. LMC § 15-13-9(B)(1)(C) mentions fencing for Historic Commercial Sites is regulated by LMC § 15-13-2. LMC § 15-13-2 prohibits vinyl or plastic-coated fencing or horizontal split rail fencing. The Applicant proposes an iron or steel fence surrounding the playground, and a chain-link recreational fence surrounding the volleyball and basketball courts. LMC § 15-4-2(B)(1) allows chain-link fencing for recreational facilities and courts. The proposed recreation Fence along the east side of the two volleyball courts and basketball court will prevent volleyballs and basketballs from traveling onto the Poison Creek multi-use pathway (see image below). The recreation fence will range in height from 10 feet to 12 feet from Final Grade. The Applicant also proposes an iron or steel Fence surrounding the playground ranging in height from four feet to eight feet from Final Grade. The Fence surrounding the basketball court and playground spans approximately 280 feet while the Fence surrounding the two volleyball courts will span approximately 70 feet.

Public Notice

29. On November 26, 2024, Staff mailed courtesy notices to property owners within 300 feet of the Site. On November 26, 2024, staff posted a physical notice to the Site. The Park Record published notice on November 27, 2024. Staff published notice on the City Website and the Utah Public Notice website on November 27, 2024.

Conclusions of Law

Conditional Use Permit

1. The Conditional Use Permit complies with the requirements of the Land Management Code, as conditioned.

2. The use will be compatible with surrounding structures in use, scale, mass, and circulation.

Approved 01.08.2025

3. The effects of any differences in use or scale have been mitigated through careful planning.

Master Planned Development

4. Complies with all requirements of the Land Management Code.

5. Meets the minimum requirements of Section 15-6-5.

6. Provides the highest value of Open Space.

7. Strengthens and enhances the resort character of Park City.

8. Compliments the natural features on the Site and preserves significant features or vegetation to the extent possible.

9. Is Compatible in Use, scale, and mass with adjacent Properties, promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and uses.

10. Provides amenities to the community so that there is no net loss of community amenities.

11. Is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete.

12. Meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site.

13. Promotes the Use of non-vehicular forms of transportation through design and by providing trail connections.

14. Was noticed and the Planning Commission held a public hearing in accordance with this Chapter.

15. Incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.

16. Addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies.

Approved 01.08.2025

17. Addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.

18. Addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan.

19. Addresses and mitigates traffic.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the final plans dated November 14, 2024, submitted to the Planning Department and reviewed on December 11, 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 Forestry Board requires that the flowering crab apple trees of 18 inches in diameter or larger that are currently located on the Site be replaced with new trees of the same species and 3 inches in diameter. The trees must be planted and evaluated for viability prior to issuance of a Certificate of Occupancy.

4. All outdoor lighting must be fully shielded and down-directed, with a maximum color temperature of 3,000 degrees Kelvin. Pursuant to LMC § 15-5-5(J)(11), pathway lighting must not be mounted more than 10 feet above finished grade.

5. Recreational lighting for baseball diamonds, playing fields, and tennis courts shall not exceed 70 feet above Natural Grade and shall be turned off within 30 minutes of the completion of the last recreation activity associated with the lighting, and in general, must be turned off by 11 PM unless an exception is granted by the Planning Director for a Special Event. Other special requirements for recreational lighting are outlined in LMC § 15-5-5(J)(12).

6. The Applicant shall be required to provide a clean 6” soil cap at all disturbed areas, and all existing disturbed soil that cannot be reused on-site will

Approved 01.08.2025

require testing and disposal offsite. This must be completed subject to approval by the Environmental Regulatory Program Manager.

7. All Signs require a Sign Permit from the Planning Department prior to installation.

8. The Applicant is required to adhere to the Municipal Noise Ordinance, outlined in Municipal Code Chapter 6-3.

9. For uniformity in lighting and prevention of shadows, an average horizontal luminance level of two (2) Foot Candles with a 4:1 Uniformity Ratio over the Site is the maximum allowed for the Parking Area lighting.

10. Maximum watts per Parking Area light fixture must not exceed 50W.

11. The base of the Parking Area light pole shall be treated with paint, stain, stucco, or another form of decorative cover. All attempts shall be made to place the base of light poles within landscape Areas.

12. The Applicant shall resolve all utility concerns prior to Building Permit Issuance.

13. If the City's public recreation Use is changed in a manner that would trigger a new requirement [third-party commercial lease or sale], the affordable housing requirement may be re-evaluated in accordance with the Affordable Housing Guidelines in effect at that time.

14. The Applicant is required to complete the Historic District Design Review for compliance with LMC § 15-13-3 *Regulations for Historic Commercial Sites*.

15. The Applicant must install EV Charging Infrastructure for 14 new Parking Spaces as developed designed and constructed to include a fully-wired circuit for an EV Charging Station power, including conduit and wiring with the electrical service capacity necessary to serve the power outlets to allow for the future installation of Level 2 EV Charging Stations.

16. The two EV Charging Stations must comply with all the required standards for EV Charging Stations outlined in LMC § 15-3-11(E).

17. All outdoor bicycle parking must comply with all the required standards outlined in LMC § 15-3-9(A)(1).

18. The Applicant shall construct indoor bicycle storage for five bicycles.

Approved 01.08.2025

19. The trash and recycling area must be screened with metal gates and landscaping.

20. The Applicant shall obtain Planning Commission approval of a subdivision and record the approved subdivision with the Summit County Recorder's Office prior to Building Permit submittal.

The motion was seconded by Commissioner Johnson. The motion passed with the unanimous consent of the Commission.

C. Snow Park Village Base Area – Deer Valley Resort 13th Amended and Restated Large Scale Master Planned Development Permit and Phase 1 Conditional Use Permit – The Applicant Proposes a Three-Level Parking Garage with 1,971 Parking Spaces, an Underground Transit Hub Adjacent to Snow Park Lodge, a Conceptual Site and Circulation Plan, and Road and Utility Improvements. MPD PD-21-04767, CUP PL-21-04811, and Subdivision PL-22-05168.

Director Ward presented the Staff Report and explained that this item relates to the Snow Park Village Base Area. She reported that items scheduled for discussion include:

- Amendments to the Deer Valley MPD;
- Updated traffic submittals related to trip generation and the Five-Year Transportation Demand Management ("TDM") Plan.

The applicant is requesting some amendments to the Deer Valley MPD, and since the last meeting, some updated traffic information has been submitted. That information relates to trip generation and the TDM Plan. Director Ward shared a high-level overview of the MPD amendments. The request is to incorporate the gondola into the MPD. The details of the phasing are being worked through, such as how that relates to the Phase II vertical construction. The MPD amendments are also to increase some of the square footage to support the gondola uses. In the approvals for the vacation of the right-of-way, the applicant is requesting to increase the square footage of the site by approximately 30,000 square feet, which is 15,000 for the maintenance facilities and another 15,000 for restaurant and commercial facilities at Silver Lake Lodge.

Regarding affordable housing, a timeline of the Deer Valley Resort Affordable Housing Obligation History from a 2022 City Council Work Session was shared. The applicant is requesting to incorporate the updated requirements into the Development Agreement. Staff recommends some modifications be made related to the following:

- Calculation of final AUEs pursuant to final use and density determinations with subsequent phases;

Approved 01.08.2025

- Housing Authority approval of the location of the affordable units is consistent with Resolution No. 24-2023; and
- Conditions of Approval requiring the amendment of an Affordable Housing Phasing Plan with the Phase II CUP for vertical development that outlines completion of affordable units prior to issuance of Certificates of Occupancy for market-rate units based on project phasing.

In the current MPD, it addresses a threshold. If parking capacity is exceeded, there is the flexibility to increase the parking on the site or to use the on-street parking, as approved by the City Council for use on peak days. With those options going away, all of the parking will be on-site, so the applicant is proposing that the MPD be amended to incorporate the parking maximums for the site and that there be a Condition of Approval that would establish Planning Commission review if that balance requires further mitigation.

Director Ward reported that the updated information on trip generation will be shared as well as the TDM Plan. There is also a Shared Managed Lane Memo attached as an exhibit. Director Ward outlined some of the future discussion items with the Commission:

- Details regarding the service connection to connect to another gondola in Deer Valley East;
- Distinction between day skier and ski club parking;
- Draft Conditions of Approval related to traffic and transportation;
- Draft Conditions of Approval related to project phasing;
- Review of updated Conditions of Approval related to construction.

Vice President of Resort Planning for Deer Valley, Hannah Tyler, introduced herself to the Commission. She is present to address Commissioner comments received during prior meetings as well as some prompts in the Staff Report. The presentation includes the Five-Year TDM Plan and an overview of the Traffic Impact Study ("TIS"). The TIS submitted in 2024 will be compared to the 2022 TIS. Additionally, an overview of the private club operations will be shared as well as some information about what can be expected in Phase II of this project. There will also be some next steps for Phase I shared.

Jon Nepstad and John Gard from Fehr & Peers were present as well as Transportation Planning Manager, Victoria Schlaepfer. Mr. Nepstad reviewed what is planned:

- An underground state-of-the-art mobility hub for transit, shuttles, and carpooling;
- A paid parking program;
- Increased remote parking facilities;
- Implementing a Shared Managed Lane for bus travel time advantages in the ski season and an additional active transportation facility in the summer;
- Improving active transportation facilities at Snow Park and around the entire Deer Valley Loop;
- Enhanced wayfinding and real-time parking information.

Approved 01.08.2025

The Aspirational Transportation Demand Management Measures: 2030 and Beyond are:

- Transit:
  - Bus priority at the Y intersection;
  - Increased amenities at park and ride locations (restrooms, real-time bus information, possible food and beverage options);
  - Additional transit incentives (free lockers or baskets).
- Programs:
  - Enhanced alternative transportation marketing campaign;
  - Monday morning meetings (re: "How did the weekend go?" with Park City, High Valley, UDOT, and law enforcement agencies);
  - Transportation Coordinator;
  - Employee carpool matching with incentives;
  - Remote work options for eligible staff;
  - Real-time roadway conditions on site;
  - Employee incentive program.
- Projects:
  - E-bike share for staff;
  - E-bike share for summer guests.

As far as determining whether these measures are effective, there can be a monitoring program. The best way to know the effectiveness is via longitudinal data collection:

- Annual traffic counts;
- Annual vehicle occupancy counts;
- Employee and guest transportation survey;
- Ongoing ridership tracking with High Valley and Park City Transit.

Mr. Gard introduced himself to the Commission. He shared some Trip Generation Comparison information, which looked at the Fehr & Peers July 2022 study and compared it to the October 2024 study. The trip generation in the October 2024 study has not changed. The conclusions from that study are still valid, as are the level of service ("LOS") results, delays, and vehicle queues. He shared a graph with the comparison of new trips generated from the July 2022 study and the current version. The PM peak hour remains relatively unchanged between the two studies. It is clear the number of daily trips and AM peak hour trips are lower in the 2024 study versus the project that was contemplated in 2022. Several factors have caused the mentioned changes:

- Primary Reasons for Reduced Trips:
  - Fewer residential/lodging units proposed;
  - Net reduction of 340-day skier parking spaces.
- Secondary Reasons for Reduced Trips:
  - Updated ITE Trip Generation rates (i.e. slightly lower);
  - Project community center/event space was treated differently in the 2024 study.

Approved 01.08.2025

Ms. Tyler shared information about the existing ski club. The current club is located in the Silver Lake area. Based on the experience with that club, the peak occupancy is no greater than 52% at most four times per year. The rest of the occupancy during the season hovers between 15% and 30%. The days when peak occupancy occurs are the last Saturday in January, the first Saturday in February, the second Saturday in March, and Easter. None of the four days are considered peak days for the resort, as defined by the City. The peak days for the resort are Christmas, New Years, Martin Luther King Day, and Presidents' Day. This indicates that the behaviors of the club members are different from other guests at the resort. The club is utilizing commercial unit equivalents ("UE"). Deer Valley has looked at what would happen if those UEs were shifted from the ski club to other commercial uses, such as retail or restaurant. In that case, there would likely be an increase in trip generation during AM and PM peak hours. The trip generation for the TIS assumes the worst-case scenario, but based on the occupancy percentages, those scenarios are unlikely to be seen. The TIS assumes there will be multiple turns on those parking spots, but that is not the occupancy currently seen in the club parking. It is believed that the ski club's use is beneficial to transportation strategies.

Wade Budge introduced himself to the Commission. He reviewed the items included in Phase I and also reviewed some of the items associated with the Phase II application:

- Deer Valley intends to file a conditional use application for Phase II in Q2 2025 for:
    - Details related to the gondola and its location;
    - Identify and obtain approval for vertical building locations (on top of the parking structure);
    - Approve final commercial, hotel, and residential uses and locations;
    - Adjust the programming of the commercial parking to align with the above uses.

Mr. Budge explained that during prior meetings, there were concerns expressed by the Commission that the ski club use was similar to the day skier use, but based on the analysis, the use occurs at different times. It makes sense to have the club parking be in the Phase II discussion. He reviewed what there is an intention to discuss in January:

- Clean up items from the 12/11 meeting;
- Finalize Conditions of Approval for Phase I;
- Identify final details for 13th MPD;
- Finalize proposed Plat Notes;
- Prepare to submit for Building Permit in February for April 2025 construction start.

In the Meeting Materials Packet last month, there were Conditions of Approval related to construction mitigation. However, there are some proposed tweaks to the proposed language. Those discussions will take place at the meeting in January. Mr. Budge reiterated that the hope is to be in a position to submit for a Building Permit in February. That is important because the permit package needs to be submitted with enough time to

Approved 01.08.2025

do utility work next year when the season closes. That kind of permit package takes a lot of Staff commitment and effort to review, so the intended timeline has been forecasted.

Chair Hall reported that the Meeting Materials Packet is received by Commissioners the Friday before the Planning Commission Meeting. Receiving all of that information to review five days before the meeting can be a lot. Mr. Budge believes it will be possible to submit materials in the second week of January so there will be additional time for Commissioner review. He wants to make sure there is enough time provided.

Commissioner Frontero asked about the reduction of single-occupancy vehicles. It was clarified that the change of habits will start during construction and that momentum will be built on between 2030 and 2035. Commissioner Frontero likes the idea of commuters being able to communicate since there might be good ideas there. Two-way communication is important and he is pleased that it is being considered. Discussions were had about paid parking, incentives, and what other resorts have in place. Ms. Tyler reported that many different ideas are being explored. The resort wants to encourage guests to arrive in other ways, outside of single-occupancy vehicles. Commissioner Frontero appreciates the goal to reduce single-occupancy vehicles from 48% to 30%. He believes that is a good goal and noted that it should be evaluated on an annual basis.

Commissioner Frontero mentioned reservation systems for parking. From the material he has read from other resorts, this kind of system provides two positive benefits: it spreads out the queue in the morning and keeps people off the road who are simply hoping there will be a parking spot available. He has not seen anything like this in the materials submitted. It seems there is some reluctance to commit to a reservation system and he wants to know why that is. Ms. Tyler explained that paid parking will be implemented, which is consistent with the Letter of Intent that was executed with the City Council. It is believed that the paid parking, in combination with the regionally significant off-site parking location, will affect the TDM strategies that have been laid out. Ms. Tyler denied that reserved parking is off the table, but at this point, it is believed that the plan submitted is the best way for Deer Valley to effectuate the parking plan.

President and COO of Deer Valley, Todd Bennett, believes there is alignment on the desired outcomes. There is not a desire to have people come to Deer Valley when there is no parking available, because that creates unnecessary congestion. There is also alignment to spread out traffic levels. Mr. Bennett has spoken to a lot of ski area operators and some have reservation systems while others do not. Some of the canyons have parking reservation systems because the additional traffic causes issues in the canyons. There seems to be alignment on the principles, but Deer Valley wants flexibility to manage the parking. There could be reservations in the future, but at this time, the proposed strategies are preferred. He pointed out that with reservation systems, there can be parking spaces that are not used. Operational efficiency is important to consider.

Commissioner Frontero pointed out that there could be incentives introduced. For example, four people in a vehicle could result in free parking. He asked why there is

Approved 01.08.2025

reluctance to move forward with something like that. Mr. Bennett explained that Deer Valley wants to encourage high occupancy vehicles, but there are some technicalities with how the parking structure will be financed. There are some restrictions because of the financing mechanisms. Additional information about the public garage was shared.

The garage will be funded through a Public Infrastructure District ("PID"). The parking garage will not be owned by Deer Valley but will be owned by the PID. There are certain requirements associated with that. All of the revenues collected from the parking garage will be pledged to the bonds and the bondholders. Additionally, he noted that everyone needs to be treated the same. The spaces are first come, first served. There are concerns about an approach that would provide free parking for a vehicle with four people. It might be possible to look at a discounted rate for more people, but the parking rate itself is an incentive to add more people to the vehicle or to access the site via public transit.

Ms. Tyler confirmed that Deer Valley wants to reduce the number of single-occupancy vehicles. At the end of the day, it seems that Deer Valley and the Planning Commission want the same things. Many different strategies will be used to encourage this reduction, but there are some restrictions on what can and cannot be done based on the PID. Mr. Budge explained that there could be a condition to state that Deer Valley will implement the best available procedures to reduce traffic impacts and best utilize the parking structure. The conditions should ideally be broad enough that different options can be explored. There is a commitment to embrace and explore new technologies.

Commissioner Frontero is glad to hear that nothing is off the table because he believes in order to reduce the number of single-occupancy vehicles, everything will need to be considered. It is in the best interest of the resort to have more than one person per vehicle. He appreciates that the goals are likely aligned between Deer Valley and the Commission, but wants to make sure that there is agreement about the importance of single-occupancy vehicle reduction. The resort is growing, but the roads will not be widened. As a result, transit and reduced single-occupancy vehicles are essential.

Commissioner Van Dine asked what the ski club membership is anticipated to be at Snow Park. Mr. Budge explained that the resort is looking at it in terms of how many spaces will be devoted to the use. For example, only 250 of the 611 will be allowed to be used by club members. Club membership is driven based on parking availability.

Commissioner Van Dine mentioned the memo related to trip generation. It talked about a net decrease of approximately 300-day skier spots. She asked if that included the ski club spots. Mr. Nepstad clarified that the number in the memo is simply the day skier parking. Commissioner Van Dine understands that Deer Valley has stated that ski club visits occur at different hours and different times, but it is still day skier parking. Mr. Budge stated that those visitors are coming for the club amenity and will use the hill like a day skier, but those visitors will park in spaces that are developed through consuming commercial UEs. He noted that the intention is to find the right mix.

Approved On 08.2025

Commissioner Johnson has a similar concern, as he also believes the ski club parking is day skier parking. It was noted that there are 250 parking spots allocated for the club out of the 611. He asked how those are allocated beyond the ski operation hours. Mr. Budge explained that if there is a club event at night, then club members can park there in the evening. Commissioner Johnson noted that a Condition of Approval could be crafted and then considered at the next Planning Commission Meeting. Mr. Budge pointed out that nothing is being decided in Phase I as it relates to the ski club. The intention is to be transparent and let the Commission know what is contemplated for the ski club parking. There can be some sort of condition in this phase to indicate that it will be handled and fine-tuned as there is agreement about the vertical and other future details. It is important to Deer Valley that there be at least 1,340-day skier parking stalls because that is what the resort needs in order to justify the investment and to make sure it can accommodate the skiers on the mountain. He acknowledged that the ski club discussions will be ongoing. Chair Hall agrees with Commissioner Johnson and Commissioner Van Dine about the vertical component. The discussion was paused to hear from the public.

Chair Hall opened the public hearing.

Meredith Berkowitz gave her zip code as 84060 and explained that she is on the Board and acts as Treasurer of In the Trees. She thanked the Planning Department, Planning Commission, and Deer Valley for their continued thoughtfulness in this process. She appreciates the clarifications during each new presentation. Ms. Berkowitz hears what Deer Valley is saying about the ski club spaces, but is skeptical about the presumption that they are only 15% to 30% occupied on non-peak days as far as usage. For the price that the ski club parking costs, that seems low. She would love to see some more details.

Ms. Berkowitz shared comments about the reservation system. Reservations are the best way to spread out the traffic. The first come, first served system drives the peak traffic so it all occurs at the same time. Visitors often want to be there when the resort is about to open or the hour before. It might be possible to charge for the reservation or charge those who fail to fulfill their reservation without canceling it beforehand. It was stated that revenues from the parking garage are pledged to the PID and everyone needs to be treated the same. She was confused about those comments and asked for details.

The TDM document was reviewed, but some of the strategies seem more like wishful thinking than anything else. Ms. Berkowitz believes the biggest issue is the employees that have to get to Snow Park. There could be requirements that force a change in behavior with employee parking. The employees all tend to arrive and depart at the same time so that visitation is not spread out. Ms. Berkowitz shared comments about In the Trees. The In the Trees bus stop that used to be right at the foot of Potters Lane on Deer Valley Drive seems to be lost in the circulation plan. In the Trees is asking the Commission to require that it be put back, especially if the goal is to encourage transit.

Approved 01.08.2025

It was noted that the three-minute time limit has been reached. Ms. Berkowitz offered to send in her remaining comments via email. Chair Hall noted that the public hearing will be continued, so there will be another opportunity to share comments at a future meeting.

John Kenworthy expressed appreciation for the work that has been done reviewing all of the materials. It seems that Deer Valley has forward thinking for items that will be discussed down the road, which he appreciates. Mr. Kenworthy thanked Mr. Elliott for his earlier comments. Mr. Elliott pointed out that applicants want certainty with the code, financing, and permitting. Financing is always a key element from the point of view of the developer. Best practices are constantly fluid and there will not be a best practice today that is the same as it was 10 years ago. As for the Deer Valley plans, the cost of changing the plans from an approved set to an advanced set of plans is significant. Deer Valley has proven that it will always strive to achieve the best practices. New technologies are emerging. It is important to allow some flexibility so those new technologies can be introduced on the site when that becomes possible.

Maureen Murtaugh gave her zip code as 84060. She shared comments about the ski club and its uses and asked for assurance that the future private club use would be similar to the current private club use. The resort will be very different in the future and she is unsure how to feel reassured that the use will be the same as the club use is currently.

There were no further comments. The public hearing was continued to January 22, 2025.

Chair Hall noted that there are many different areas to discuss and asked Staff whether there are specific topics that should be addressed at this meeting. In terms of efficiency, it might be best to focus on certain critical items. Commissioner Sigg noted that he was unable to weigh in before the public hearing was opened. Before it was determined what would be discussed next, he wanted to share some of his comments. He asked if there was ridership data for the ski club attendees. As for the PID, he is curious about what distinguishes public use and private use, and how a singular structure will be bifurcated. Commissioner Sigg pointed out that Deer Valley has an existing reservation system that is used for skiing, so this is not a foreign concept for the resort. In the peak times, when the reservation system is implemented, it would make sense that there is parking available for the person who has made a reservation to ski. Chair Hall asked for clarification from Staff about what issues should be prioritized in the discussion.

Director Ward suggested that any clarifications or concerns needed for the recommended modifications to the MPD and the Conditions of Approval be discussed. There can also be discussions about the affordable housing obligations and having that plan deferred and submitted as part of Phase II. The Commission can discuss phasing and how that will align with the vertical development. It sounds like there may be support for a Condition of Approval related to parking that allows for flexibility, but establishes a threshold for future review by the Planning Commission, similar to what is in the existing MPD. Regarding the trips generated and the updated TDM submittals, those are

Approved 01.08.2025

undergoing review by WCG and WSP, the third-party reviewers for this project. Their input will be ready ahead of the Planning Commission Meeting scheduled in January.

Commissioner Johnson referenced the drafted language for the housing resolution. Director Ward explained that modification to the language would open the door for that to be reviewed as part of the Phase II CUP. If there are shifts in uses or density, there would be confirmation that those are satisfied through the Housing Mitigation Plan. It is recommended that this particular item be addressed as part of the Phase II work.

Commissioner Frontero believes with the current housing obligation, the applicant is required to provide housing for workers on-site at Snow Park. Senior City Attorney, Mark Harrington, denied this and explained that they can apply to the Housing Authority to determine how the number will be satisfied. There is a preferred list in the Resolution. As part of the right-of-way vacation, the Council agreed that the Ski Rail property was an acceptable site due to its proximity to the resort and proximity to public transit. It is a pre-approved site, but the applicant still has to come back with their final plan. That is what the Staff modification language states. While the 67.1 number is a preliminary determination based on what is known currently, that will be refined with the final uses. Ski Rail needs to either meet that count or something additional will be needed. The Commission can still make a recommendation regarding final implementation. Ski Rail appears to be an acceptable solution to satisfy the housing obligation provided there are sufficient units. It was noted there is consensus on the affordable housing component.

Commissioner Johnson referenced Paragraph G – Off Street Parking in the Meeting Materials Packet. He read the following language and asked for further clarification:

- "Notwithstanding anything herein to the contrary, Permittee shall limit the construction of parking spaces within Snow Park Village to 1,971 parking spaces. With respect to these 1,971 parking spaces, only 1,360 of the parking spaces may be reserved for day skiers. The remaining 611 parking spaces shall be restricted from being used by day skiers. The permittee may implement a paid parking system for these 1,971 parking spaces."

Commissioner Frontero feels the 250 ski club spaces need to be in the day skier parking section as opposed to the 611 parking spaces for other uses. He understands the argument about commercial density but is not comfortable removing the ski club number from the day skier parking. Mr. Budge explained that 1,360 is the day skier number and that 1,360 is important for the operation of the hill. The spaces will operate differently than the 611 spaces. He noted that the 1,360 spaces will be financed through the PID.

Discussions were had about the TDM and the Shared Managed Lane. Chair Hall wanted to build in some flexibility to ensure the lane is properly used since it is a new tool. Commissioner Sigg wanted to know if the TDM incorporates a strategy for the roundabout up to the Y intersection. Mr. Nepstad reported that some of the TDM strategies apply area-wide and some apply around the loop. Commissioner Sigg asked what “area-wide”

Approved 01.08.2025

is defined as. He wants to know how the implementation will impact areas beyond the internal site circulation. For example, how the Shared Managed Lane will influence the rest of the network. It was noted that the City has some information about that.

Chair Hall suggested building in a condition that states the aligned principles and goals of the paid parking and the desire to use all of the different tools. Commissioner Frontero believes best practices are the appropriate wording for that, but feels it is a little too vague. He feels there is a commitment from Deer Valley to use best practices, but that is difficult to actually enforce. Ms. Tyler offered to work with Director Ward on appropriate language.

Additional discussions were had about a reservation system. Chair Hall noted that even if there is no reservation system in place, there could be a real-time calculator to let people know how many parking spaces are available. That would be useful and prevent people from coming into the Deer Valley area when there is no parking to accommodate them.

Chair Hall had a question about the size of the parking stalls. It was stated that the stalls are 10x20, which means the stalls are larger than the minimum code size. Chair Hall thought it was important to mention that specifically since it is different than the minimum. She asked to review the TDM as it relates to the PM peak. One of her biggest concerns in terms of transit and parking is that the study still shows the PM peak to be an issue. She would like to see more about how to alleviate the PM peak traffic levels. She likes the linger longer concept, but something more than that is needed to address the levels.

It was noted that the gondola language will be reviewed at the next Planning Commission Meeting. Ms. Tyler reported that work is being done with Director Ward and Attorney Harrington. Information will be presented to the Planning Commission in January 2025.

City Engineer, John Robertson, shared comments about an earlier question from Chair Hall. Deer Valley is doing its part with the TDM strategies to address a lot of the existing issues and stretch out the PM peak as much as possible. There are a number of items that the City is working on from a regional perspective to address queues at the PM peak.

Mr. Robertson reported that the problems at the Marsac roundabout are being explored. The transit cannot always get out because there are so many in the roundabout, so the idea of a signal there is being considered in order to stop traffic so transit can get out. A lot of different options are being explored. Deer Valley has proposed many strategies that are consistent with what the City is also trying to do to address traffic levels.

Commissioner Frontero mentioned the report from Fehr & Peers. He sees that in 2033 on the report, there is a strategy that mentions three-plus carpool incentives with Deer Bucks or a point system with rewards, such as discount passes. He is encouraged to see that there is something like this being considered. While he understands that parking cannot be free due to the PID limitations, there are other ways to incentivize visitors.

Approved 01.08.2025

Ms. Tyler reported that on the peak days last year, Deer Valley gift cards were given out to those who carpooled. Those kinds of strategies can be implemented in the future as well. She pointed out that it is important to be able to have some flexibility in the operation.

Commissioner Frontero commented that there needs to be an appropriate balance. The Commission has a lot of faith in the efforts of Deer Valley, but there needs to be a balance so there is comfort that these tools will be utilized in the future. Work will be done with Director Ward to ensure that the right wording is crafted for the Conditions of Approval.

Discussions were had about the next Planning Commission Meeting items and what is desired by the Commission. Director Ward reported that the City is working on what the baseline is to determine whether the different strategies are working and what the trigger is to bring something back to the Commission. There are specific Conditions of Approval during construction, but the City also needs to look ahead several years. That needs to be built into the process so the foundation of what is approved in Phase I will allow for additional review and flexibility in Phase II. Chair Hall reiterated that five days to review the Meeting Materials Packet with all of the proposed changes can be a lot to digest. She asked that information be provided sooner for Planning Commission review.

MOTION: Commissioner Johnson moved to CONTINUE Agenda Item 5C, Snow Park Village Base Area, and the public hearing to the January 22, 2025, Planning Commission Meeting. The motion was seconded by Commissioner Van Dine. The motion passed with the unanimous consent of the Commission.

6. ADJOURNMENT

MOTION: Commissioner Van Dine moved to ADJOURN.

The meeting adjourned at approximately 8:45 p.m.

Approved 01.08.2025

15-1-6 ZONE DISTRICTS AND ZONE MAP

In order to carry out the purposes of the LMC, Zoning Districts have been established as set forth in LMC Chapters 15-2 and as identified on the Official Zoning Map. In interpreting the Official Zoning Map, the following standards shall apply:

1. The zoning boundary lines are intended to conform to existing Property boundary lines when not in a public Right-of-Way, or to follow the center line of public Rights-of-Way, including prescriptive Rights-of-Way, unless the lines are located by specific dimensions, in which case the dimensions shall control.
2. Where the Zoning District lines appear to have intentionally divided a Lot or Parcel between two (2) or more districts, the applicable zoning for each portion of the Lot or Parcel must be determined by using the scale shown on the map.
3. There is no minimum Area or diversity of ownership requirement for a zone designation. Neither the size of a Zoning District nor the number of landowners within the district may be used as evidence of the illegality of a Zoning District or of the invalidity of a municipal decision.
4. All property within the City limits is subject to the City's Zoning Districts, including State or Federal property which may be exempt from the City's land use ordinance and jurisdiction. If such zoning is subsequently invalidated, no building permit, subdivision or approval for any development activity may be applied for until the City establishes a valid zoning for the property.

Approved 01.08.2025

15-2.27 BONANZA PARK MIXED USE (BPMX) DISTRICT

15-2.27-1 PURPOSE
15-2.27-2 USES
15-2.27-3 LOT AND SITE REQUIREMENTS
15-2.27-4 BUILDING HEIGHT
15-2.27-5 ARCHITECTURAL REVIEW
15-2.27-6 DESIGN GUIDELINES
15-2.27-7 COMMUNITY BENEFITS
15-2.27-8 PARKING REQUIREMENTS
15-2.27-9 TRANSPORTATION DEMAND MANAGEMENT
15-2.27-10 STREET SYSTEMS
15-2.27-11 OPEN SPACE AND TRAIL CONNECTIVITY
15-2.27-12 SUSTAINABILITY REQUIREMENTS
15-2.27-13 CONVENTIONAL CHAIN BUSINESSES
15-2.27-14 CRITERIA FOR DRIVE-UP WINDOWS
15-2.27-15 SEXUALLY ORIENTED BUSINESSES
15-2.27-16 CRITERIA FOR BED AND BREAKFAST INNS
15-2.27-17 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS
15-2.27-18 SIGNS
15-2.27-19 RELATED PROVISIONS

15-2.27-1 PURPOSE

The purpose of the Bonanza Park Mixed Use (BPMX) District is to:

1. ensure development in the Bonanza Park neighborhood implements the Bonanza Park Small Area Plan and provides opportunities for locally serving businesses and diverse housing options.
2. encourage development of Missing Middle Housing such as Townhomes, Duplexes, Triplexes and Multi-Unit Dwellings,
3. create a vibrant Mixed-Use pedestrian-oriented neighborhood, with safe comfortable access to parks, and publicly accessible green spaces and outdoor community spaces,
4. protect views along the Bonanza Parks' entry corridors and Frontage Protection Zone,
5. allow increased height and densities when development provides significant community benefits, including exceeding affordable/workforce housing requirements, integration of trail systems, promoting multi-modal transit, providing publicly accessible outdoor community spaces, provide underground parking, art/placemaking elements, community facilities, etc. See definitions in 15-15 Defined Terms,

Approved 01.08.2025

6. establish a network of pedestrian and bicycle linkages throughout Bonanza Park, through the restriction of auto-centric uses,
7. ensure development implements Universal Design Principles and aspires to reach Park City's net zero goals, reduce vehicle trips and improve access to transit, and
8. incorporates public art and placemaking elements to inspire, delight, and enliven public spaces and streets in the Bonanza Park Neighborhood.

15-2.27-2 USES

[Section Under Development] Uses in the BPMX District are limited to the following:

15-2.27-3 LOT AND SITE REQUIREMENTS

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required, and Frontage on a Street shown as a private or Public Street on the Streets Master Plan, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan. All Development activity must comply with the following minimum standards:

A. **LOT SIZE**: No minimum lot size.

B. **DENSITY**: The following densities and square footage limitations apply within the BMPX District.

a. **Residential.** Minimum residential density 10 units per acre.

Which number is it? Also, this would be better if the area was tied to the area of the property.

b. **Commercial**. A single building is limited to no more than 15,000 to 29,000 square feet of commercial square footage. This limitation shall apply to commercial-only development and mixed-use development with a commercial component. A single commercial tenant shall not occupy more than 5,000 square feet of commercial square footage, unless it meets one of the following exemptions:
   1. Grocery Store,
   2. US Post Office, or
   3. The use has received conditional use approval pursuant to Section 15-1-10 Conditional Use Review Process.

C. **OPEN SPACE AND SITE COVERAGE**: The following Open Space and Site Coverage requirements apply within the BPMX District.

Has there been a test site plan of this documentation? Is this considered an easement? Or is it to be transferred to another entit?

a. **Residential.** Parcels with a residential component as a single use or as part of a mixed-use building shall have a minimum site coverage of 40% and a maximum of 80%. At least 20% of the total Site Area shall be transferred

Approved 01.08.2025

Development Right (TDR) Open Space and may not be used for Streets, roads, driveways, or parking areas. This Transferred Development Right (TDR) Open Space must be Natural or Landscaped Open Space.

Has there been a test site plan of this documentation? Is this considered an easement? Or is it to be transferred to another entit?

b. **Commercial**. Parcels with a commercial component or as part of a mixed-use building shall have a minimum site coverage of 40% and a maximum of 90%. At least 10% of the total Site Area shall be Transferred Development Right (TDR) Open Space and may not be used for Streets, roads, driveways, or parking areas. This Transferred Development Right (TDR) Open Space must be Natural or Landscaped Open Space.

c. **Industrial**. Parcels with an industrial component shall have a maximum site coverage of 70%. At least thirty percent (30%) of the total Site Area, shall be Transferred Development Right (TDR) Open Space and may not be used for Streets, roads, driveways, or Parking Areas.

D. **SETBACK REQUIREMENTS**: Table 15.2-27-3-D identifies the required setbacks in the BPMX District.

Table 15.2-27-3-D: MINIMUM SETBACK REQUIREMENTS

Use	Front Setback	Side Setback	Rear Setback
Recreation Open Space	Designated Recreation Open Space Lots within the Bonanza Park Neighborhood are subject to the requirements outlined in the Recreation and Open Space Zone District including 15-2.7-3 Lot and Site Requirements.		
Dwelling, 2 units or less	The minimum Front Setback is twenty feet (20').	The minimum Side Setback for any Main Structure is ten feet (10'). The minimum Side Setback for any Accessory Structure is five feet (5').	The minimum Rear Setback is ten feet (10').
Dwelling, 3 units or more	The minimum Front Setback is twenty feet (20'). (See Note 1, 2, 3)	The minimum Side Setback is five feet (5'). (See Note 4, 5)	The Rear Setback is fifteen feet (15').
Commercial	Minimum front setback is twenty feet (20') for all Main and Accessory Buildings and	The minimum Side Setback is ten feet (10'). (See Note 3, 4, 5, 6, 7)	The minimum Rear Setback is ten feet (10'). (See Note 3)

It may be useful to allow zero setbacks on the front yard if a new street and sidewalk is created that is dedicated to PCMC.

Approved 01.08.2025

	Uses. (See Note 1, 2, 3)		
Flex / Light Industrial	The minimum Front Setback is thirty feet (30').	The minimum Side Setback is ten feet (10'). (See Note 7)	The minimum Rear Setback is ten feet (10').

Notes:

1. The twenty foot (20') Front Setback may be reduced to ten feet (10'), provided all on-Site parking is at the rear of the Property or underground.
2. The Frontage Protection Overlay Zone (FPZ) requires a minimum landscaped buffer of thirty-feet (30') in width abutting the Street. See Section 15-2.20.
3. The Prospector Overlay allows reduced site requirements for designated Affected Lots. See Section 15-2.18-3(I).
4. A Side Setback between connected Structures is not required where Structures are designed with a common wall on a Property Line, each Structure is located on an individual Lot, the Lots are burdened with a party wall agreement in a form approved by the City Attorney and Chief Building Official, all applicable Building and Fire Code requirements are met, and the Use is an Allowed or Conditional Use in the Zoning District.
5. Exterior Side Setbacks shall be based on the required minimum Side Setback for each Lot; however the Planning Commission may consider increasing exterior Side Setbacks during Conditional Use Permit review to mitigate potential impacts on adjacent Property. Side Setback exceptions continue to apply.
6. The minimum Side Setback for a Detached Accessory Building not greater than eighteen feet (18') in height, located at least five feet (5') behind the front facade of the Main Building must be one foot (1'), except when an opening is proposed on an exterior wall adjacent to the Property Line, at which time the minimum Side Setback must be three feet (3'). See the following illustration:
7. On Corner Lots, the Side Yard that faces a Street is considered a Front Yard and the Setback must not be less than twenty feet (20').

E. **DWELLING, 2 UNITS OR LESS SETBACK EXCEPTIONS.** The setback exceptions identified in Chapter 15-2.12-3 (R-1 zone district) shall apply to development in the BPMX District.

F. **DWELLING, 3 UNITS OR MORE SETBACK EXCEPTIONS.** The setback exceptions identified in Chapter 15-2.15-3 (RM zone district) shall apply to development in the BPMX District. In addition, the following activities shall per permitted in setbacks.

1. Public Transit Area

2. The twenty foot (20') Front Setback may be reduced to ten feet (10'), provided the parcel is not located within the Frontage Protection Zone, and usable dedicated outdoor space is provided for all residential units. This space may be located at grade, as a balcony, as a rooftop amenity, or any combination thereof.

Approved 01.08.2025

G. **COMMERCIAL SETBACK EXCEPTIONS.** The setback exceptions identified in Chapter 15-2.18-3 (GC District) shall apply to development in the BPMX District. In addition, the following activities shall per permitted in setbacks.

1. The twenty foot (20') Front Setback may be reduced to ten feet (10'), provided the parcel is not located within the Frontage Protection Zone, and usable dedicated outdoor space is provided for all residential units. This space may be located at grade, as a balcony, as a rooftop amenity, or any combination thereof.

H. **SNOW RELEASE.** The design of roofs shall address snow accumulation and ice/snow shedding. Entries, walkways and pedestrian areas shall be protected from ice/snow shedding. Site plans and Building design must resolve snow release issues to the satisfaction of the Chief Building Official.

I. **CLEAR VIEW OF INTERSECTION.** No visual obstruction in excess of two feet (2') in height above Road Grade shall be placed on any Corner Lot within the Site Distance Triangle. A reasonable number of trees may be allowed, if pruned high enough to permit automobile drivers an unobstructed view. This provision must not require changes in the Natural Grade on the Site.

J. **PROSPECTOR OVERLAY ESTABLISHING A MAXIMUM FLOOR AREA FOR DEVELOPMENT.** The following requirements apply to specific Lots in the Prospector Square Subdivision:

1. **AFFECTED LOTS.** Lots 2A through Lot 49D, except Lots 40, 41, 42, 43, 44, 45, and 46, and parking Lots A through K as shown on the Amended Prospector Square Subdivision Plat.

2. **MAXIMUM FLOOR AREA RATIO (FAR).** The FAR must not exceed two (2.0) for all Affected Lots as specified above. All Uses within a Building, except enclosed Parking Areas, are subject to the Floor Area Ratio (FAR). Parking Lots A - K must have no Use other than parking and related Uses such as snow plowing, striping, repaving and landscaping.

3. **REDUCED SITE REQUIREMENTS.** In the Prospector Square Subdivision, Front, Side and Rear Setbacks may be reduced to zero feet (0') for all Affected Lots as specified above. Commercial Lots within the Frontage Protection Zone shall comply with FPZ Setbacks per LMC Section 15-2-20. This section is not intended to conflict with the exceptions listed above nor shall it be interpreted as taking precedence over the requirement of Section 15-2.18-3(H) Clear View of Intersection.

15-2.27-4 BUILDING HEIGHT

No Structure shall be erected to a height greater than thirty-five feet (35') from Existing Grade. This is the Zone Height.

Approved 01.08.2025

The word "may" is doing a lot of work here. Why not just provide height if the items are provided? This discretion discourages the area to be redeveloped.

A. **BUILDING HEIGHT EXCEPTIONS.** The following height exceptions apply:

1. One (1) additional story, or a maximum of forty-five feet (45) from Existing Grade per Section 15-2.27-8 may be granted if Community Benefits are provided, pursuant to Section 15.2-27-X.
2. Affordable Master Planned Developments may be granted additional height up to forty-five feet (45) from Existing Grade per Section 15-6.1.
3. Gable, hip, Barrel, and similar pitched roofs may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 of greater.

A typical double-loaded corridor residential building is 60' to 70' wide. A gable roof spaning this distance at 4:12 pitch would be 10' to 11'-8" tall. This will diminish the buildable area.

4. Antennas, chimneys, flues, vents, and similar Structures may extend up to five feet (5') above the highest point of the Building to comply with the International Building Code (IBC).
5. Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet (5') above the height of the Building.
6. Church spires, bell towers, and like architectural features, subject to LMC Chapter 15-5 Architectural Guidelines, may extend up to fifty percent (50%) above the Zone Height, but may not contain Habitable Space above the Zone Height. Such exception requires approval by the Planning Director.
7. An Elevator Penthouse may extend up to eight feet (8') above the Zone Height.
8. Ski lift and tramway towers may extend above the Zone Height subject to a visual analysis and approval by the Planning Commission

15-2.27-5 ARCHITECTURAL REVIEW

Prior to the issuance of a Building permit for any Conditional or Allowed Use, the Planning Department must review the proposed plans for compliance with Architectural Review, Chapter 15-5. In addition to the requirements identified in Chapter 15-5, the Design Guidelines identified in Section 15.2-27-6 shall apply.

15-2.27-6 DESIGN GUIDELINES

In order to implement the Bonanza Park Small Area Plan, specific design guidelines for the BPMX District are adopted. These are intended to ensure development is consistent with the neighborhood character while improving overall connectivity with greater Park City.

A. **APPLICABILITY.** These Design Guidelines shall apply to all development in the BPMX District, with the exception of single-family or two-dwelling unit development. Where there is a conflict between the standards in this Chapter and Chapter 15-5, the requirements of this Chapter shall apply.

B. **BUILDING PLACEMENT AND ORIENTATION.**

Approved 01.08.2025

1. Incorporate open space into building placement. Open spaces provide opportunities for additional landscaping, while also providing opportunities for commercial businesses to utilize space as outdoor seating or for outdoor merchandising.
2. On parcels greater than 30,000 square feet, the massing of the building should be broken into smaller volumes. Creative approaches to break up building mass and scale is encouraged. This could include separate buildings above grade or linked exterior walkways.

Which streets? What about orienting to open space? What about building forms creating community gathering space?

3. Buildings should be oriented to the street to create a positive pedestrian experience. To the extent practicable, building facades should be parallel to the adjacent street to orient access to public and private streets, pedestrian circulation, and gathering areas.
4. Development should preserve or enhance views of significant community features from prominent public vantage points as listed below:
   a. PLACEHOLDER FOR VANTAGEPOINTS
5. Maximizing solar exposure during winter months should be a consideration in designing public spaces and gathering areas. Development adjacent to major open spaces, such as parks or designated public amenities, shall perform a sun/shadow study of the effects of development on such spaces from autumn through spring.

C. **BUILDING SCALE, VARIATION, AND FENESTRATION.** Buildings in Bonanza Park should reflect the scale of uses and reinforce a pedestrian environment.

1. **BUILDING SCALE**
   a. The perceived mass and scale of Development in the BPMX District shall be reduced by incorporating design elements that emphasize three or more of the following:
      i. Variation in roof forms or parapet heights, or
      ii. Insets, projections or other relief in the wall plane, or
      iii. Architectural emphasis on building entries, or
      iv. Arcades, porticos, or other forms of covered exterior circulation, or
      v. Variations to window size or proportions, or
      vi. Balconies, or
      vii. Variation in color, texture, or materials as allowed in Section 15-5.

Define the word "large".

   b. Building design should avoid blank walls and large undifferentiated expanses of wall surface exposed to public pedestrian rights of way, plazas, or parks.
   c. Roof overhangs, projections, awnings or canopies should contribute to the character of the building and create shadow patterns while aiding in protection of the structure and pedestrians.
   d. Exceptions from the guidelines may be allowed for those areas of the building envelope that are not visible from adjacent development and public spaces.

Approved 01.08.2025

2. **VERTICAL BUILDING ARTICULATION**
   a. All buildings that are approved above thirty five feet (35') in height shall include vertical articulation to help break up the mass of the building. This articulation shall occur every thirty feet (30') and shall be achieved through a façade change of at least eight inches (8") in depth, or through a material change.
   b. This shall apply to all building facades.

Instead of a stepback, which defines the architectural form, applying a 45 degree angle similar to the HCB height definition would be more consistent with the LMC while maintaining the light and air that this section is intended to do.

3. **VERTICAL STEPBACKS**
   a. A vertical stepback is required for any building developed within fifty feet (50') of the Frontage Protection Zone. These upper story setbacks shall be a minimum of ten feet (10') in depth.
   b. A vertical stepback for portions of a building over thirty five feet (35') should be considered.

4. **HORIZONTAL BUILDING ARTICULATION**
   a. Structures greater than sixty feet (60'), but less than 120 feet in length must exhibit a prominent shift in the facade of the Structure so that no greater than seventy five percent (75%) of the length of the Building Facade appears unbroken. Each shift shall be in the form of either a ten foot (10') change in Building Facade alignment or a ten foot (10') change in the Building Height, or a combined change in Building Facade and Building Height totaling ten feet (10').
   b. Structures that exceed 120 feet in length on any facade shall provide a prominent shift in the mass of the Structure at each 120 foot interval, or less if the Developer desires, reflecting a change in function or scale. The shift shall be in the form of either a fifteen foot (15') change in Building Facade alignment or a fifteen foot (15') change in the Building Height. A combination of both the Building Height and Building Facade change is encouraged and to that end, if the combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.
   c. This shall apply to all building facades.

5. **FENESTRATION**
   a. Windows for non-residential and mixed-use buildings should be provided to create a direct relationship to the street.
      i. A minimum of 50% glazing is required on the ground level of all street-facing facades to create a strong relationship to the street.
      ii. A minimum of 40% is required for second levels.
   b. Transparent glazing shall be rated at a minimum 60 percent light transmittance factor.

This number seems really high.

Is this for the first floor only? It seems odd in a Planning Document if it is for the whole building.

Approved 01.08.2025
DRAFT

c. Reflective glass is prohibited on ground floors and discouraged on upper levels.

6. Balconies are permitted for all residential uses. These may be integrated into a vertical step-back. Railings for balconies should have a minimum of 30% transparency. Balconies may count as outdoor space for residential units if they are a minimum of six (6) feet by eight (8) feet.

Area is not a good definition for breaks.. Distance would be a better definition. Main Street blocks are 400 lineal feet.

D. **SITE ACCESS AND ON-SITE PARKING.** Site access should be consolidated to the greatest extent practicable.

1. For sites that are larger than two (2) acres in size, integration of an alleyway or mid-block walkway is encouraged to support a pedestrian oriented street design.

Stairs and Elevators?

2. Access between the on-site Use and Parking Area must be provided through pedestrian, bicycle, and/or transit facility connections (e.g. sidewalks, multi-use paths, bicycle lanes, transit stops, etc.).

This doesn't make sense. Get the cars into parking as quickly as possible.

3. On-site parking should be accessed from a street other than Park and Kearns. If there is no access from an internal street, the main vehicular access point shall be from the shortest block length.

"Shortest Block Length" has no value. It should be from best location for traffic and distance from major intersections.

4. Additional vehicular access points on Park and Kearns are discouraged and shall be minimized.
    a. Where parking is accessed from Park or Kearns, the parking area, inclusive of drive aisles, shall be no more than 35% of the parcel width. Screening of parking areas is required, which may include low walls, landscaping, public art, public seating, multi-modal transportation infrastructure, and the like.

5. All onsite parking shall be located behind the front-most wall of the Main Building.

This is in contradiction with the Small Area Plan where there is street parking proposed.

6. When a parking garage is provided, underground parking is preferred. Where an above-grade garage is provided, it shall be located behind the Main Building and shall include architectural screening or artistic screening to minimize views of vehicles.
7. Any street-facing entry to a parking garage should be designed to reduce visibility. All ramps shall be integrated into the building's architecture.
8. Parking areas and loading zones should be located to minimize visual impacts from the a public Street or pedestrian way.
9. Consider paving material change to define surface parking areas from the main vehicular travel lane.

This paragraph is not clear. Interpreting "should have" will cause issues with approval for buildings that are 100% residential.

E. **STREET LEVEL DESIGN.** Thought shall be given to the street level design to encourage the overall walkability and vitality of the area.

1. Buildings should have an active use on the ground level. Active uses support the vibrancy and usability of the public realm adjacent to a building, and include retail establishments, retail services, civic spaces (theaters, museums, etc), restaurants, bars, art and craft studios, and other uses determined to be

Approved 01.08.2025

What is a "main entry"? What if the building is a series of townhouse residential units?

substantially similar by the Planning Director and/or Planning Commission. For buildings that are 100% residential, a lobby or other common space shall meet this requirement. The active use should extend at least 25 feet inside the building.

2. All buildings shall have at least one main entry on all street-facing facades. This entry should be easily seen from the street and adjacent pedestrian way.

20' is entirely arbitrary and makes very little sense.

3. On corner lots, two (2) entrances should be provided. At least one (1) of these entries should be located within twenty (20) feet of the corner.

This should be removed. It may not work for all retail spaces. This is a building code issue, not planning.

4. An internal airlock should be incorporated into all commercial, lodging, public, and mixed-use buildings.

F. **ARCHITECTURAL STYLES AND MATERIALS.** The limitations identified in Chapter 15-5 shall apply. In addition, the following standards should be met:

There are many quality materials that are sustainable, durable, and maintain their appearance that should be allowed.

1. Building materials should convey a pedestrian scale and have proven durability in Park City's climate.
2. Building materials shall be of a high quality and reflect the range of materials found in the Bonanza Park Area. The use of wood, metal, glass, and XX is appropriate in this zone district.
3. Architecture that reflects corporate branding is not permitted. This shall not be construed to limit the ability to place signage on the property in accordance with the allowances and limitations of the Land Management Code.

G. **ROOFS.**

1. Flat roofs and low sloping roofs are preferred.
2. Snow shedding shall be considered in all roof design. Roofs shall be designed and insulated to ensure valleys, areas over wall top plates and other similar building spaces do not form ice dams and to minimize the need for heat tape.
3. Where roofs will drip onto pedestrian or other public areas, buildings shall provide a system of gutters, downspouts and permitted heat-tape to direct and channel roof run-off into the project's landscape areas and to prevent ice build-up in pedestrian areas. In non-pedestrian or public areas, roofs may drip to swales that direct water to the natural or proposed landscape.
4. Eaves and fascia shall generally be responsive and proportional to the design of the building.
5. The limitations identified in Chapter 15-5 shall apply.

H. **LANDSCAPING.**

1. Landscaping should complement the context and enhance the architecture of the building.
2. Stormwater best management practices should be considered in the landscape design.
3. Landscape materials should reflect the Park City climate.
4. For parcels located in the Frontage Protection Zone, the first thirty feet (30') should include landscaping and pedestrian-focused infrastructure.

DRAFT Approved 01.08.2025

a. Sidewalks, trails, bike paths, and the like are permitted in this area. These shall have a vegetative buffer from the edge of road pavement of at leave three feet (3')
b. Multi-modal infrastructure is permitted in this area, including bike racks, transit stops and shelters, wayfinding signage, seating, and the like. Mobility Hubs and Transit Hubs are also permitted in these areas, provided they do not exceed XX feet in height.

Showing proposed locations for mechanical equipment makes sense but it is very difficult to know at the planning level the exact equipment and sizes.

I. **SERVICE AND MECHANICAL AREAS.**

1. Trash, recycling, and service areas should be designed as integrated components of the building and should be sited to minimize impacts to pedestrians.
2. All exterior mechanical equipment must be Screened to minimize noise infiltration to adjoining Properties and to mitigate visual impacts on nearby Properties and general public view. All mechanical equipment must be shown on the plans prepared for city review.
3. Delivery areas should be located at the rear of a property.
4. The loading and unloading of goods must take place entirely on the Site. Loading and delivery areas must be Screened from general public view. All loading areas shall be shown on the plans prepared for city review.
5. Shared delivery, service, trash, and recycling areas are encouraged.
6. All Structure must provide a means of storing refuse generated by the Structure's occupants. All refuse storage facilities must be shown on the plans prepared for city review. Refuse storage must be Screened, enclosed, and properly ventilated.

Utility companies will most likely require this location as the current infrastructure is provided from these two streets

7. When possible, transformers and other utility boxes, should be located at the rear of the property.
   a. Location along Park and Kearns is highly discouraged.
   b. All transformers and other utility infrastructure should be screened through fencing, landscaping, low walls, art, and the like, as permitted by the relevant utility provider.
8. The undergrounding of utilities is preferred.
9. Mechanical equipment, ducts, and vents should be accommodated internally within the building and / or co-located on the roof. Screening of equipment on the roof is encouraged.

J. **ART INSTALLATIONS.**

1. Integration of public art is encouraged in all development in the BPMX zone district, including murals, sculptures, enhanced trails, gateways, crosswalks, wayfinding, interactive exhibits, and the like.
2. It shall be the responsibility of the property owner to maintain all art located on private property.
3. Art is specifically allowed in the Frontage Protection Zone.
4. [should there be a required review with the arts board?]

Approved 01.08.2025

This discretionary review will be detrimental in redeveloping the district. The word "may" is the issue.

K. **LARGE LOT DEVELOPMENT.** For parcels that are five (5) acres or more in size, the entire site should be developed. However, if a property owner is not prepared to develop the entire parcel at one time, the development shall be clustered to enable phasing of development.

15-2.27-7 COMMUNITY BENEFITS

Additional height may be granted to allow for additional housing units, or more residential floor space than allowed through underlying zoning in exchange for providing defined public or community benefits. In the BPMX District, Density Bonuses allow for up to one (1) additional story, or a maximum of forty-five feet (45) from Existing Grade if the provision of Community Benefits exceeds the minimum thresholds outlined herein

1. **APPLICABILITY.** The Community Benefit process shall be required in the BPMX District for the following:

This is every project. Just say it.

a. Any Multi-Unit Residential project with market-rate units exceeding 20% of the total Residential Units.

b. Any Mixed-Use Residential project with more than 10,000 square feet of Commercial, Retail, Office, Public, or Quasi-public Gross Floor Area.

c. Any Commercial or Industrial project exceeding 20,000 square feet.

d. Allowed but not required. The Community Benefit process is allowed but not required in the BPMX Districts for:

i. Any Multi-Unit Residential project proposing Affordable Units.

ii. Any Mixed-Used Residential project proposing Affordable Units.

iii. Any Commercial project in or outside the FPZ proposing Affordable Units.

iv. Any Hotel or Lodging project proposing Affordable Units.

e. Not Allowed. The Community Benefit process is not allowed or permitted, except as provided in Sections A and B above or as specifically required by the City Council as part of a Master Planned Development or Affordable Master Planned Development. Additional height is not permitted in the FPZ.

2. **STANDARDS.**

1. (Section is reserved)

Approved 01.08.2025

15-2.27-8 PARKING REQUIREMENTS

A. APPLICABILITY. All development within the BMPX District is subject to the following parking requirements in addition to requirements outlined in Section 15-3 Off Street Parking.

B. REQUIREMENT. Off-Street parking within the BPMX District shall be provided for each land Use as listed in this section, where parking ratio requirements supersede those in Section 15-3 Off Street Parking.

1. **RESIDENTIAL USES**. Off-Street parking shall be provided for each land Use as listed in this section, in the Parking Ratio Requirements tables. When applying the tables, the parking requirements stated for each Use, or combination of Uses, applies to each Dwelling Unit within the Structure. Specific Uses, and the related parking ratio requirements are also shown below: Also refer to 15-15 Definitions for clarification of Uses.

Table 15-2.27-8-B-1 RESIDENTIAL PARKING RATIO REQUIREMENTS	
USE	**PARKING RATIO (NUMBER SPACES)**
Accessory Apartment	1 space per dwelling unit
Lockout Unit in Single Family and Duplex Dwellings	1 space per dwelling unit
Single Family Dwelling	2 per Dwelling Unit
Duplex Dwelling	1.5 per Dwelling Unit (3 total)
Triplex Dwelling	1.5 per Dwelling Unit (5 total)
Multi-Unit Dwelling, Apartment/Condominium not greater than 1,000 sf floor Area	1 per Dwelling Unit
Multi-Unit Dwelling, Apartment/Condominium greater than 1,000 sf and less than 2,000 sf floor Area	1.5 per Dwelling Unit
Multi-Unit Dwelling, Apartment/Condominium 2,000 sf floor Area or greater	2 per Dwelling Unit
Dormitory	75% of the number of people housed or 1 per 200 sf floor Area devoted to accommodations, whichever is less
Boarding House, Hostel	1 per 2 beds; and 1 per manager's unit
Secondary Living Quarters	1 per bedroom in addition to requirements for primary residence
Guest House	1 per Unit
Nightly Rental	Parking for the first six (6) bedrooms is based on

Approved 01.08.2025

	the parking requirement for the dwelling. An additional space is required for every additional two (2) bedrooms utilized by the Nightly Rental Use. Parking for Historic Structures may be allowed on the Street adjacent to the Property, if approved by the Planning, Engineering, and Building Department

2. **NON-RESIDENTIAL USES**. In non-residential projects, or for non-residential space associated with primarily residential Structures, the following parking requirements shall apply: Also refer to LMC Chapter 15-15, Definitions, for clarification of Uses. Uses may also qualify for additional parking via underground parking if proven community benefits are provided.

Table 15-2.27-8-B -2 NON-RESIDENTIAL PARKING RATIO REQUIREMENTS	
USES	**PARKING RATIO REQUIREMENTS (NUMBER SPACES)**
Group Care Facility	1 per 2 bedrooms plus 1 per employee per shift, or 2 per 3 employees per shift, whichever is greater
Child Care Center	1 per on-duty staff per shift and 1 per 6 children
Public and Quasi-Public Institution, church and school; Public Utility Uses; and Cemetery	1 space per 5 seats, or 2 spaces per 3 employees, or 1 space per 1,000 sf of floor Area, whichever is greater
Auditorium and Assembly Hall	1 space per every 5 seats
Bed and Breakfast Inn	1 space per bedroom and 1 space per on-duty manager
Hotel, Minor and Major	1 space per room or suite, and 1 space per 200 sf of separately leasable commercial space
Offices, General	2 spaces per 1,000 sf of leasable floor Area
Offices, Intensive	4 spaces per 1,000 sf of leasable floor Area
Office and Clinic, Medical	5 spaces per 1,000 sf of leasable floor Area
Hospital, Limited Care	1 space per 2 beds

Approved 01.08.2025

Hospital, General	1.5 spaces per bed
Automobile Sales/Rental	1 space per vehicle plus one space per employee
Financial Institution, with and without drive-up	2 spaces per 1,000 sf of net leasable floor Area
Retail & Service Commercial, Minor, Personal Service	0 spaces required for buildings that have less than or equal to 3,000 net leasable floor area Above 3,000 net leasable floor area is 3 spaces for each 1,000 sf of net leasable floor area
Retail & Service Commercial, Major	5 spaces for each 1,000 sf of net leasable floor Area
Retail & Service, outdoor storge	3 spaces per 1,000 sf of inside net leasable floor Area
Retail & Service, Auto Related and Gas Stations	5 spaces per 1,000 sf of net leasable floor Area
Shopping centers or complexes of multi-tenant retail spaces	3.5 spaces per 1,000 sf of leasable floor Area, excluding corridors and service Areas not related to individual tenant retail spaces
Convenience Store, Support Commercial Uses	4 spaces per 1,000 sf of net leasable floor Area
Cafe/Deli	2 spaces per 1,000 sf of net leasable floor Area
Restaurant, Standard and Bar	0 spaces required for buildings that have less than or equal to 3,000 net leasable floor area Above 3,000 net leasable floor area is 3 spaces for each 1,000 sf of net leasable floor area
Restaurant, Outdoor Dining	Based on Site specific review at the time of CUP
Restaurant, With Drive-up	7 per 1,000 sf of net leasable floor Area
Light Industrial and Wholesale establishments	1 space per 1,000 square feet of floor area and 1 for every 2 employees in the largest shift
Temporary Improvement	1 per employee plus 1 guest spaces

Approved 01.08.2025

Tramway Station/Ski Base Facility	See Chapter 8.20
Recreation Facility, Private or HOA	Minimum of 1 space per 4 persons maximum rated capacity
Recreation Facility, Public	1 space per 4 seats or 5 spaces per 1,000 sf of floor Area, or 1 per 3 persons rated capacity depending on type of facility
Indoor Entertainment, Theater	1 space per 4 seats or 5 spaces per 1,000 sf of floor Area depending on type of facility
Commercial Outdoor Recreation and Stables, Riding Academy	1 space per 3 persons maximum rated capacity
Master Planned Developments	As determined by Planning Commission based on proposed Uses
Mining Operations	2 spaces per 3 employees
Airports/Heliports	As determined by the Planning Commission based on traffic generation study

C. **CALCULATION OF SPACES**. If a project incorporates two Uses, the Use requiring higher number of Parking Spaces shall govern. Whenever the calculation results in a fractional number, the number of spaces required must be rounded up to the next whole number.

D. **PARKING MAXIMUMS.** No more than one hundred and twenty five percent (125%) of the minimum required parking may be provided for newly constructed non-residential, mixed-use, or Multi-Unit Dwelling developments of ten (10) or more units when the new development is within a one-quarter (¼) mile of a transit stop. When the parking requirement is zero Parking Spaces, a maximum of five (5) Parking Spaces may be provided. The maximum parking limit does not apply to public parking facilities, park-and-ride lots, shared parking areas, or any City facilities. Exceptions to the maximum parking limit may be approved by the Planning Commission if found to be consistent with Section 15-3-1 and to further the City's goals for reducing single-occupancy vehicle trips.

E. **SHARED PARKING.** For both on-site parking and off-site parking, Shared Parking Spaces may be provided contingent upon a shared parking analysis being completed and a Shared Parking Agreement being executed, as approved by the Community Development Director.

Approved 01.08.2025

1. The parking requirement for projects with multiple, distinct land uses (residential, commercial, lodging, or other) may be lowered, if the applicant submits a shared-parking analysis, approved by the Community Development Director, which results in a peak-parking-demand measure that is less than the Parking Requirement established by Section 15-3-6 for Residential and Non-Residential Uses.

F. PARKING REQUIREMENT ADJUSTMENT. A ten percent (10%) reduction in the number of required Parking Spaces is allowed to reduce or eliminate a public safety hazard or to bring substandard Parking Spaces into compliance with current City design standards subject to approval by the City Engineer.

G. UNDERGROUND PARKING. All development within the BMPX District is encouraged to provide underground parking in order to promote a vibrant pedestrian friendly environment that reduces car-pedestrian conflict. If 100% of required parking is provided on-site and underground, Front and Rear Setbacks may be reduced by 50% outside of the Frontage Protection Zone Overlay.

H. ALTERNATIVE PARKING STRATEGIES. The following alternative parking strategies may be used to comply with the minimum Off-Street parking standards required by this Chapter.

1. **OFF-SITE PARKING.** Required Off-Street Parking Spaces may be provided Off-Site in compliance with the following:

    a. Required parking must be located within the City limits.

    b. Access between the on-Site Use(s) or the subject site and the Off-Site Parking Area must be provided through pedestrian, bicycle, and/or transit facility connections (e.g., sidewalks, multi-use paths, bicycle lanes, transit stops, etc.).

    c. A parking agreement shall be provided in a form acceptable to the City Attorney which identifies the location of the Off-Site parking spaces, guarantees the continued availability of the Off-Site Parking Spaces, and sets forth the ongoing responsibilities of the parties involved. The parties to the agreement shall include the owners and lessees of the Off-Site Parking Spaces and the Owners and lessees of the subject Site, and a copy of any such agreement shall be provided to the City. The City shall not be required to be a party to any such agreement, but each agreement shall grant the City the right (but not the obligation) to enforce the agreement's terms and shall include a provision requiring that the City be notified immediately of any termination or default of the agreement. Any termination or default of the agreement between parties shall result in revocation of the on-Site parking reduction approval by the City unless a new alternative parking arrangement is approved by the City within a reasonable timeframe, as determined by the Planning Director.

Approved 01.08.2025

2. **PARKING REDUCTIONS FOR SITES WITH MULTIPLE USES**. For buildings or sites with multiple Uses, parking may be reduced. To calculate the parking requirement, calculate the sum of the minimum Off-Street parking requirements for the two Uses with the highest Off-Street parking requirement, and then multiply that sum by the number shown below for that combination of Uses.

Table 15-2.27-8-H-2 PARKING REDUCTIONS FOR SITES WITH MULTIPLE USES

FIRST USE	SECOND USE				
	MULTI-UNIT RESIDENTIAL	PUBLIC INTSITUTIONAL OR CIVIC	FOOD, BEVERAGE, LODGING, RECREATION, OR ENTERTAINMENT	RETAIL	OTHER COMMERCIAL
Multi-Unit Dwelling[1]	NA				
Public Institutional, or Civic	10%	NA			
Food, Beverage, Lodging, Recreation or Entertainment[2]	15%	20%	NA		
Retail	15%	255	25%	NA	
Other Commercial	20%	25%	25%	20%	NA

This percentage is low.

3. **ADDITIONAL ALTERNATIVE STRATEGIES.** After any reduction in the required number of Off-Street Parking Spaces under Section 15-3-6.1(C) is applied,

[1] The parking reduction for developments with multi-unit residential shall apply only to the non-residential Use parking requirement.

[2] For mixed-use projects, 0 spaces shall be required for the first 3,000 sf of net leasable floor Area of "Retail & Service Commercial, Minor, Personal Service" and/or "Restaurants, Standard and Bar" Uses.

Approved 01.08.2025

the alternative strategies described below may be combined for an additional non-residential Use parking reduction of up to ten percent (10%).

a. **DESIGNATED CAR SHARING PARKING.** Designated car sharing spaces (i.e., spaces marked and reserved for car sharing vehicles) shall count as an average of 1.5 Parking Spaces, for up to a maximum of three (3) designated car sharing spaces (i.e., one designated car sharing space = 2 Parking Spaces; two designated car sharing spaces = 3 Parking Spaces; and three designated car sharing spaces = 5 Parking Spaces).

b. **ELECTRIC VEHICLE (EV) CHARGING PARKING SPACES.** Electric Vehicle (EV) Parking Spaces (i.e., spaces with approved charging infrastructure for Electric Vehicles consistent with Section 15-3-11) that are in addition to the EV Parking Spaces required to be provided pursuant to Section 15-3-11 shall count as two Parking Spaces, for up to a maximum of five (5) additional EV Parking Spaces.

c. **UNDERGROUND PARKING.** When underground parking is provided, each two (2) underground Parking Spaces shall count as three (3) Parking Spaces toward satisfying the minimum required parking. This may allow for a reduction of up to five percent (5%) in the number of required Parking Spaces.

4. **PROXIMITY TO TRANSIT.** A fifteen percent (15%) reduction in the total number of required Parking Spaces for any development may be approved when the Site is within one thousand feet (1,000') unobstructed year-round walking distance of a Major Transit Stop.

This whole section seems off. Why not just have the City do a study and define the acceptable density in the codel

5. **CUMULATIVE PARKING REDUCTION.** No development may be granted a cumulative parking reduction greater than fifty percent (50%) for non-residential Uses or greater than fifteen percent (15%) for residential Uses as provided in Sections 15-3-6.1(C), (D), and (E).

15-2.27-9 TRANSPORTATION DEMAND MANAGEMENT

A. **APPLICABILITY.** A Transportation Demand Management (TDM) Plan is required for all development projects as provided in Section 15-3-12(B). Two (2) TDM Plan levels shall apply as described below.

1. **LEVEL 1 TDM PLAN.** A Level 1 TDM Plan is required for all development described below:

a. Single Family Dwellings: 10 - 24 Dwelling Units

b. Single Family Attached Dwellings or Multi-Unit Dwellings: 10 - 44 Dwelling Units

c. Hotel or Lodging Project: 10 - 39 rooms

Approved 01.08.2025

2. **LEVEL 2 TDM PLAN.** A Level 2 TDM Plan is required for all projects that require a Traffic Impact Study (TIS) (i.e., development adds twenty-five (25) or more peak hour vehicle trips) as described below:

    a. Single Family Detached Dwellings: 25 Dwelling Units and greater

    b. Single Family Attached Dwellings or Multi-Unit Dwellings: 45 Dwelling Units and greater

    c. Hotel: 40 rooms or more

    d. Retail: 3,000 square feet or greater

    e. Office: 3,000 square feet or greater

    f. Sit-Down Restaurant: 2,500 square feet or greater

    g. Fast Food/Fast Casual Restaurant: 800 square feet or greater

B. **EXEMPT PROJECTS.** Projects exempt from TDM Plan requirements are:

1. Developments of Single-Family or Duplex Dwelling Units with fewer than ten (10) Dwelling Units;
2. Remodels or expansions of existing residential units that do not increase the total number of residential units;
3. Remodels or expansions of Commercial, Retail, Office, Hotel or lodging projects, or mixed-use projects involving no more than five hundred square feet (500 square feet) of commercial net leasable space or two (2) lodging rooms or units;
4. Any Hotel or lodging project with fewer than ten (10) rooms;
5. Retail less than 3,000 square feet;
6. Office less than 3,000 square feet;
7. Sit-Down Restaurant less than 2,500 square feet; and
8. Fast Food/Fast Casual Restaurant less than 800 square feet.

C. **TDM PLAN.** The Applicant shall submit a TDM Plan for review and approval by the Planning Commission. The TDM Plan shall document and demonstrate consistency with the requirements in this Section. The TDM Plan shall include, but is not limited to, the following:

1. Identification of the applicable TDM strategies to be implemented based on the size of the project and estimated number of trips generated.
2. Implementation plan for each TDM strategy, including timelines, responsibilities, and budget allocations.

Approved 01.08.2025

3. Monitoring and evaluation plan, submitted annually to the Planning Department, to track the effectiveness of TDM strategies and adjust them as needed. At their discretion, the Planning Director may require additional Planning Commission review and modifications as needed.

D. **LEVEL 1 TDM PLAN REQUIRED COMPONENTS.** The following TDM trip reduction strategies are required for Level 1 TDM Plans:

1. Participation in an annual travel survey of residents and employees for the first four(4)years of building occupancy. Employers on Sites subject to an approved TDM Plan shall submit the survey results to the City.
2. Provide the following information to employees and/or residents on an annual basis:
    a. Carpooling/vanpooling information;
    b. Transit schedules and route information;
    c. Information on air pollution and alternatives to single-occupancy vehicle trips;
    d. Bicycle route and facility information, including local bicycle maps, locations of nearest outdoor bicycle parking or enclosed bicycle storage, and bicycle safety information; and
    e. Information on walking and biking to work, pedestrian and bicycling safety, and all-weather walking shoes and traction devices for shoes and bicycle tires in winter/ice conditions.
3. One strategy from the Supplemental TDM Menu (see Section 15-3-12(F).)

E. **LEVEL 2 TDM PLAN REQUIRED COMPENENTS.** The following TDM trip reduction strategies are required for Level 2 TDM Plans:

1. All Level 1 required components.
2. Establishment of a TDM Coordinator to directly support commute programs, implement mobility programs, and develop transportation policies and initiatives.
3. Employee parking cash-out program.
4. Unbundle parking for residential Dwelling Units at minimum.
5. Two strategies from the Supplemental TDM Menu (see Section 15-3-12(F).)

F. **SUPPLEMENTAL TDM MENU.** Supplemental TDM strategies over and above the applicable Level 1 or Level 2 TDM Plan requirements may be implemented to reduce the amount of required Parking for non-residential Uses. When three (3) or more of the following strategies are provided in addition to the applicable Level 1 or Level 2 TDM Plan requirements, the Planning Commission may approve up to a fifteen percent (15%) reduction in the required parking for non-residential Uses.

Approved 01.08.2025

1. Alternative work schedules/flex-time.
2. Preferential Parking for carpool or vanpool vehicles.
3. Employee shower facilities.
4. Provision of on-Site or Off-Site multimodal transportation improvements at the discretion of the Planning Commission, such as:
5. Pedestrian network improvements (e.g., providing sidewalks that are wider than the required minimum width),
6. Construct or improve a bike facility (e.g., providing improved safety of bicycle facilities serving key transit nodes), or
7. Construct transit-supportive treatments (e.g., traffic calming near transit stop, transit stop enhancements and amenities, etc.).
8. On-site child care facilities.
9. Facilities and equipment to encourage telecommuting (e.g., video-conferencing facilities and equipment).
10. Contributions to funds for local and regional facilities such as park-and-ride lots, multimodal transportation centers, satellite work centers, etc. as approved by the City Council.
11. On-Site amenities such as cafeterias, restaurants, automated teller machines, and other services that would eliminate the need for additional trips.
12. Transit incentives for employees such as additional pay for carpoolers, etc.
13. Plans for delivery of goods at off-peak times and/or plans and facilities for centralized deliveries of goods for multi-tenant facilities.

G. **TDM PLAN AGREEMENT.** A TDM Plan agreement shall be provided in a form acceptable to the City Attorney and shall include the TDM Plan. The parties to the agreement shall include the Owners and lessees of the project Site. A copy of the agreement shall be provided to the City. The City shall not be required to be a party to any such agreement, but each agreement shall grant the City the right (but not the obligation) to enforce the agreement's terms and shall include a provision requiring that the City be notified immediately of any termination or default of the agreement. Any termination or default of the agreement between parties shall result in enforcement action by the City unless a new TDM Plan is approved by the City within a reasonable timeframe, as determined by the Planning Director.

15-2.27-10 STREET SYSTEMS.

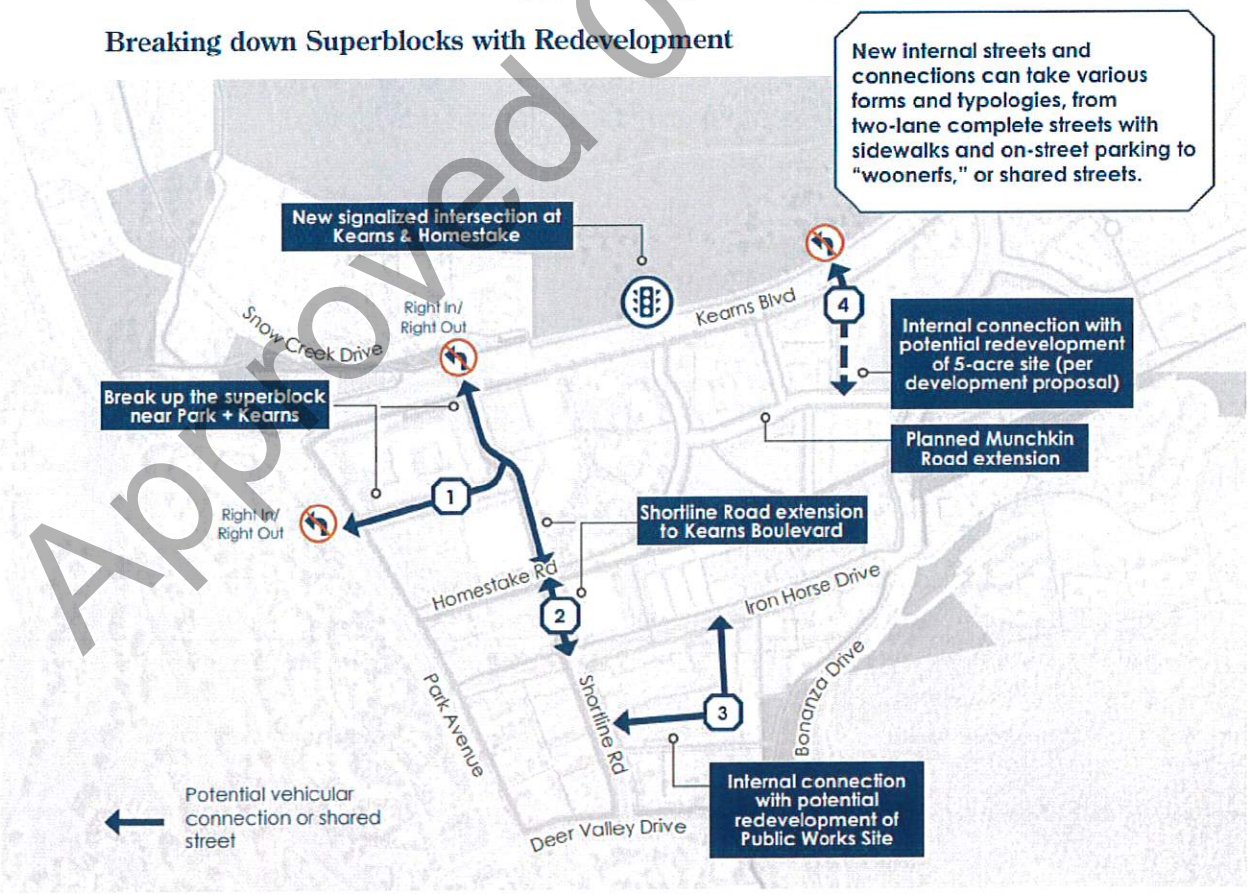
Approved 01.08.2025

The street network has a significant influence on the overall connectivity of a place. In Bonanza Park, additional street connections are required to promote walkability and to create an interconnected system of blocks.

A. **ADDITIONAL CONNECTIONS.** New street connections are required to ensure Bonanza Park is a walkable and safe neighborhood. Development located adjacent to one of the following areas shall incorporate new street connections.

1. Superblock between Park Ave, Kearns Boulevard, and Homestake Road. New east-west connections should be established.
2. Shortline Road. Shortline Road should be extended to connect from Deer Valley Drive to Homestake Road.
3. Shortline Road and Iron Horse Drive. A new connection to these roads should be integrated into redevelopment.
4. Park Avenue and Bonanza Drive. A new connection should be implemented to connect Munchkin Road and Kearns Boulevard.
5. Where required to improve pedestrian safety, a tunnel or bridge on Park Avenue or Kearns Boulevard is appropriate and shall meet requirements from the City Engineer, Pubic Works, and applicable state review agencies.

Breaking down Superblocks with Redevelopment



Approved 01.08.2025

B. **STREET DESIGN.**

1. All new Streets shall meet Park City standards.
2. All new Streets shall integrate best management practices for stormwater runoff.
3. To the greatest extent practicable, development that is impacting an existing street shall upgrade the street design to meet code standards in place at the time of application.
4. Traffic calming measures, including intersection bump-outs, street trees, parklets, and on-street parking should be integrated into new or updated City streets.
5. Pedestrian infrastructure, including sidewalks and crosswalks shall be integrated into new or updated City streets.

15-2.27-11 OPEN SPACE AND TRAIL CONNECTIVITY

Establishing a network of pedestrian and bicycle linkages is critical to improve the overall connectivity of the Bonanza Park neighborhood. Similarly, additions of open space and green areas will improve the overall sense of community and opportunities for gathering in the neighborhood. All development within BPMX must have multi-modal connections and open space to improve the Bonanza Park's connectivity.

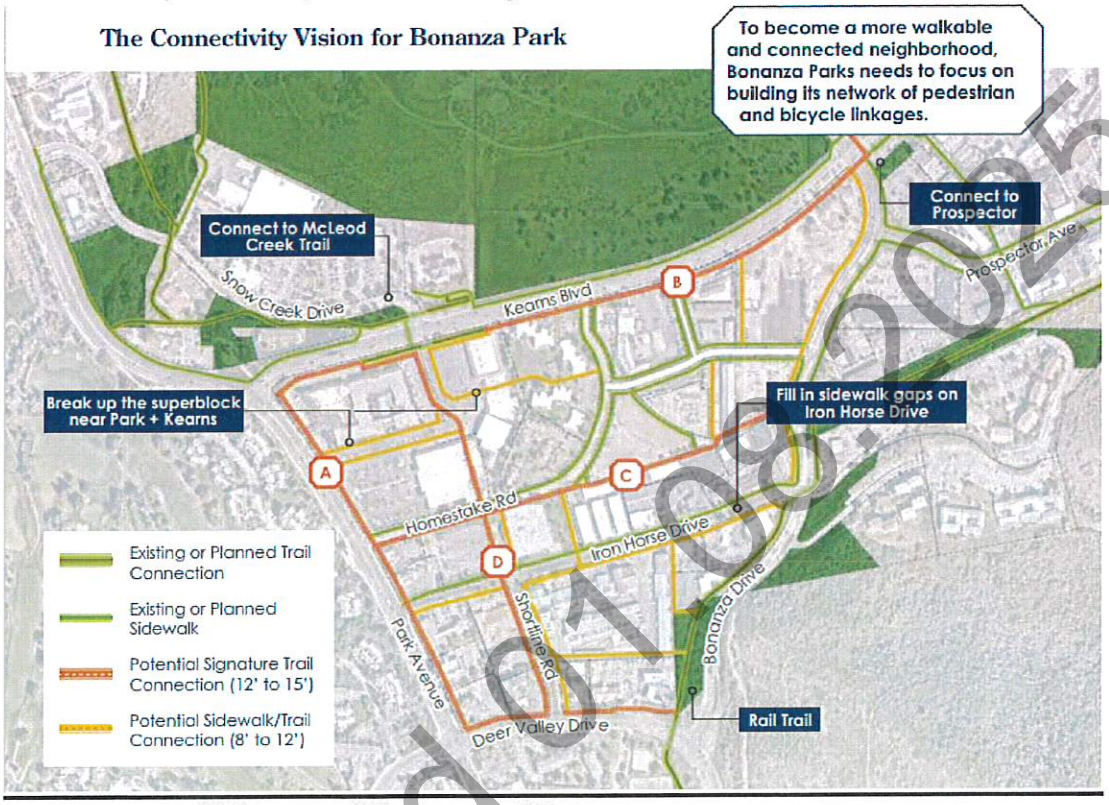
A. **OPEN SPACE AND PARKS.** Each development is required to have a minimum amount of open space. This space should be designed to integrate with the building design, as well as reinforce the ideas of community connection and openness in the Bonanza Park Small Area Plan.

1. The following open space typologies (also known as Green Community Space) are permitted in the BPMX District, and may be located in a Frontage Protection Zone, unless prohibited by this section.
    a. Pocket Park
    b. Linear greenspace with pedestrian and/or bicycle path.
    c. Public Courtyard.
    d. Plaza areas.
    e. Flexible Space.
    f. Community Garden.
    g. Green Roofs with publicly accessible amenity terrace. If this option is chosen, a deed restriction granting permanent public accessibility shall be required. This option cannot be located within the Frontage Protection Zone.

B. **TRAIL CONNECTIONS.** Integrating multi-modal transportation opportunities is critical in the Bonanza Park neighborhood. Development should support the goals

Approved 01.08.2025

articulated in the Bonanza Park Small Area Plan, including the creation of new sidewalk and bicycle facilities. Development located adjacent to key roadways in Bonanza Park should integrate the following key trail connections. Key connections are at Park Ave, Kearns Blvd, Rail Trail, and Deer Valley Drive.



C. **VEGETATION PROTECTION.** The Property Owner must protect Significant Vegetation during any Development activity.

1. Significant Vegetation includes large trees six inches (6") in diameter or greater measured four and one-half feet (4.5') above the ground, groves of smaller trees, or clumps of oak and maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line.

2. Development plans must show all Significant Vegetation within twenty feet (20') of a proposed Development. The Property Owner must demonstrate the health and viability of all large trees through a certified arborist.

3. The Planning Director shall determine the Limits of Disturbance and may require mitigation for loss of Significant Vegetation consistent with Landscape Criteria in Sections 15-3-3 and 15-5-5(N), and Title 14.

15-2.27-12 SUSTAINABILITY REQUIREMENTS

Approved 01.08.2025

A. **APPLICABILITY.** All Development within the BMPX District should strive to support the City's Net Zero goals through the implementation of sustainable design, materials, and technologies in order to reduce short and long-term impacts on the environment.

B. **REQUIREMENTS.** All projects within the BPMX shall implement energy reducing measures including fixtures and appliances, energy efficient lighting, low-flow plumbing fixtures, sensors and timers that control water flow, lighting and temperature, and on-site Solar Energy Systems.

New buildings shall strive to obtain third party certification of the use of sustainable construction techniques and building materials. The following programs should be considered:

1. US Green Building Counsil's LEED program (includes commercial, lodging, multi-family, and existing buildings); or
2. Green Globes; or
3. Any nationally recognized and accepted program that offers accreditation equal to or great to the above options.

15-2.27-13 CONVENTIONAL CHAIN BUSINESSES

A. **APPLICABILITY.** This Section provides guidance on Conventional Chain Businesses in the BPMX District. New Development and major redevelopments inclusive of a business that meets the thresholds outlined in the Conventional Chain Business Definition in Section 15-15-1 must acquire an Administrative Conditional Use Permit, in addition to meeting the requirements outlined below. This section shall not apply to grocery stores.

B. **REQUIREMENTS.**

1. No Conditional Use Permit shall be issued in the BPMX District, unless approved by the Planning Department and Planning Commission, pursuant to Section 15-1-10.
2. In addition to the requirements listed in Section 15-1-10, the Planning Director and Planning Commission shall also consider whether the proposed Use meets the goals outlined in the Bonanza Park Small Area Plan, as defined below:
    a. The Conventional Chain Business will not create an oversaturation of similar uses within the BPMX District.
    b. The proposed business will diversify either retail and community services provision within the BPMX District and Park City, providing either basic necessities that provide for the daily needs of residents.
    c. The proposed business encourages innovation or a creative business idea.

Approved 01.08.2025

d. The proposed business provides local entrepreneurs with an opportunity to offer distinct services or sell locally made products.

e. The proposed business offers affordable and needed services, meals, or products to the BPMX District or Park City community.

f. The proposed business creates unique recreational, entertainment, or cultural opportunities.

g. The proposed business offers services not currently found within Park City's municipal boundary.

h. The proposed business will be aesthetically compatible with the BPMX District character and adhere to the design guidelines within this Chapter, in addition to those outlined in Section 15-4 Supplemental Regulations and Section 15-5 Architectural Review.

i. The proposed business will be compatible with existing businesses.

15-2.27-14 CRITERIA FOR DRIVE-UP WINDOWS

Drive-up windows require special Conditional Use permit (CUP) to consider traffic impacts on surrounding Streets. The Applicant must demonstrate that at periods of peak operation of the drive-up window, the Business patrons will not obstruct driveways or Streets and will not interfere with the intended traffic circulation on the Site or in the Area.

15-2.27-15 SEXUALLY ORIENTED BUSINESSES

The purpose and objective of this Section is to establish reasonable and uniform regulations to prevent the concentration of Sexually Oriented Businesses or their location in Areas deleterious to the City, and to prevent inappropriate exposure of such Businesses to the community. This Section is to be construed as a regulation of time, place, and manner of the operation of these Businesses, consistent with the United States and Utah State Constitutions.

A. **LOCATION OF BUSINESSES, RESTRICTIONS.** Sexually Oriented Businesses, are Conditional Uses. No Sexually Oriented Business may be located:

1. within three hundred feet (300') of any school, day care facility, cemetery, public park, library, or religious institution;
2. within three hundred feet (300') of any residential zoning boundary; or
3. within three hundred feet (300') of any liquor store or other Sexually Oriented Business.

B. **MEASUREMENT OF DISTANCES.** For the purposes of this Section, distances are measured as follows:

Approved 01.08.2025

1. The distance between any two (2) Sexually Oriented Businesses is measured in a straight line, without regard to intervening Structures or objects, from the closest exterior wall of the Structure in which each Business is located.

2. The distance between Sexually Oriented Businesses and any school, day care facility, public park, library, cemetery or religious institution is measured in a straight line, without regard to intervening Structures or objects, from the closest exterior wall of the Structure in which the Sexually Oriented Business is located, to the nearest Property Line of the premises of the school, day care facility, public park, library, cemetery, or religious institution.

3. The distance between Sexually Oriented Businesses and any residential zoning boundary is measured in a straight line, without regard to intervening Structures or objects, from the closest exterior wall of the Structure in which the Sexually Oriented Business is located, to the nearest Property Line of the residential zone.

C. **DEFINITIONS.** Terms involving Sexually Oriented Businesses which are not defined in this Chapter have the meanings set forth in the Municipal Code of Park City, Section 4-9-4.

15-2.27-16 CRITERIA FOR BED AND BREAKFAST INNS

A Bed and Breakfast Inn is an Allowed Use subject to an Administrative Permit. No permit may be issued unless the following criteria are met:

A. If the Use is in an Historic Structure, the Applicant will make every attempt to rehabilitate the Historic portion of the Structure.
B. The Structure has at least two (2) rentable rooms. The maximum number of rooms will be determined by the Applicant's ability to mitigate neighborhood impacts.
C. In Historic Structures, the size and configuration of the rooms are Compatible with the Historic character of the Building and neighborhood.
D. The rooms are available for Nightly Rental only.
E. An Owner/manager is living on-Site, or in Historic Structures there must be twenty-four (24) hour on-Site management and check-in.
F. Food service is for the benefit of overnight guests only.
G. No Kitchen is permitted within rental rooms.
H. Parking is on-Site at a rate of one (1) space per rentable room. The Planning Commission may waive the parking requirement for Historic Structures if the Applicant proves that:

1. No on-Site parking is possible without compromising the Historic Structure or Site, including removal of existing Significant Vegetation, and all alternatives for proximate parking have been explored and exhausted; and

2. She Structure is not economically feasible to restore or maintain without the adaptive Use.

3. The Use complies with Section 15-1-10, Conditional Use review.

Approved 01.08.2025

15-2.27-17 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS

A. **OUTDOOR DISPLAY OF GOODS PROHIBITED.** Unless expressly allowed as an Allowed or Conditional Use, all goods including food, beverage and cigarette vending machines must be within a completely enclosed Structure. New construction of enclosures for the storage of goods shall not have windows and/or other fenestration that exceeds a wall-to-window ratio of thirty percent (30%). This section does not preclude temporary sales in conjunction with a Master Festival License, sidewalk sale, or seasonal plant sale. See Section 15-2.18-9(B)(3) for outdoor display of bicycles, kayaks, and canoes.

B. **OUTDOOR USES PROHIBITED/EXCEPTIONS.** The following outdoor Uses may be allowed by the Planning Department upon the issuance of an Administrative Permit. The Applicant must submit the required application, pay all applicable fees, and provide all required materials and plans. Appeals of departmental actions are heard by the Planning Commission.

1. **OUTDOOR DINING**. Outdoor dining is subject to the following criteria:
    a. The proposed seating Area is located on private Property or leased public Property and does not diminish parking or landscaping.
    b. The proposed seating Area does not impede pedestrian circulation.
    c. The proposed seating Area does not impede emergency Access or circulation.
    d. The proposed furniture is Compatible with the Streetscape.
    e. No music or noise is in excess of the City Noise Ordinance, Title 6.
    f. No Use after 10:00 p.m.
    g. No net increases in the Restaurant's seating capacity without adequate mitigation of the increased parking demand.
2. **OUTDOOR GRILLS/BEVERAGE SERVICE STATIONS**. Outdoor grills and/or beverage service stations are subject to the following criteria:
    a. The Use is on private Property or leased public Property, and does not diminish parking or landscaping.
    b. The Use is only for the sale of food or beverages in a form suited for immediate consumption.
    c. The Use is Compatible with the neighborhood.
    d. The proposed service station does not impede pedestrian circulation.
    e. The proposed service station does not impede emergency Access or circulation.

Approved 01.08.2025

f. Design of the service station is Compatible with the adjacent Buildings and Streetscape.

g. No violation of the City Noise Ordinance, Title 6.

h. Compliance with the City Sign Code, Title 12.

3. **OUTDOOR STORAGE AND DISPLAY OF BICYCLES, KAYAKS, MOTORIZED SCOOTERS, AND CANOES.** Outdoor storage and display of bicycles, kayaks, motorized scooters, and canoes is subject to the following criteria:

   a. The Area of the proposed bicycle, kayak, motorized scooter, and canoe storage or display is on private Property and not in Areas of required parking or landscaped planting beds.
   b. Bicycles, kayaks, and canoes may be hung on Buildings if sufficient Site Area is not available, provided the display does not impact or alter the architectural integrity or character of the Structure.
   c. No more than a total of fifteen (15) pieces of equipment may be displayed.
   d. Outdoor display is only allowed during Business hours.
   e. Additional outdoor bicycle storage Areas may be considered for rental bicycles, provided there are no or only minimal impacts on landscaped Areas, parking spaces, and pedestrian and emergency circulation.

4. **OUTDOOR EVENTS AND MUSIC**. Outdoor events and music requires an Administrative Conditional Use permit. The Use must also comply with Section 15-1-10, Conditional Use review. The Applicant must submit a Site plan and written description of the event, addressing the following:

   a. Notification of adjacent Property Owners.

   b. No violation of the City Noise Ordinance, Title 6.

   c. Impacts on adjacent Residential Uses.

   d. Proposed plans for music, lighting, Structures, electrical signs, etc.

   e. Parking demand and impacts on neighboring Properties.

   f. Duration and hours of operation.

   g. Impacts on emergency Access and circulation.

5. **DISPLAY OF MERCHANDISE**. Display of outdoor merchandise is subject to the following criteria:

   a. The display is immediately available for purchase at the Business displaying the item.

   b. The merchandise is displayed on private Property directly in front of or appurtenant to the Business which displays it, so long as the private Area is in

Approved 01.08.2025

an alcove, recess, patio, or similar location that provides a physical separation from the public sidewalk. No item of merchandise may be displayed on publicly owned Property including any sidewalk or prescriptive Right-of-Way regardless if the Property Line extends into the public sidewalk. An item of merchandise may be displayed on commonly owned Property; however, written permission for the display of the merchandise must be obtained from the Owner's association.

c. The display is prohibited from being permanently affixed to any Building. Temporary fixtures may not be affixed to any Historic Building in a manner that compromises the Historic integrity or Façade Easement of the Building as determined by the Planning Director.

d. The display does not diminish parking or landscaping.

e. The Use does not violate the Summit County Health Code, the Fire Code, or International Building Code. The display does not impede pedestrian circulation, sidewalks, emergency Access, or circulation. At minimum, forty-four inches (44") of clear and unobstructed Access to all fire hydrants, egress and Access points must be maintained. Merchandise may not be placed so as to block visibility of or Access to any adjacent Property.

f. The merchandise must be removed if it becomes a hazard due to wind or weather conditions, or if it is in a state of disrepair, as determined by either the Planning Director or Building Official.

15-2.27-18 SIGNS

Signs are allowed in the BPMX District as provided in the Park City Sign Code, Title 12.

15-2.27-20 RELATED PROVISIONS

A. Fences and Walls. Section 15-4-2.
B. Accessory Apartments. Section 15-4.
C. Satellite Receiving Antenna. Section 15-4-13.
D. Telecommunication Facility. Section 15-4-14.
E. Parking. Chapter 15-3.
F. Landscaping. Title 14; Sections 15-3-3 and 15-5-5(N).
G. Lighting. Sections 15-3-3 and 15-5-5(J).
H. Historic Preservation. Chapters 15-11 and 15-13.
I. Park City Sign Code. Title 12.
J. Architectural Review. Chapter 15-5.
K. Snow Storage. Section 15-3-3.
L. Parking Ratio Requirements. Section 15-3-6.

Approved 01/08/2025

DRAFT
Approved 01.08.2025

15-6.1-3 ZONING DISTRICTS AND USES

1. **ZONING DISTRICTS**. Affordable Master Planned Developments are Allowed in the following Zoning Districts:
    1. Residential Development
    2. Residential Development Medium
    3. Residential Medium
    4. Recreation Commercial
    5. General Commercial
    6. Bonanza Park Mixed Use District
    7. Light Industrial
    8. Community Transition
    9. Historic Commercial Business
    10. Historic Recreation Commercial, east of Park Avenue

2. **USES**. An Affordable Master Planned Development can only contain Uses that are Allowed or Conditional in the Zoning District in which it is located.

3. **COMMERCIAL USES**. An Affordable Master Planned Development may include up to 10,000 square feet of Commercial, Retail, Office, Public, and Quasi-public Uses.

Approved 01.08.2025

15-4-4 SECONDARY LIVING QUARTERS

Secondary living quarters are a permitted Accessory Use in all districts except the HRL, HR-1, HR-2, and ROS, unless previously approved by a Master Planned Development. Any request for secondary living quarters within residential dwellings shall be reviewed and approved by the Planning Department. The following criteria must be established prior to issuance of Building Permit or Certificate of Occupancy issuance:

1. **SIZE.** The maximum size for secondary living quarters shall be 1,000 square feet. This amount shall be included in the total Building Floor Area square footage calculations for all Structures.
2. **UNIVERSAL DESIGN PRINCIPLES.** Must follow universal design principles to allow equal access by people of all ages and abilities. This including those aging-in-place and the American Disabilities Act. Methods include no-step entries, appropriate widths for hallways and doors, non-slip surfaces, etc.
3. **PARKING.** One (1) on-Site Parking Space for each Secondary Living Quarter shall be provided in addition to the underlying parking requirement. Tandem Parking is allowed.
4. **SINGLE UTILITY METERS.** The main dwelling and the Secondary Living Quarters shall be on the same utility meters.
5. **KITCHENS.** Secondary Living Quarters shall not contain full Kitchens, as defined in this Code.
6. **ACCESS.** The secondary quarters shall be designed to have direct Access into the main dwelling.
7. **NO SEPARATE LEASES.** The secondary quarters shall not be rented or leased separately from the main dwelling. Nightly Rentals and other seasonal rentals are prohibited to help residential bases grow for locals. Secondary living quarters are for the Use of the Owner of the main dwelling for guests, household help, relatives, and other similar Persons.

Approved 01.08.2025

15-15-1 DEFINITIONS

For the purpose of the LMC, certain numbers, abbreviations, terms, and words shall be used, interpreted, and defined as set forth herein. Defined terms will appear as proper nouns throughout this Title. Words not defined herein shall have a meaning consistent with Webster's New Collegiate Dictionary, latest edition.

Unless the context clearly indicates to the contrary, words used in the present tense include the future tense; words used in the plural number include the singular; the word "herein" means "in these regulations"; the word "regulations" means "these regulations"; "used" or "occupied" as applied to any land or Building shall be construed to include the words "intended, arranged, or designed to be used or occupied".

AFFORDABLE HOUSING. Housing units that include a deed restriction and meet the requirements of the Park City Moderate Income Housing Plan.

ART/PLACEMAKING ELEMENTS. Elements that reflects the identity and character of an area, such as murals, lighting, and signage.

BIG-BOX STORE. Large retail establishment, usually part of a chain store. Can also be referred to as a hyperstore, supercenter, superstore, or megastore.

COMMUNITY BENEFIT. Specific programmatic or infrastructure improvements a development provides in exchange for additional height and/or density. Subject to the requirements of Section 15-2.27-7.

CONNECTIVITY IMPROVEMENTS. Such as new pedestrian paths or streets that create walkable and connected development patterns and break up existing superblocks or major improvements.

COTTAGE COURTS. Small clusters of detached homes arranged about a shared open space.

DENSITY BONUS. 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 Community Benefit.

GREEN COMMUNITY SPACE. Public spaces outdoors for public access.

1. **AMENITY TERRACE.** Rooftop that includes communal recreation or aesthetic uses, such as patios, balconies, lounges, etc.
2. **COMMUNITY GARDEN.** Publicly accessible garden space.
3. **FLEXIBLE SPACE.** Multi-use open space, utilized by the public. Can be used for individual enjoyment or for events.
4. **PLAZA AREA.** An open space for public use defined by surrounding buildings or streets.
5. **POCKET PARK.** Small park accessible to the general public.

Approved 01.08.2025

6. **PUBLIC COURTYARD.** Publicly accessible open area between buildings and walls.

MIXED USE. A parcel, structure, or both that combined two (2) or more land uses, such as commercial, residential, hotel, or recreational spaces.

MOBILITY HUB. Resources utilized for multi-modal transit, often in the form of bus shelters (with light, seating, cover, and signage), bus pullouts, and access to last-mile connectivity, such as bike share or micro-mobility.

PARKING.

1. **Parking, Public**. A Parking Area or parking facility to be used by the public for fee or otherwise.
2. **Parking, Residential**. A Parking Area or Structure used exclusively for residential, non-commercial Uses.
3. **Parking, Shared**. The Development and Use of Parking Areas on two (2) or more separate Properties for joint Use by the businesses or residents on those Properties.
4. **Parking, Underground.** A Parking Area or Structure below grade, utilized by all land uses.

PEDESTRIAN CONNECTION. A pathway, sidewalk, or network of sidewalks and pathways designed to facilitate safe and accessible movement of people traveling by foot, including at-grade improvements as well as tunnels or bridges.

PUBLICLY ACCESSIBLE OUTDOOR COMMUNITY SPACE. Spaces suitable for year-round use, and of a high design quality with gathering spaces, seating areas, play structures, and public art.

SUSTAINABLE DEVELOPMENT. Development that incorporates best practices to minimize energy use. Park City has adopted net-zero goals, and sustainable development can help the community reach these goals.

TOWNHOME. A multi-story residential unit that shares one or more walls with a neighboring unit, but with a private entrance.

TRAFFIC CALMING. Transit planning to deliberately slow traffic in residential areas through methods speed bumps, bump-outs at intersections, on-street parking as part of a complete street design. Other methods include parklets, sidewalks, signage, and street trees.

TRANSIT HUB. A property utilized as a mass transit station or an interchange of multiple modes of transportation.

UNIVERSAL DESIGN PRINCIPLES. Principles through 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.

Approved 01.08.2025

USE. The purpose or purposes for which land or Structures are occupied, maintained, arranged, designed, or intended.

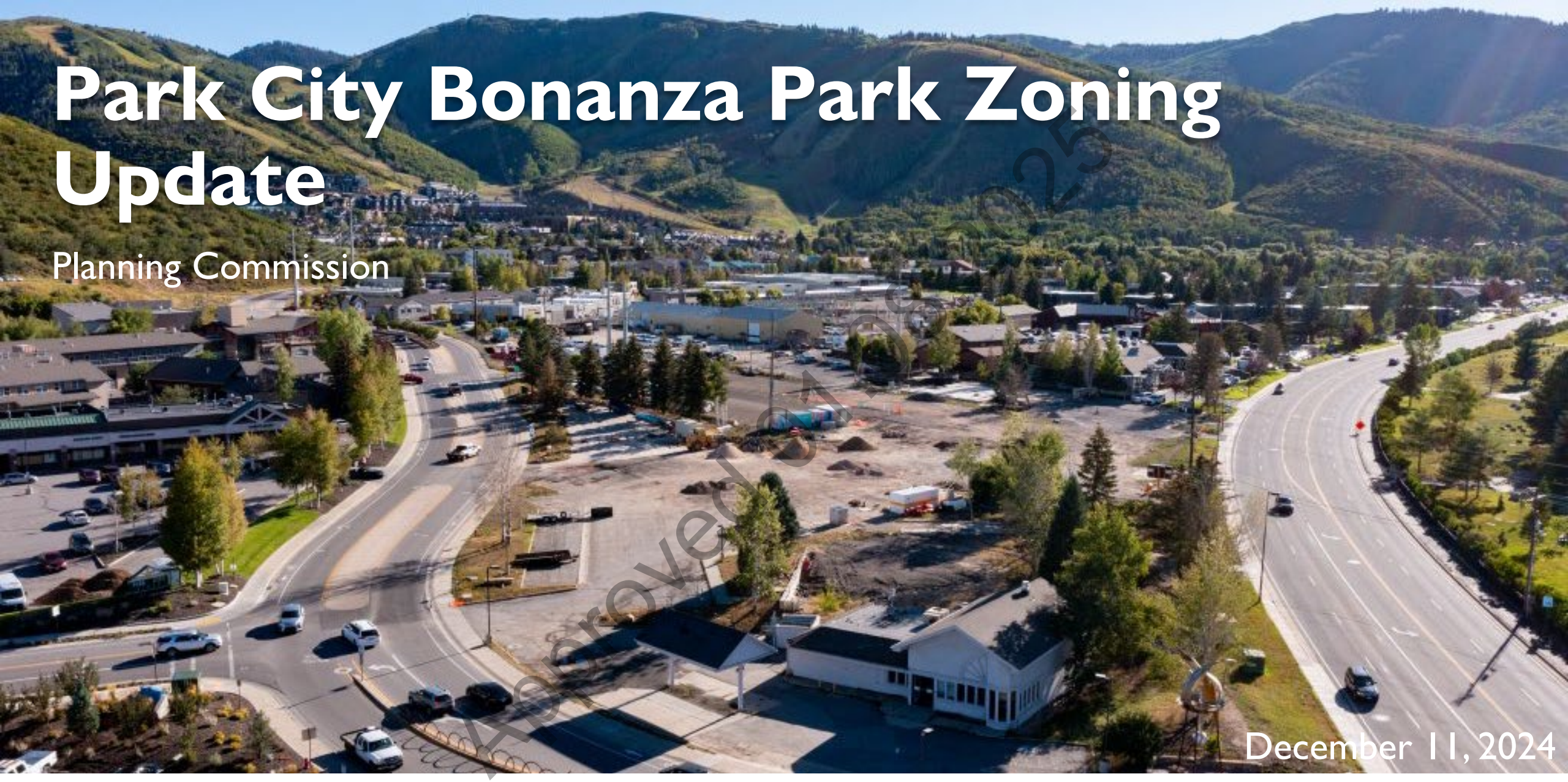
1. **USE, INTENSITY OF**. The maximum number of residential units, or commercial, or industrial space within a specified land Area designated for that purpose.

WAYFINDING. Ways in which people orient themselves in physical space and navigate from place to place. Examples can include signs, symbols, landmarks, or pathways.

DRAFT
Approved 01.08.2025

Park City Bonanza Park Zoning Update

Planning Commission



December 11, 2024

Approved 01/08/2025

DESIGNWORKSHOP

Agenda

1. Introductions
2. Proposed Code Changes
    - Site Requirements
    - Design Guidelines
    - Connectivity
    - Environment
    - Chain Businesses
3. Development Scenarios
4. Next Steps



Approved 01.08.2025

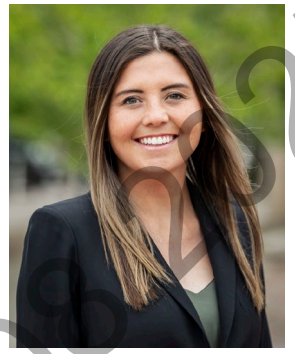
Introductions



Jessica Garrow, FAICP
Principal-in-Charge
Design Workshop



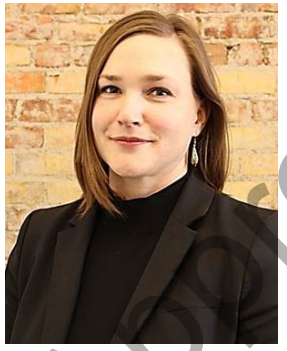
Reilly Thimons
Project Manager
Design Workshop



Emily Burrowes, AICP
Planner
Design Workshop



Christian Weber
Planner
Design Workshop



Rebecca Ward
Park City
Planning Director

Daniel Wayne
Community Planning Manager
Mountainland Association of Governments

Approved 01.08.2025



Proposed Code Changes

Approved 6.18.2025

The purpose of the Bonanza Park Mixed Use (BPMX) District is to:

Implement the Bonanza Park Small Area Plan by fostering a pedestrian-friendly, mixed-use neighborhood with diverse housing options and locally serving businesses.









Item 10.E. 01.08.2025



Site Requirements

Approved by City Council

Lot and Density Requirements

- **Lot Size:** No minimum lot size is required.

- **Residential Density:**
  10 residential units/acre minimum.

- **Commercial Limitations:**
  - 15,000 to 29,000 sf of commercial space/building.
  - Individual commercial tenants are limited to 5,000 sf
  - Exceptions include grocery stores, post offices, or site receives conditional use approval.





Approved 01.0 /2025

Open Space and Site Coverage

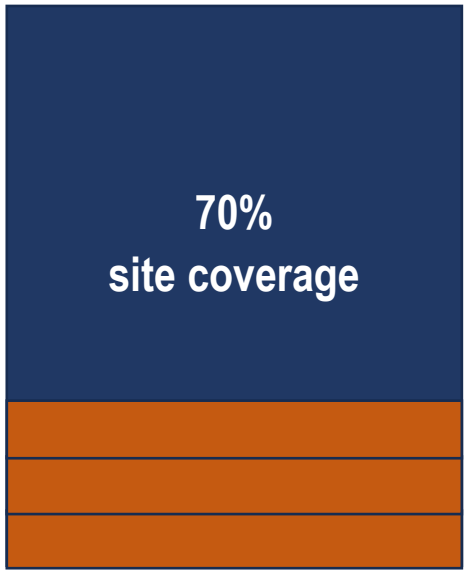
Requirements within the BPMX District….



Residential Parcels:
Must have 40% to 80% site coverage, with 20% of the site as Transferred Development Right (TDR) Open Space



Commercial Parcels:
Must have 40% to 90% site coverage, with 10% of the site as TDR Open Space

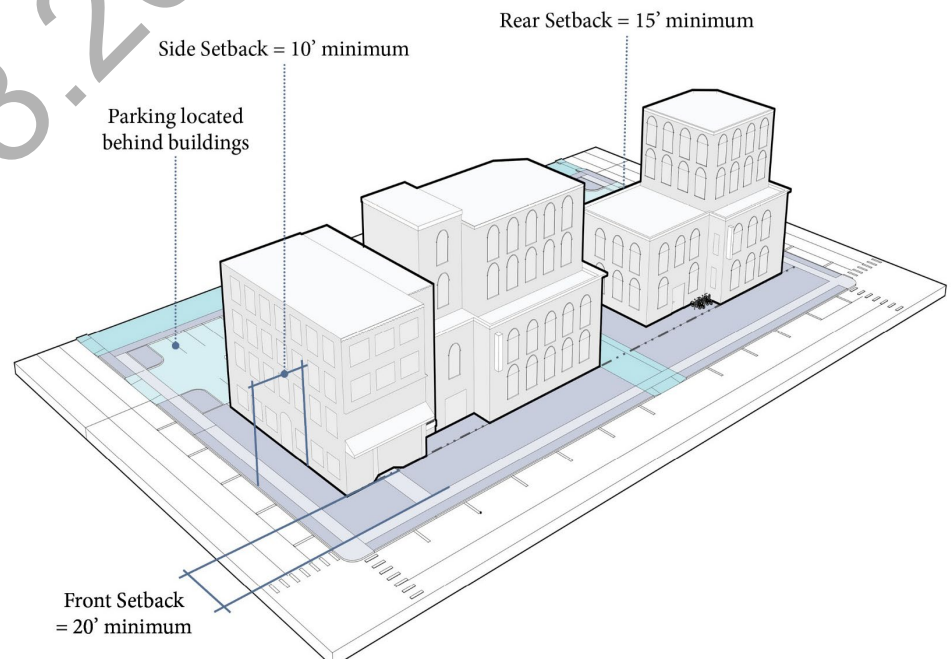


Industrial Parcels:
Must not exceed 70% site coverage, with 30% of the site reserved as TDR Open Space

Approved 01.08.2025

Setback Requirements

USE	FRONT SETBACK	SIDE SETBACK	REAR SETBACK
Dwelling, 2 units or less	20’ minimum	10’ minimum for Main Structure, 5’ minimum for Accessory Structure	10’ minimum
Dwelling, 3 units or more	20’ minimum	5’ minimum	15’ minimum
Commercial	20’ minimum	5’ minimum	15’ minimum
Flex/Light Industrial	30’ minimum	10’ minimum	10’ minimum



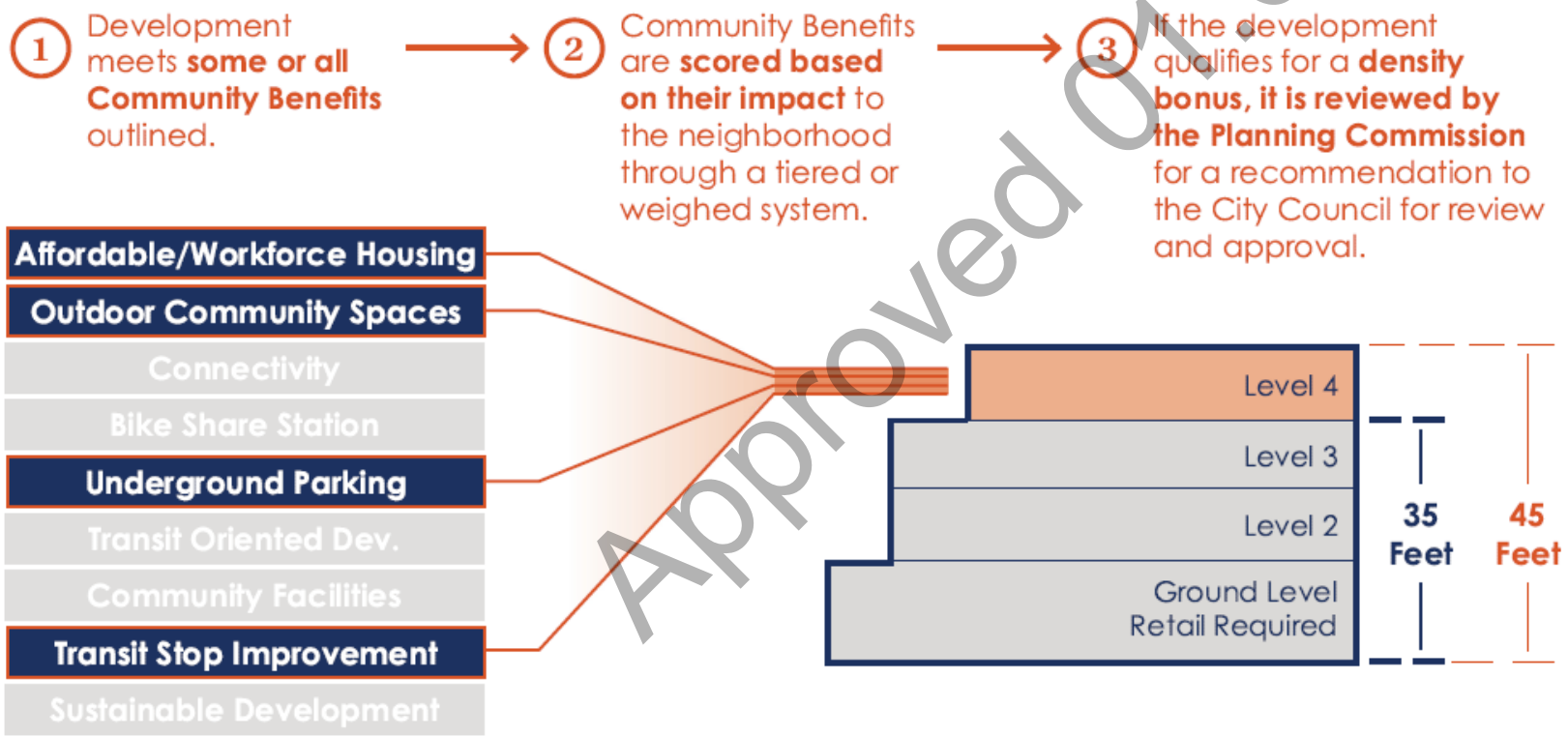
Approved 01.08.2025

Building Height

No structure shall be erected to a height greater than 35 feet.

Exceptions include:

- 1 additional story/45 feet if community benefits are provided
- Affordable Master Planned Developments may be granted 1 additional story/45 feet



Approved 01.08.2025

Visibility and Roofs

- Corner lots must maintain clear visibility within the Sight Distance Triangle.
- Roofs must be designed to manage snow and ice shedding, protecting entries, walkways, and pedestrian areas.



Approved 01.08.2025

Architectural Review

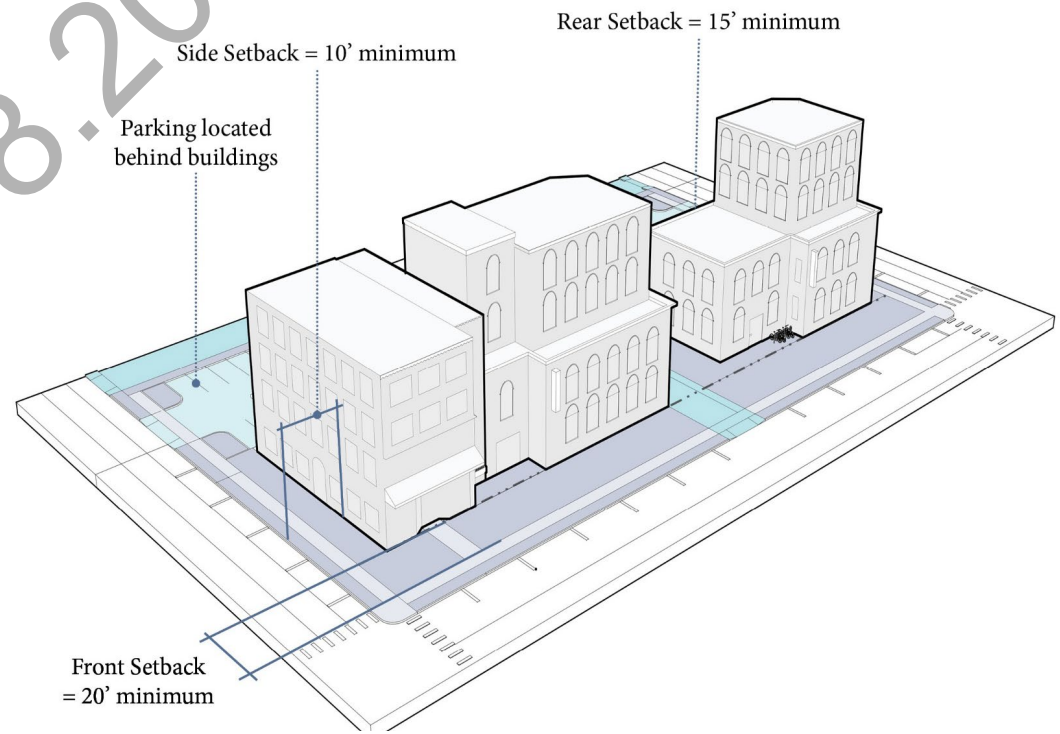
Before a building permit is issued for any Allowed or Conditional Use, the Planning Department must review the plans to ensure they meet the requirements.



APPROVED 01.08.2025

Question:

Are there any concerns about the setbacks prescribed for the zone district?



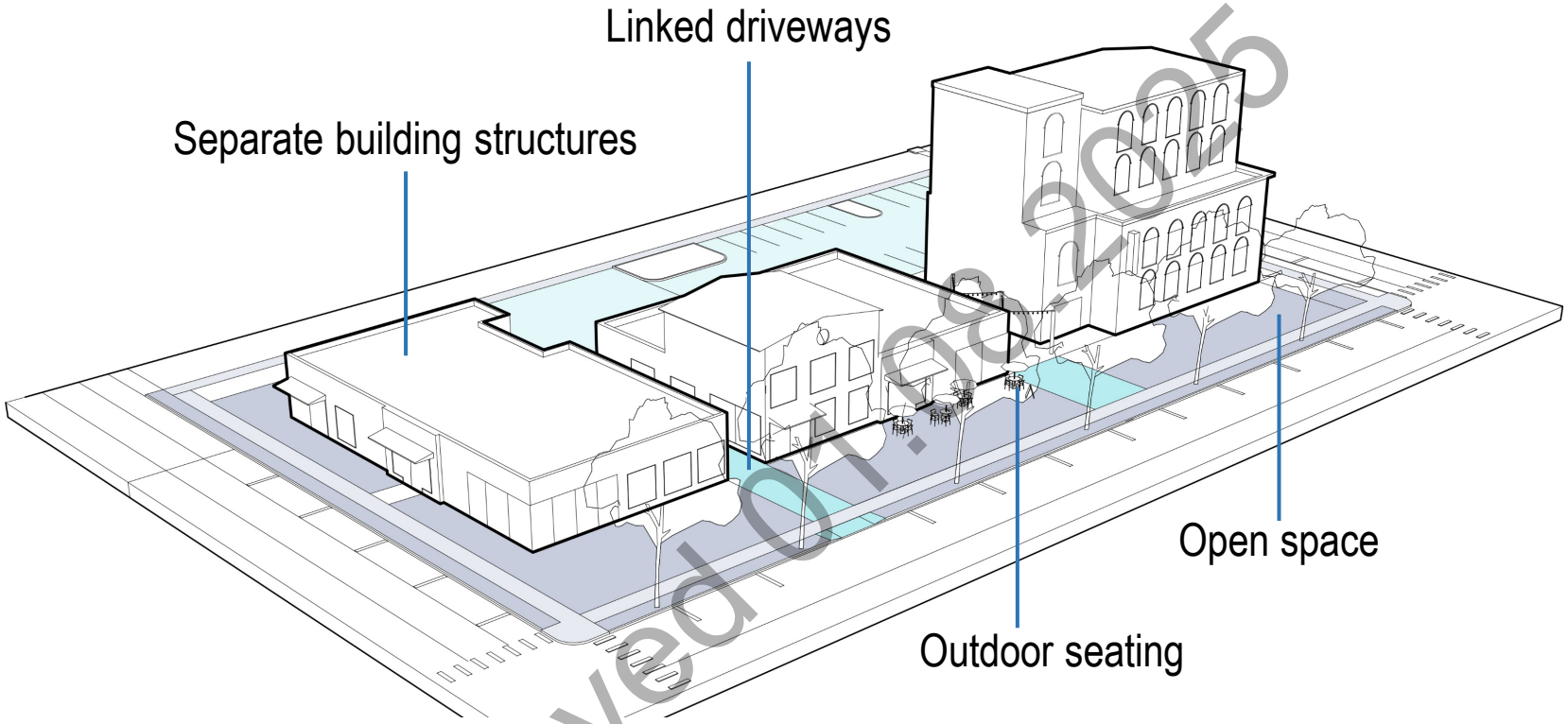
Approved 01.08.2025



Design Guidelines

Approved by City Council

Building Placement



Approved on: 9-9-2025

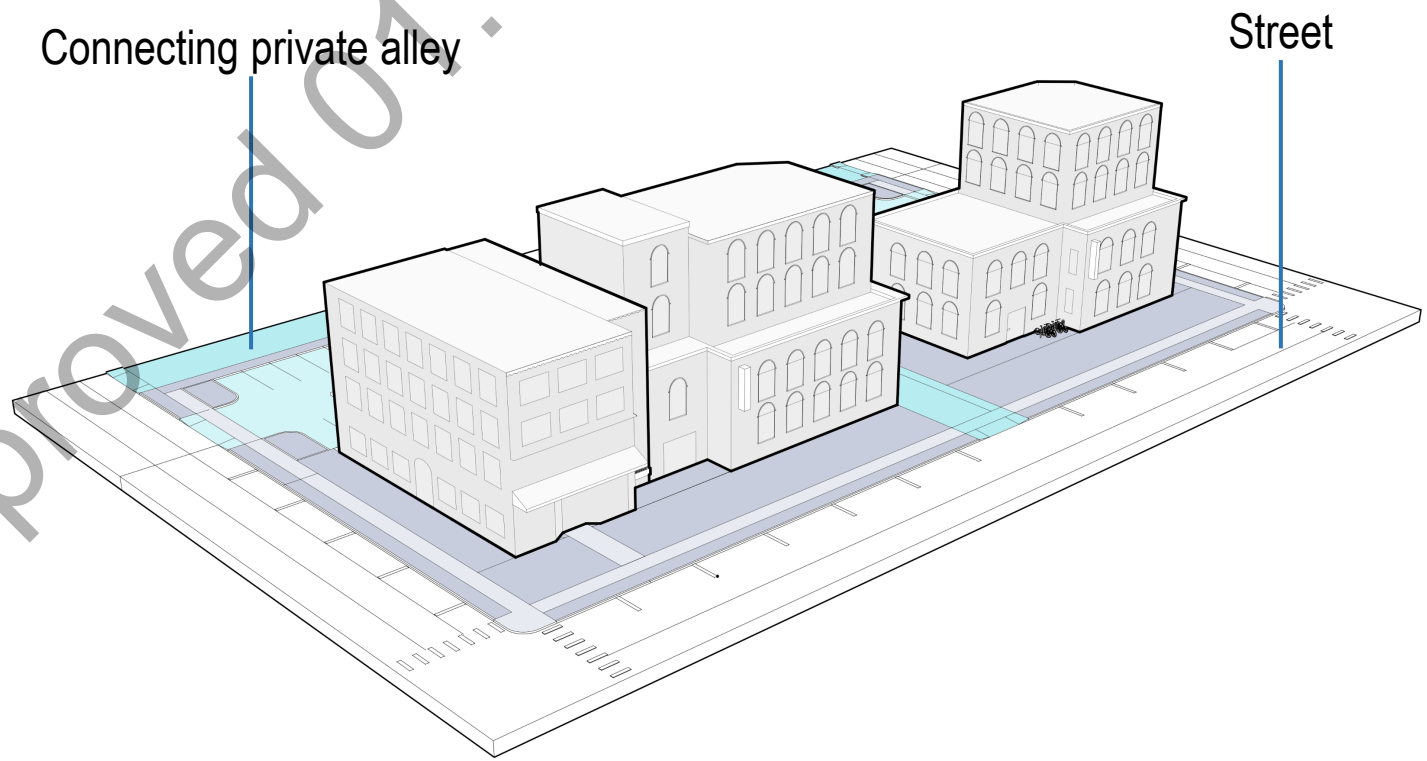
Placement:

- Include open spaces around buildings for landscaping, outdoor seating, or merchandising opportunities.
- For parcels over 30,000 square feet, break building mass into smaller volumes, using creative methods like separate structures or linked walkways.

Building Orientation

Building Orientation:

- Align buildings with streets to enhance pedestrian experiences and connect to public and private streets and gathering areas.
- Design to maintain or improve views of significant community features from key public vantage points.
- Design public spaces to maximize winter sunlight and conduct sun/shadow studies for developments near major open spaces.

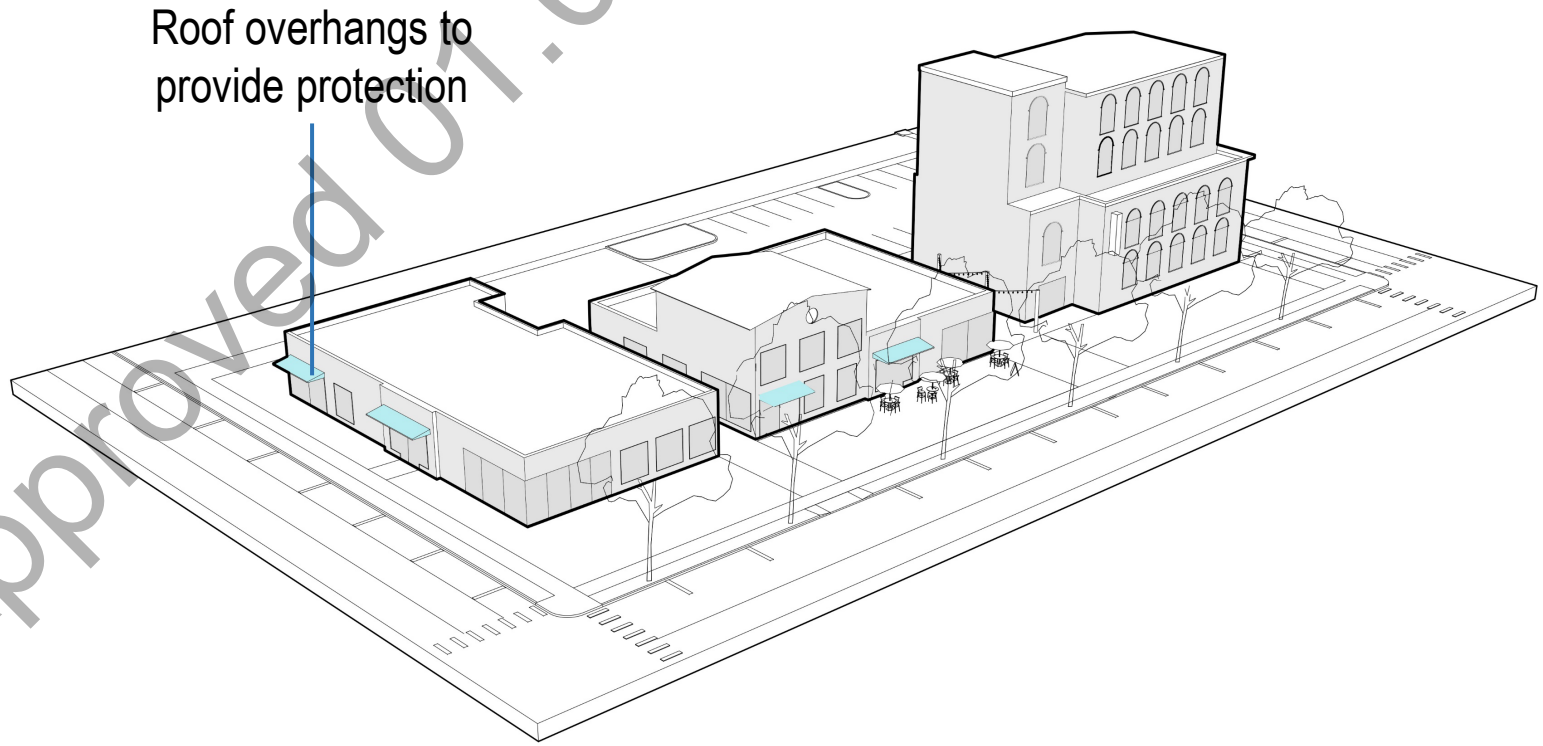


Approved 01.08.2025

Building Scale, Variation, and Fenestration

Building Scale:

- Building designs in the BPMX District should reduce perceived mass and scale through elements like varied roof forms, wall insets, emphasized entries, and diverse materials while avoiding blank walls in pedestrian-facing areas.
- Roof overhangs, awnings, and canopies should enhance the building's character and provide protection, with exceptions allowed for non-visible areas.

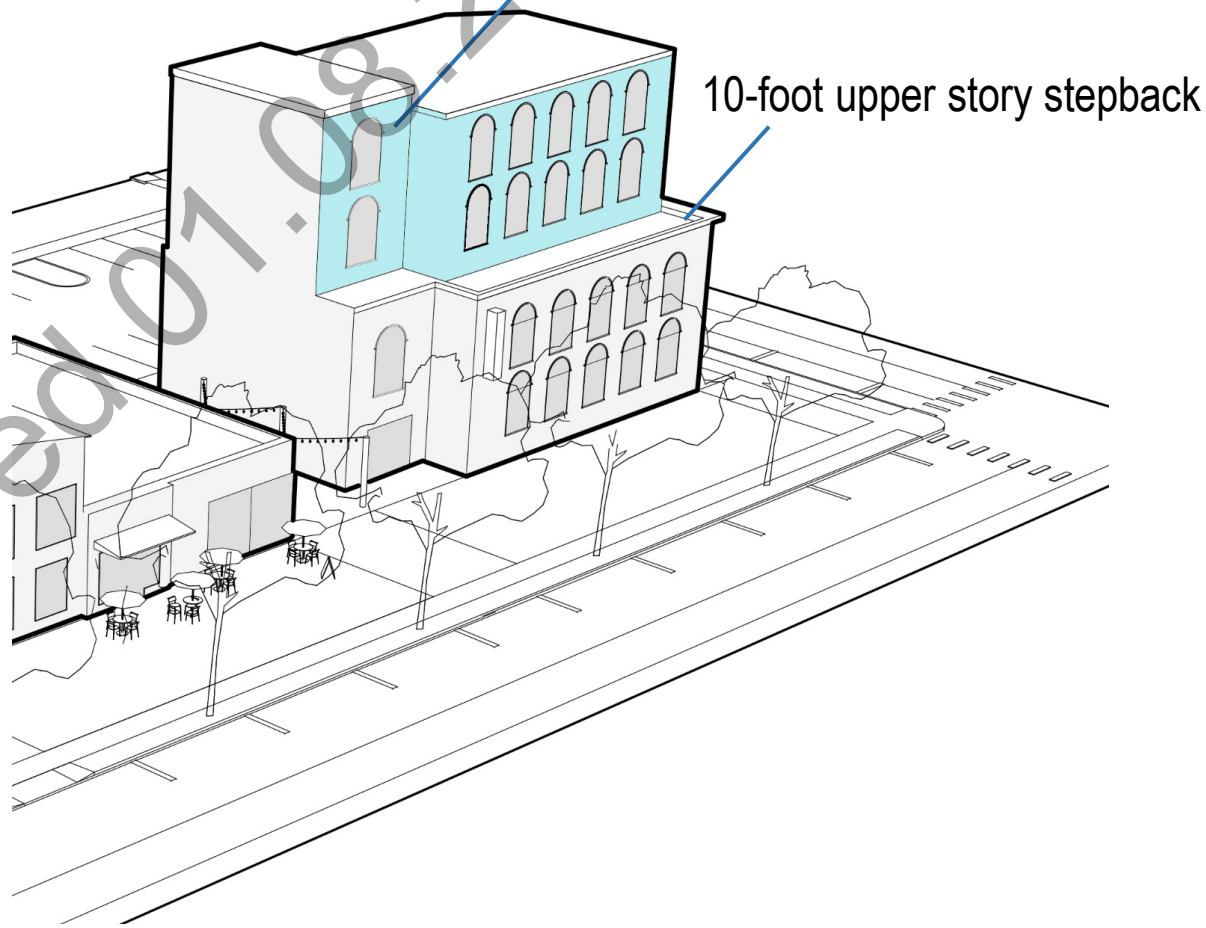


Approved 01.08.2025

Building Scale, Variation, and Fenestration*

Vertical Building Articulation and Stepbacks:

- Buildings over 35 feet tall must include vertical articulation every 30 feet using an 8-inch façade change or a material change, applying to all facades.
- Buildings within 50 feet of the Frontage Protection Zone must have a 10-foot upper-story stepback, and stepbacks should also be considered for sections over 35 feet tall.

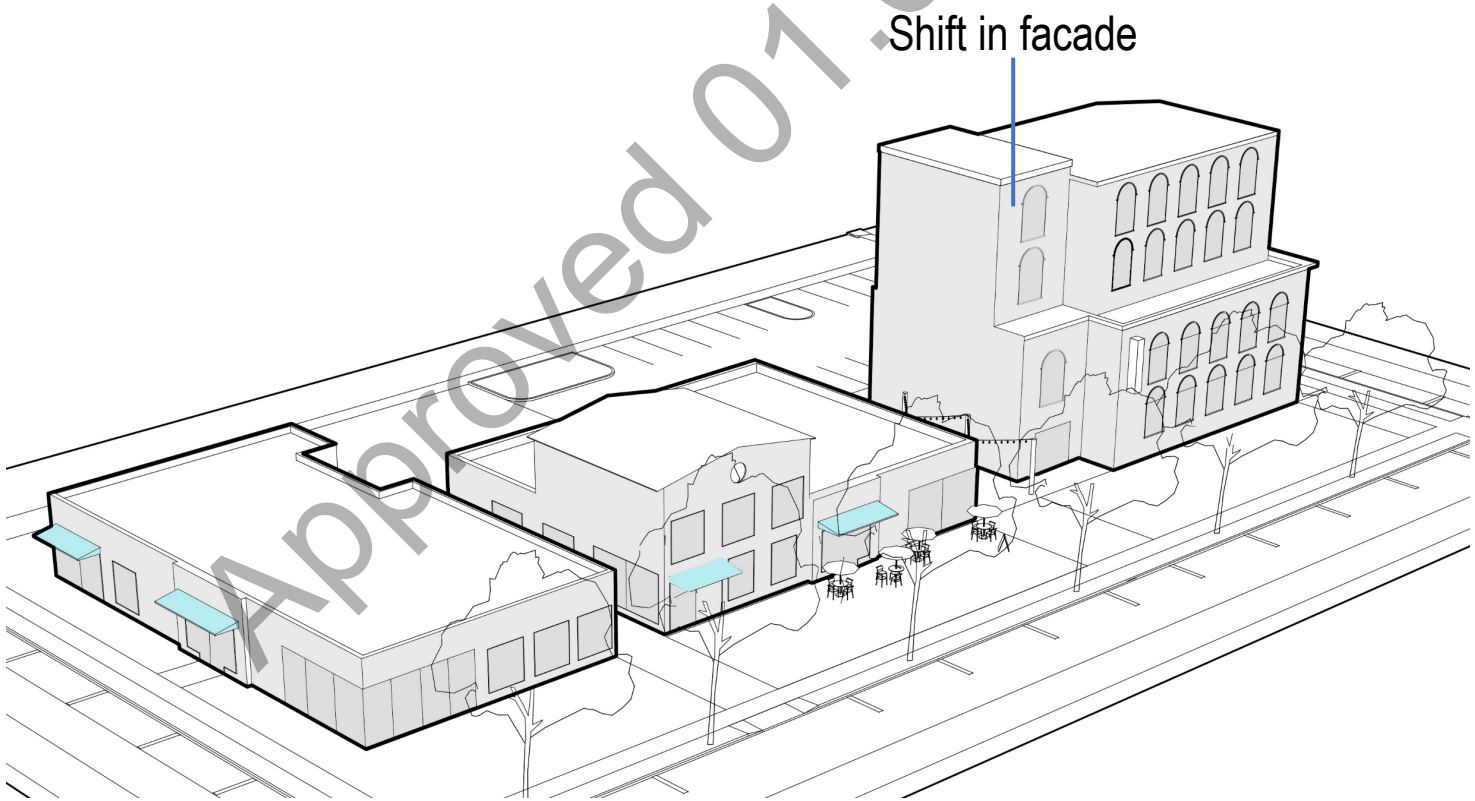


Approved 01.08.2025

Building Scale, Variation, and Fenestration

Horizontal Building Articulation:

- Buildings 60 to 120 feet long must have a prominent shift in the facade, breaking up no more than 75% of its length, with a 10-foot change in alignment, height, or a combination of both.
- Buildings over 120 feet long must include a 15-foot shift in alignment, height, or a combination at every 120-foot interval or less.



Approved 01.08.2025

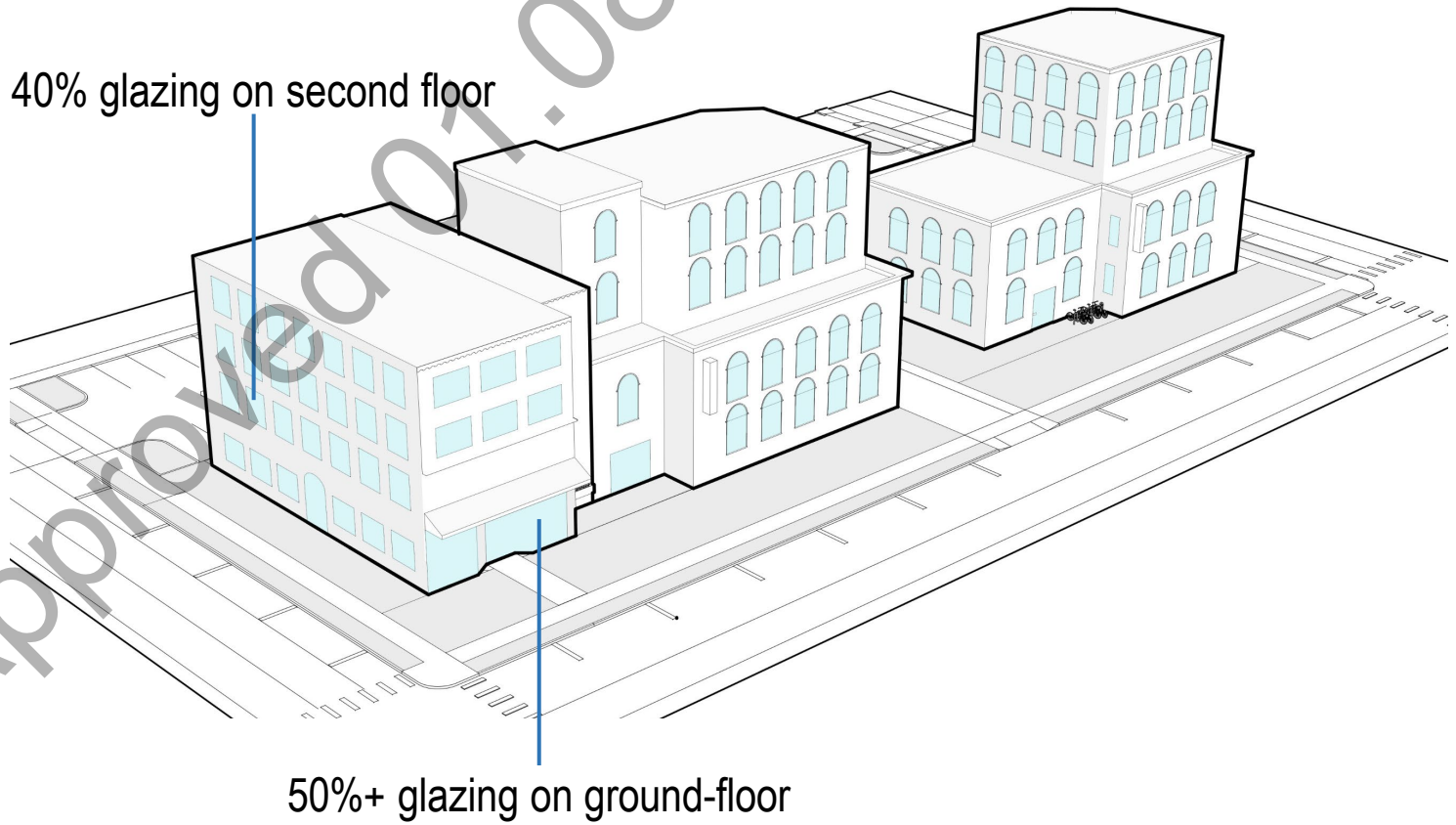
Building Scale, Variation, and Fenestration

Fenestration

- Non-residential and mixed-use buildings must have at least 50% glazing on ground-floor street-facing facades and 40% on second floors, with transparent glazing having at least 60% light transmittance; reflective glass is prohibited on ground floors and discouraged on upper levels.

Balconies

- Allowed for residential uses, with at least 30% transparency in railings, and can count as outdoor space if they are at least 6x8 feet.

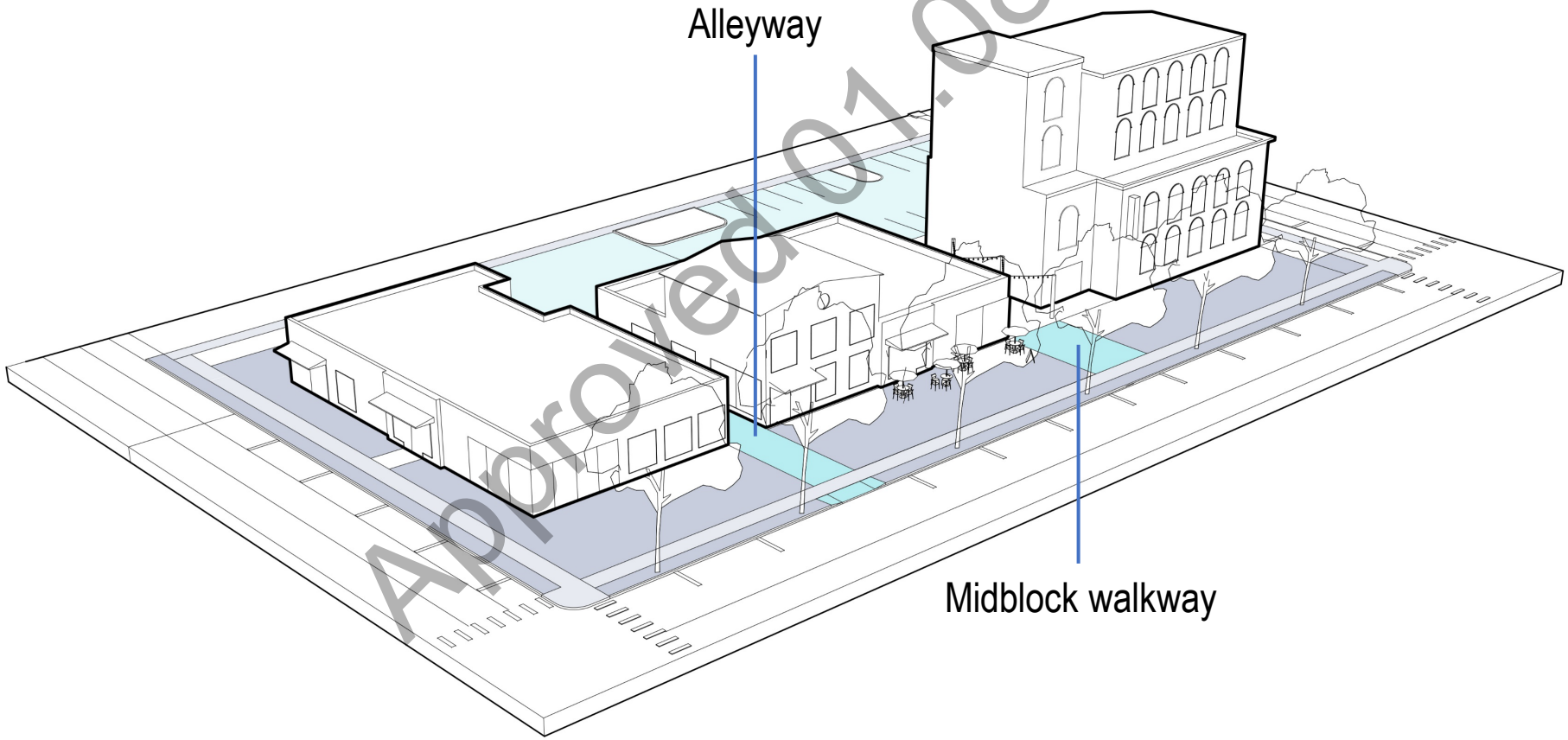


Approved 01.08.2025

Site Access and On-Site Parking

Site Access:

- Site access should be consolidated, with larger sites encouraged to include alleyways or mid-block walkways to enhance pedestrian access.



Approved 01.08.2025

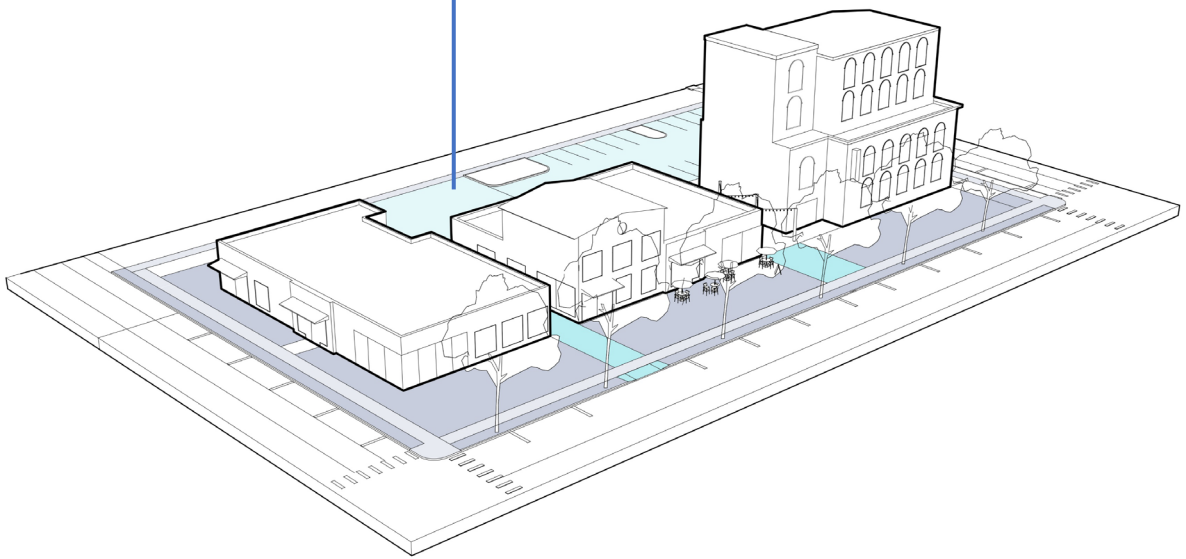
Site Access and On-Site Parking

Parking:

- On-site parking should be accessed from streets other than Park and Kearns, with the main access from the shortest block length if no internal street access is available.
- Parking should be located behind the main building, and additional access points on Park and Kearns should be minimized. Parking areas on Park and Kearns must be screened using landscaping, low walls, or other features, and should not exceed 35% of the parcel width.
- Parking garages should be underground when possible; if above-grade, they should be located behind the main building and include architectural or artistic screening.
- Parking areas and loading zones should be positioned to minimize visual impact from public streets or pedestrian areas, with distinct paving materials to separate parking from travel lanes.

Approved 01.08.2025

Parking located behind main buildings



Street Level Design

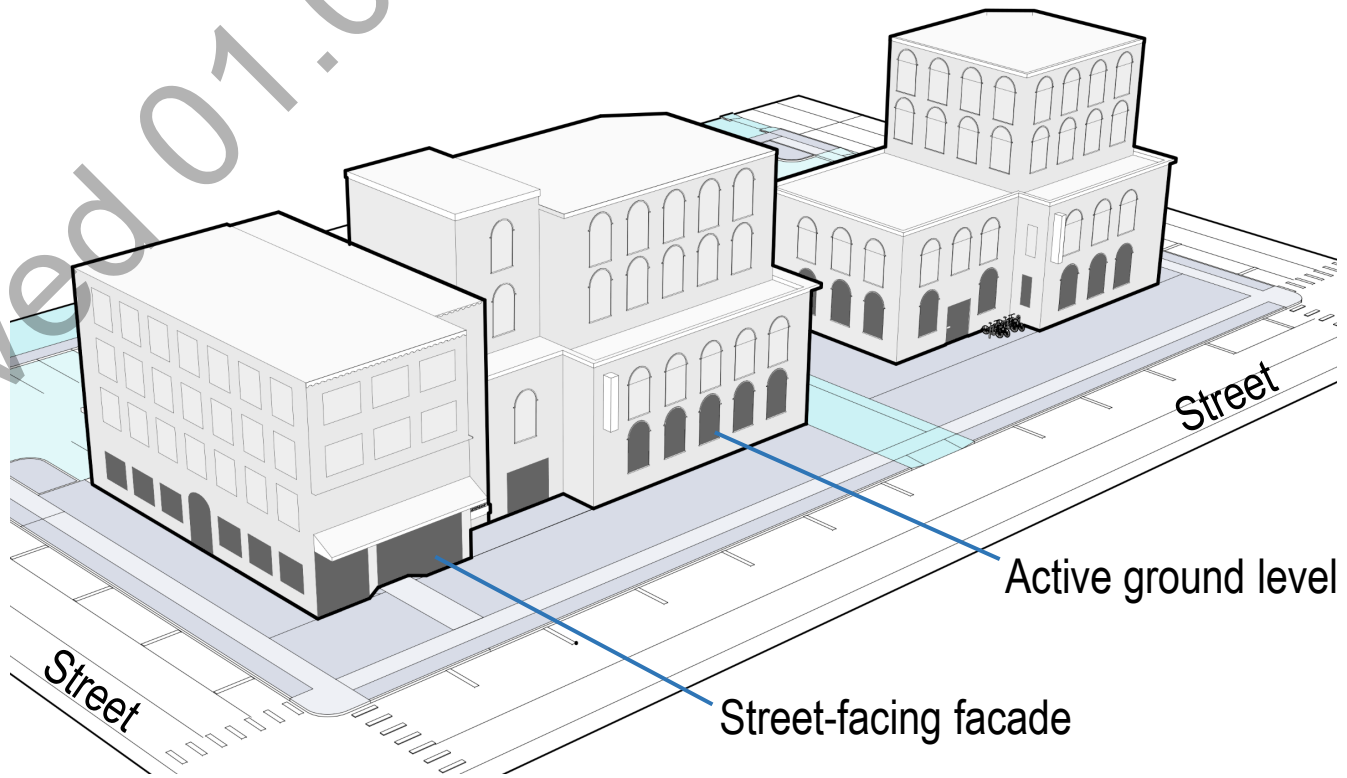
Design Elements:

- Buildings should have an active use on the ground level to support vibrancy of the public realm

  Includes retail establishments, retail services, civic spaces (theaters, museums, etc), restaurants, bars, art and craft studios, etc.

- For buildings that are 100% residential, a lobby or other common space shall meet this requirement.

  All buildings shall have at least one main entry on all street-facing facades. This entry should be easily seen from the street and adjacent pedestrian way.



Approved 01.08.2025

Architectural Styles + Materials

The standards in Chapter 15-5 apply, with the following additional requirements:

- Building materials should be pedestrian-friendly and durable in Park City's climate.
- Materials should be high quality and reflect those found in the Bonanza Park Area, such as wood, metal, and glass.
- Corporate branding in architecture is not allowed, but signage may be placed according to the Land Management Code.

Approved 01.08.2025

Roofs

The standards in Chapter 15-5 apply, with the following additional requirements:

- Flat or low-sloping roofs are preferred.
- Roofs must be designed to prevent ice dams and minimize the need for heat tape, with proper insulation and snow shedding considerations.
- Buildings must include gutters, downspouts, and heat tape to direct roof runoff away from pedestrian areas, using landscaping to manage water.
- Eaves and fascia should be proportional to the building's design.

Approved 01.08.2025

Landscaping should…

- Enhance the building's design
- Complement the site and climate
- Practice stormwater management
- Must include pedestrian infrastructure if its in the Frontage Protection Zone

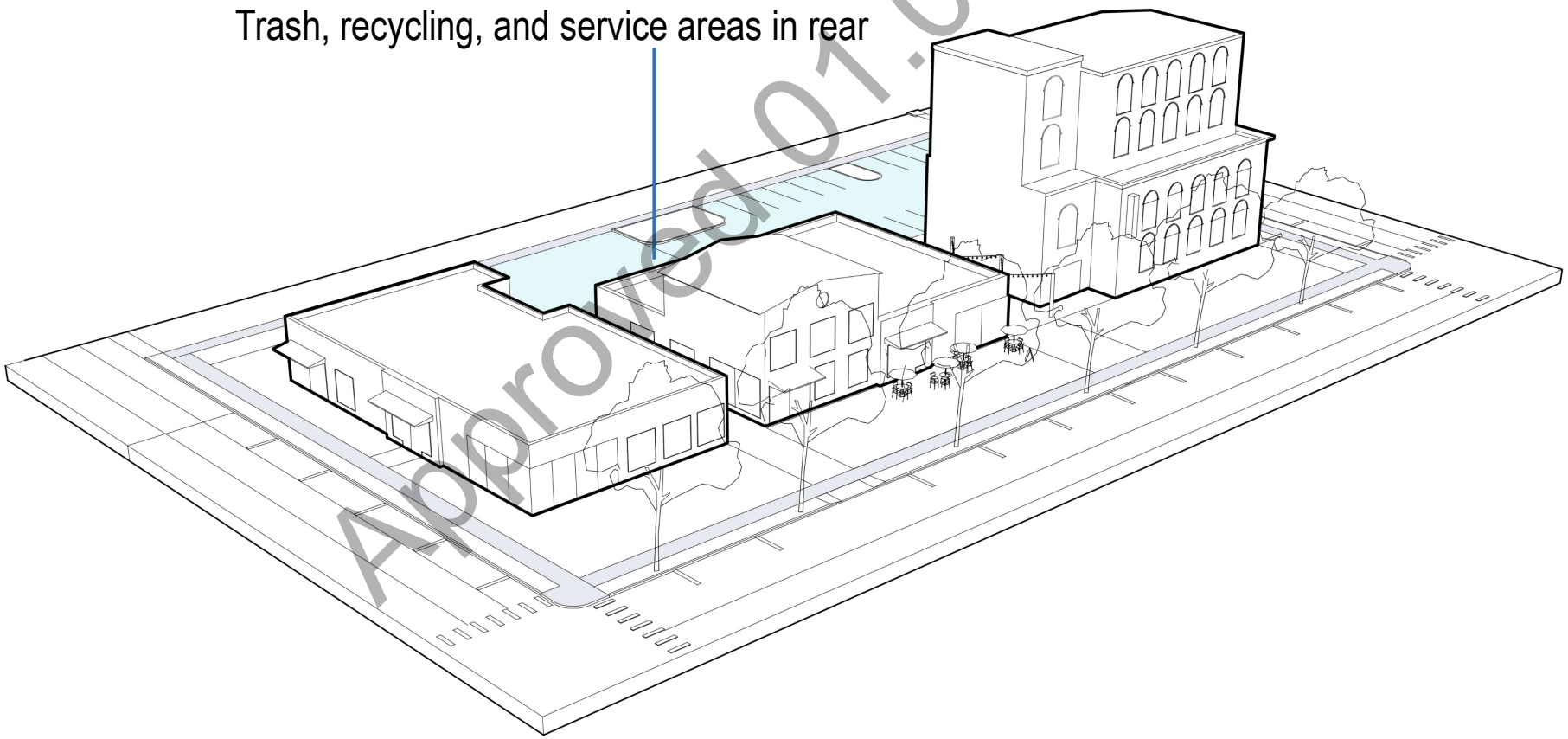
Approved 01.08.2025





Service and Mechanical Areas

- Trash, recycling, and service areas should be integrated into the building design and located to minimize pedestrian impact.
- All exterior mechanical equipment, delivery areas, and utility boxes should be reviewed to help reduce noise and visual impact.



Approved 01.08.2025

Art Installations and Large Lot Development

- Public art, including murals, sculptures, and interactive exhibits, is encouraged in all BPMX developments
- For large lots (5+ acres), development should be clustered to allow for phased development
- Art is permitted in the Frontage Protection Zone



Approved

Question:

Are there any questions on the design standards relating to street design and connectivity?



Approved 01.0 2022



Connectivity

Approved by City Council

Parking Requirements Changes

For Residential Uses, reductions are proposed for the following uses:

- Duplex Dwelling **2 > 1.5**
- Triplex Dwelling **2 > 1.5**

For Non-Residential Uses, reductions are proposed for the following uses:

- Office, General **3 > 2**
- Hospital **3 > 1.5**
- Financial Institution **3 > 2**
- Convenience Store **5 > 4**
- Café/Deli **3 > 2**
- Restaurant **1 space per 100 sf > 3 spaces per 1,000 net leasable Floor Area**
- Light Industrial **1 space per 1,000 sf of Floor Area**
- Recreation Facility **1 space per 4 seats > 3 spaces per 1,000 Floor Area**

Approved 01.08.2025

Parking Maximums

For new non-residential, mixed-use, or multi-unit developments with 10 or more units located within a quarter mile of a transit stop, **parking may not exceed 125% of the minimum required**.

- If no parking is required, up to 5 spaces may be provided.
- This limit does not apply to public parking, park-and-ride lots, shared parking, or City facilities.
- Exceptions can be approved by the Planning Commission to support the City's goals of reducing single-occupancy vehicle trips.

Approved 01.08.2025

Shared Parking and Parking Reductions

- Shared parking spaces may be provided for both on-site and off-site parking
- For projects with multiple land uses (e.g., residential, commercial, lodging), parking requirements may be reduced
- A 10% reduction in required parking spaces is allowed to eliminate safety hazards



Approved 6/08/2025

Underground Parking

- All development within the BMPX District is encouraged to provide underground parking in order to promote a vibrant pedestrian friendly environment that reduces car-pedestrian conflict.
- If 100% of required parking is provided on-site and underground, Front and Rear Setbacks may be reduced by 50% outside of the Frontage Protection Zone Overlay.

Approved 01.08.2025

Alternative Parking Strategies

- **Off-site parking:**
  Must be within city limits and connected by pedestrian, bike, or transit facilities
- **For sites with multiple uses:**
  Parking requirements may be reduced
- **Alternative strategies**:
  Such as designated car-sharing spaces and EV charging spaces
- **Proximity to transit:**
  15% parking reduction may be approved
- **Cumulative parking reduction:**
  Up to 50% reduction for non-residential uses
  Up to 15% for residential uses



Approved 01.09.2025

Transportation Demand Management

The applicant must submit a Transportation Demand Management (TDM) Plan to the Planning Commission for review and approval.

1. A list of applicable TDM strategies tailored to the project size and estimated trip generation.
2. Details on how each strategy will be implemented, including timelines, responsibilities, and budgets.
3. A monitoring and evaluation plan, submitted annually, to assess effectiveness and make adjustments.





Approved 01.0

Transportation Demand Management

Level 1 TDM Plan vs Level 2 TDM Plan

Development required for Level 1 TDM Plan:

- ***Single Family Dwellings:*** 10 - 24 Dwelling Units
- ***Single Family Attached Dwellings or Multi-Unit Dwellings:*** 10 - 44 Dwelling Units
- ***Hotel or Lodging Project:*** 10 - 39 rooms

Development required for Level 2 TDM Plan that require a Traffic Impact Study:

- ***Single Family Detached Dwellings:*** 25 Dwelling Units+
- ***Single Family Attached Dwellings or Multi-Unit Dwellings:*** 45 Dwelling Units+
- ***Hotel:*** 40 rooms+
- ***Retail:*** 3,000 square feet+
- ***Office:*** 3,000 square feet+
- ***Sit-Down Restaurant:*** 2,500 square feet+
- ***Fast Food/Fast Casual Restaurant:*** 800 square feet+

Approved 01.08.2025

Transportation Demand Management

Required components differ between Level 1 TDM Plan vs Level 2 TDM Plan

Level 1 TDM Plan Required Components:

1. Participation in an annual travel survey of residents and employees for the first four years of building occupancy.
2. Provide the following information to employees and/or residents on an annual basis:
   - Carpooling/vanpooling
   - Transit schedules and routes
   - Air pollution and alternatives to single-occupancy vehicles
   - Bicycle routes and facilities
3. One strategy from the Supplemental TDM Menu

Level 2 TDM Plan Required Components:

1. All Level 1 required components.
2. Establishment of a TDM Coordinator to directly support commute programs, implement mobility programs, and develop transportation policies and initiatives.
3. Employee parking cash-out program.
4. Unbundle parking for residential Dwelling Units at minimum.
5. Two strategies from the Supplemental TDM Menu

Approved 01.08.2025

Question:

Are there any questions about the proposed parking and TDM changes?

Approved 01.0





Environment and Economics

Approved by Council

Open Space and Parks

Open space typologies (also known as Green Community Space) are permitted in the BPMX District, and may be located in a Frontage Protection Zone include:

- Pocket Park
- Linear greenspace with pedestrian and/or bicycle path
- Public Courtyard
- Plaza areas
- Flexible Space
- Community Garden
- Green Roofs with publicly accessible amenity terrace. If this option is chosen, a deed restriction granting permanent public accessibility shall be required. This option cannot be located within the Frontage Protection Zone



Approved 01.08.2025

Sustainability Requirements

All BMPX District development should support the City's Net Zero goals by using sustainable design, materials, and technologies to minimize environmental impact.

Projects must include:

- On-site solar
- Energy-saving measures such as efficient fixtures, lighting, low-flow plumbing, and sensors for water, lighting, and temperature control



Approved 01.08.2025

Conventional Chain Businesses

Must follow:

- Must meet Conditional Use Criteria (Section 15-1-10).
- Conditional Use Permits required.
- Proposed businesses should diversify services, foster innovation, support local entrepreneurs, or provide affordable, needed, or unique offerings.
- Businesses must be aesthetically and functionally compatible with BPMX District character, design guidelines, and existing businesses.

L2: Limit conventional chain businesses to prioritize locally owned and unique retailers/ restaurants in Bonanza Park.



Approved 01.06.2025

Question:

Are there any questions on the proposed chain business regulations?



Approved 01.06.2025


Thank you!