



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
April 9, 2025**

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

Zoom Link: <https://us02web.zoom.us/j/86137534714>

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. MINUTES APPROVAL

2.A. Consideration to Approve the Planning Commission Meeting Minutes from March 26, 2025

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4. PUBLIC COMMUNICATIONS

5. REGULAR AGENDA

- 5.A. **2685 Meadow Creek Drive – Modification to Plat Amendment** – The Applicant is Proposing to Modify the Smith Subdivision First Amended Plat Amendment Approved by the Planning Commission on March 13, 2024, to Shift the House and Barn Building Pads and Driveway Easement to Comply with an Updated Wetlands Delineation Located in the Single Family and Estate Zoning Districts and the Sensitive Land Overlay. PL-25-06415 (15 mins.)
(A) Public Hearing; (B) Action
- 5.B. **7900 Royal Street – Conditional Use Permit** – The Applicant Proposes to Construct a Vehicle Control Gate at the Double Eagle at Silver Lake Condominiums in the Residential Development Zoning District and Sensitive Land Overlay. PL-25-06392 (20 mins.)
(A) Public Hearing; (B) Action
- 5.C. **1750 Kearns Boulevard (Treasure Mountain Junior High School and Park City High School) – Conditional Use Permit** – The Applicant is Proposing Two Soccer Fields, Eight Tennis Courts, Eight Sets of Bleachers, Four Batting Cages, Three Accessory Structures, One Scoreboard, One Baseball Field, and One Softball Field in the Recreation and Open Space Zoning District and Sensitive Land Overlay. PL-24-06236 (30 mins.)
(A) Public Hearing; (B) Action
- 5.D. **Bonanza Park – Land Management Code Amendments** – The Planning Commission Will Discuss Recommended Land Management Code Amendments to Implement the Bonanza Park Small Area Plan through a New Mixed-Use Zoning District to Create a Vibrant and Pedestrian-Oriented Mixed-Use Neighborhood. PL-24-06302 (120 mins.)
(A) Public Hearing; (B) Recommendation for City Council Consideration on April 24, 2025; The draft ordinance will then return to the Planning Commission on May 14, 2025, for final review and formal recommendation to the City Council

6. ADJOURNMENT

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

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

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



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
MARCH 26, 2025**

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

EX OFFICIO: Rebecca Ward, Planning Director; Jaron Ehlers, Planner I; Jacob Klopfenstein, Planner I; Mark Harrington, Senior City Attorney; Alec Barton, Senior Planner; John Robertson, City Engineer

1. ROLL CALL

Chair Sarah Hall called the Planning Commission Meeting to order at 5:30 p.m. She is attending the meeting virtually and all other Commissioners are in Council Chambers.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from February 26, 2025.

MOTION: Commissioner Johnson moved to APPROVE the Planning Commission Meeting Minutes from February 26, 2025. Commissioner Van Dine seconded the motion. The motion passed with the unanimous consent of the Commission.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, shared updates with the Planning Commission. The engageparkcity.org website has been updated for the General Plan project. The final open houses for the neighborhoods are being finalized. The Lower Deer Valley meeting is scheduled to take place on Monday at the Oaks Clubhouse and the Quinns Junction neighborhood meeting is scheduled for Tuesday at the Park City Heights Clubhouse.

There will be a special Planning Commission Meeting held on April 2, 2025. Director Ward thanked the Commissioners for their willingness to attend that additional meeting. She shared an announcement about the current Planning Commission Meeting agenda. Staff received a request from the applicant for Item 5F related to 1120 Park Avenue. The applicant has requested to continue the item to a date uncertain. Director Ward next shared information about the public comment process. She asked those wishing to

comment to state their full name, limit comments to three minutes or less, and direct comments to the Commission. She asked that there be civility during this process.

Chair Hall disclosed that she also works with Hoggan Lee Hutchinson, who is the applicant representative for Item 5E. This will not impact her ability to participate.

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. REGULAR AGENDA

- A. Child Care Land Use – Land Management Code Amendment –** The Planning Commission will Consider Forwarding a Recommendation to the City Council Regarding a Draft Ordinance Amending Land Management Code Sections 15-2.1.2, 15-2.1-2, 15-2.2-2, 14-2.3-2, 15-2.4-2, 15-2.5-2, 15-2.6-2, 15-2.7-2, 15-2.9-2, 15-2.10-2, 15-2.11-2, 15-2.12-2, 15-2.13-2, 15-2.14-2, 15-2.15-2, 15-2.16-2, 15-2.17-2, 15-2.18.2, 15-2.19-2, 15-2.23-2, 15-3-6, 15-4-9, 15-6-5, 15-6.1-11, and Chapter 15-15. PL-25-06006.

Planner I, Jaron Ehlers, presented the Staff Report and explained that the item before the Commission relates to proposed Land Management Code (“LMC”) amendments to child care land use regulations. He shared a timeline of events. In 2023, the City Council provided direction to evaluate the current LMC requirements. In March 2024, there was a Planning Commission Work Session. On November 18, 2024, there was a Focus Group Meeting. In January 2025, the Planning Commission held another Work Session.

Planner Ehlers reviewed some of the recommended changes:

- Administrative Permits remain where currently allowed in non-residential zones (RC, RCO, GC, and LI);
- Remove provisions for the Planning Commission to require child care in Master Planned Developments (“MPD”);
- Add a parking exemption for existing historic buildings and structures;
- Annual review from the Planning Director on issued permits to mitigate any outstanding issues if there are complaints.

Planner I, Jacob Klopfenstein shared a summary of what the draft ordinance proposes:

- Eliminates Family Child Care definition outlined in LMC and expands the In-Home Babysitting definition to include provision of Child Care for up to eight children;
- Changes level of review for Child Care facilities that currently require a Conditional Use Permit (“CUP”) reviewed by the Planning Commission to an Administrative Conditional Use Permit (“ACUP”) review before the Planning Department;

- Revises review criteria for Family Group Child Care and Child Care Centers to remove potential regulatory barriers for prospective Child Care providers;
- Amends LMC to align with State regulations, including a provision that allows Child Care providers to operate a facility in one additional location outside of their primary residence;
- Provides more flexibility for alternative parking arrangements for Child Care facilities;
- Requires applicants seeking approval for a Child Care facility to provide notice to property owners within a 300-foot radius of the proposed facility;
- Removes provisions that allow the Planning Commission to require applicants for MPDs and Affordable Master Planned Developments ("AMPD") to designate and plan a site for a Child Care Center if the Commission determines that the project will create additional demands for Child Care.

Staff recommends that the Planning Commission review the ordinance, conduct a public hearing, and consider forwarding a positive recommendation to the City Council for consideration on June 5, 2025. There were no Commissioner questions for Staff.

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

Commissioner John Frontero asked for additional details about the AMPD provision that is considered for child care. He asked if there is a square footage ratio anticipated. Planner Klopfenstein explained that the current provision in the code allows the Planning Commission to require an applicant for an MPD or AMPD to designate a site within the MPD or AMPD for a child care center. The threshold for the Commission's ability to require that is simply if the Commission determines there is additional demand for child care that the MPD or AMPD would create. There was extensive research conducted to find more specific criteria in other communities. However, there is not anything that is comparable. Without a better set of criteria in place, the recommendation is to eliminate that provision from the code. Commissioner Frontero understands the explanation but pointed out that this seems to be in opposition to the goal to create more child care in the City. It seems that the suggestion is to soften the requirement to provide child care.

Senior City Attorney, Mark Harrington, explained that in order to require something or exact space out of a project, there needs to be a reason and a standard. To date, there is not an example where that has been justified legally. As a result, the recommendation is to eliminate that as a mandatory requirement. Director Ward reminded Commissioners that there have been some changes since these discussions first came before the Planning Commission. In December 2024, the City Council adopted the ordinance recommended by the Planning Commission to update the accessory uses for MPDs.

Commissioner Laura Suesser asked if there was ever a requirement for a child care facility in an MPD. Attorney Harrington stated that they were unable to find that kind of requirement. It was clarified that there was one situation where it was discussed, but that

applicant determined that it was not feasible for them to include a child care facility in that development. Commissioner Suesser commented that this is an unfortunate change to the language. She regularly hears about the desire for child care facilities. Child care is needed in the community, so it is disappointing that the use cannot be tied to an MPD.

Commissioner Christin Van Dine pointed out that the other provisions included will allow for more leeway, which can drive additional child care facilities even without a requirement. Commissioner Rick Shand noted that other stipulations have been relaxed. Commissioner Henry Sigg agrees with the comments that have been shared. The ordinance, as drafted, creates more opportunities for small businesses to start a child care business. There is still the ability through an accessory use provision to put it into MPDs. This takes it out of the financial modeling of an MPD and makes it more streamlined and attainable for businesses to be in that space. Commissioner Bill Johnson agrees with what has been said by other Commissioners. He believes the amendments will be impactful.

MOTION: Commissioner Johnson moved to forward a POSITIVE RECOMMENDATION to the City Council for the Child Care Land Use Regulations, for consideration on June 5, 2025. The motion was seconded by Commissioner Van Dine. The motion passed with the unanimous consent of the Commission.

- B. 2411 Gilt Edge Circle – Condominium Plat Amendment** – The Applicant Proposes to Amend Arrowood Condominiums in Deer Valley Plat for Unit 1 to Convert Private Ownership Areas from Existing Limited Common Area with 145 Square Feet Added to Private Ownership Area A and 518 Square Feet to Private Ownership Area B in the Recreation Development Zoning District. PL-24-06325.

Planner Ehlers presented the Staff Report for 2411 Gilt Edge Circle. He explained that this is a Condominium Plat Amendment application and the property is located in the Deer Valley area. Planner Ehlers pointed out the location of Unit 1 and Unit 3 on a map. He reviewed the current plat with the proposed changes overlayed. Private Ownership Area A is shown in red and Private Ownership Area B is shown in blue. Some background information was shared with the Planning Commission. In 1997, the Arrowood Condominiums were approved, but it expired and had to be reapproved in 1999 due to some litigation. In 2004, a similar amendment to Unit 2 was approved by the City Council, but that amendment was never recorded. In June 2024, the Planning Commission approved a similar amendment to Unit 3, which was recorded earlier this year.

The proposed amendments are located outside of the setbacks. There would be no increase in the off-street parking. Staff finds that there is Good Cause because this keeps with the original Good Cause that the City Council found when it first approved the Arrowood Condominiums. In addition, this is a similar expansion to what has been

approved previously. Staff recommends that the Planning Commission consider the application, hold a public hearing, and consider approval of the amendment.

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

Commissioner Johnson believed the building is non-compliant with the front setback, as built. He asked if it is non-compliant in height as well. Planner Ehlers reported that the proposed addition would comply with the height, as it is well below the height. Commissioner Johnson agrees with the Staff interpretation of Good Cause, but he finds it frustrating that there are often applications like this where there was not compliance.

MOTION: Commissioner Johnson moved to APPROVE the Arrowood Condominiums at Deer Valley Unit 1 Amended, 2411 Gilt Edge Circle, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The Applicant submitted a Condominium Plat Amendment to amend Unit 1 of the Arrowood Condominiums at Deer Valley at 2411 Gilt Edge Circle to create two separate Private Ownership Areas from existing Limited Common Area:
 - a. **Private Ownership Area A:** 145 square feet to allow for the creation of an additional bedroom and bathroom under the existing deck.
 - b. **Private Ownership Area B:** 518 square feet to allow for a future addition under the remainder of the existing deck.
2. 2411 Gilt Edge Circle is Unit 1 of the Arrowood Condominiums at Deer Valley. The Condominium Plat was recorded with Summit County on March 4, 1999 (Summit County Recorder Entry No. 532030; Exhibit B).
3. The property is in the Recreation Development (RD) District.
4. On September 25, 1997, the City Council adopted Ordinance No. 97-44 approving the Arrowood Condominiums, a three-unit detached Condominium. A legal dispute prevented recordation of the Plat.
5. A settlement agreement was reached in November of 1998, and the Applicant resubmitted the Condominium Plat.
6. On January 28, 1999, the City Council adopted Ordinance No. 99-2 approving the Arrowood Condominiums with minor adjustments from the 1997 plat, as required by the settlement agreement.

7. All three units have been constructed.
8. On August 11, 2004, the Planning Commission held a public hearing on a Plat Amendment for Unit 2. This proposal also involved converting the area under a deck into living space.
9. On August 25, 2004, the Planning Commission forwarded a positive recommendation for the Plat Amendment to the City Council.
10. On August 26, 2004, the City Council adopted Ordinance No. 04-37 approving the Unit 2 Plat Amendment.
11. That plat was never recorded.
12. On June 12, 2024, the Planning Commission approved a Plat Amendment for Unit 3 to convert 356 square feet of Limited Common Area under an existing deck to Private Ownership.
13. The plat was recorded on February 14, 2025 (Summit County Recorder Entry No.1231499).
14. On October 31, 2024, the Applicant applied for the Condominium Plat Amendment for Unit 1. Staff deemed the application complete on December 5, 2024.
15. The proposal to amend Unit 1 complies with the Residential Development Zoning District Requirements outlined in Land Management Code Chapter 15-2.13.
 - a. LMC § 15-2.13-3 defines the required Setbacks for the RD Zoning District: 20 feet for the Front, 15 feet for the Rear, and 12 feet for the Side.
 - b. Condition of Approval 3 of Ordinance No. 99-2 establishes that “[f]or the purpose of setback calculations, Gilt Edge Circle abuts the front of the parcel and the Solamere subdivision abuts the rear.”
 - c. Although Unit 1 is non-compliant with the Front Setback, the proposed area for Amendment is located outside of the Setbacks and complies with the LMC setback regulations.
 - d. LMC § 15-2.13-4 establishes a maximum Building Height of 28 feet from Existing Grade. The deck reaches a maximum height of 20 feet from Existing Grade, and the proposed additions are underneath the deck.
 - e. The proposal is otherwise compliant with LMC Chapter 15-2.13 because it does not include changes to Lot Size or Lot Width.

16. The proposal to amend Unit 1 complies with the Off-Street Parking Requirements outlined in LMC Chapter 15-3.
 - a. The proposed Unit 1 has 3,316 square feet of floor Area.
 - b. LMC § 15-3-6(A) establishes the minimum Parking Requirement for a Condominium over 2,000 square feet to be two Spaces.
 - c. Unit 1 already has a two-car Garage, so the proposed conversion of Limited Common Area to Private Ownership does not increase the Parking Requirement.
17. The proposal to amend Unit 1 complies with the Subdivision Procedures outlined in LMC Chapter 15-7.1.
 - a. Plat Amendments shall be reviewed according to LMC § 15-7.1-6 Final Subdivision Plat and approval requires (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.
 - b. There is Good Cause for this proposed Plat Amendment:
 - i. The Planning Commission shall make a finding as to Good Cause prior to approving a Plat Amendment. LMC § 15-15-1 defines Good Cause as “[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.”
 - ii. When the original plat for Arrowood Condominiums was approved in 1999, the City Council concluded “[t]here is good cause for the Record of Survey, as a significant portion of the property will remain unbuildable.” The proposed addition does not exceed the area disturbed by the existing deck, and most of the site remains undisturbed. Additionally, Units 2 and 3 within the same Condominium were granted similar expansions of private area under the deck. Therefore, staff finds Good Cause for the Plat Amendment.
 - c. No Public Street, Right-of-Way, or easement is vacated or amended.
 - i. The proposed Plat Amendment does not vacate or amend any Public Street, Right-of-Way, or easement.

18. The Development Review Committee reviewed the proposal on September 19, 2024, and requires Conditions of Approval.
 - a. The Summit County Surveyor requires recordation of amended Covenants, Conditions, & Restrictions (CC&Rs) to reflect the Plat Amendment concurrent with recordation of the amended plat (Condition of Approval 3).
19. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 12, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 12, 2025. The Park Record published courtesy notice on March 12, 2025.

Conclusions of Law:

1. There is Good Cause for this Condominium Plat Amendment as the addition does not exceed the area disturbed by the existing deck, most of the site remains undisturbed, and Units 2 and 3 were granted similar expansions of private area under the deck.
2. The Plat Amendment is Consistent with the Land Management Code, including Chapter 15-2.13, Residential Development (RD) District, and Chapter 15-3, Off- Street Parking Requirements.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer shall review and approve the final form and content of the Plat Amendment for compliance with State Law, the Land Management Code, and the Conditions of Approval prior to recordation of the Plat.
2. The Applicant shall record the Plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.

3. The Applicant must submit the draft Second Amended Declaration of Condominium for Arrowood at Deer Valley Condominiums for review by City Staff along with the Plat Amendment.

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

- C. **2364, 2370, 2374, 2378, 2382, 2420, 2424, 2426, 2428, 2430, and 2434 Gilt Edge Circle – Condominium Plat Amendment** – The Applicant is Proposing to Convert 855 Square Feet of Common Ownership to Limited Common Ownership and 819 Square Feet of Common Ownership to Private Ownership in the Recreation Development Zoning District. PL-24-06292.

Planner Ehlers presented the Staff Report and explained that the application is for a Condominium Plat Amendment. The proposed amendment consists of 11 units within the Queen Esther Village No. 1 Condominium, which is located in the Residential Development (RD) Zoning District. He shared an image that shows all of the units that would be impacted by this Plat Amendment. There are two types of units: Unit Type A and Unit Type B. Another image was shown to highlight the existing ground level of Unit Type A. He pointed out what was allowed for the existing patio. Over time, the patios have been built beyond what was allowed by the initial plat. On the right side of the image shown, it is possible to see what is proposed with the larger patio area. This would convert common area to limited common area in order to bring the patios into alignment with what exists. He shared a photograph of Unit Type A for additional clarity.

Unit Type B information was shared. Planner Ehlers explained that this unit type was created with cut outs underneath the upper level deck. Those are designated as common area, which means that under the Covenants, Conditions, and Restrictions (“CC&R”), it is not possible for the owner to utilize that area. The proposal is to convert the area under the deck into private space. Some background information was provided to the Commission. In 1981, the Queen Esther Village MPD was approved. In September 2024, the applicant filed for the Plat Amendment that is currently before the Commission.

All of the proposed conversions will be located outside of the setbacks and all of the buildings are below the allowed height. Planner Ehlers explained that there will be no increase in off-street parking and there is Good Cause for the amendment, as these reflect as-built conditions for Unit Type A. It will allow Unit Type B to use an unusable area without expanding the building footprint. Staff recommends the Commission consider the application, hold a public hearing, and consider approval of the amendment.

Commissioner Shand believes the Unit Type A floor plans are looking to extend their patio. Planner Ehler explained that what is shown on the right side of the image matches what is built or is intended to be built. The Unit Type B floor plans will capture the space

underneath the deck as private ownership. Commissioner Suesser had a question about the use of the term-limited common area for the Unit Type A patios. Planner Ehlers explained that when the Queen Esther Plat was originally approved and recorded, the units were allowed 8x12 patios as limited common area. Over time, patios have become larger than allowed. The proposal is to convert the larger space from common to limited common area. The originally approved patio was considered limited common area.

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

MOTION: Commissioner Johnson moved to APPROVE the Queen Esther Village No. 1 Units 11, 12, 14, 15, 18, 19, 20, 21, 22, 23, and 24 Amended Condominium Plat Amendment, located at 2364, 2370, 2374, 2378, 2382, 2420, 2424, 2426, 2426, 2430, and 2434 Gilt Edge Circle, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. Queen Esther Village No. 1 is in the Residential Development (RD) Zoning District.
2. Queen Esther Village No. 1 is governed by the Queen Esther Village Master Planned Development (MPD), which was first approved as a Planned Unit Development (PUD) by the Planning Commission on May 13, 1981.
3. On September 25, 2024, the Applicant applied for a Plat Amendment. The Applicant provided proof of the required two-thirds vote by the Homeowners Association (HOA) at the time of application.
4. On December 16, 2024, Planning Staff issued a complete application notice to the Applicant.
5. The proposed Plat Amendment consists of 11 Units within the Queen Esther Village No. 1 Condominium (Summit County Recorder Entry No. 182974).
6. The affected units consist of two types, A and B.
7. The Plat Amendment proposes changes to both unit types. Unit Type A includes Units A12, A19, A22, and A24. Unit Type B includes Units B11, B14, B15, B18, B20, B21, and B23.
8. Unit Type A:
 - a. As shown on the Current Plat includes a 96-square-foot patio designated as Limited Common.

- b. Although the Plat identifies this as the main floor for both Units A and B, only the patios for Unit A Types are impacted by this Plat Amendment. Over the years, patios constructed for Unit A Types have been larger than what is allowed by the Plat.
 - c. The Applicant requests to convert the Common Area around the patio to create an approximately 171-square-foot Limited Common patio for the participating units.
- 9. Unit Type B:
 - a. Unit B Types were constructed with a storage area platted as Private Ownership with a Common Area opening located under the upper-level deck.
 - b. The Applicant proposes to convert the 117 square feet of Common Area under the upper-level deck to Private Ownership.
- 10. The proposal to amend the Queen Esther Village No. 1 Plat complies with the requirements of the Residential Development Zoning District outlined in Land Management Code (LMC) Chapter 15-2.13:
 - a. LMC § 15-2.13-2(B)(2) establishes Multi-Unit Dwellings as Conditional Uses subject to an MPD. The Queen Esther Village MPD was approved on May 13, 1981.
 - b. LMC § 15-2.13-3(B) establishes a Front Setback of 20 feet. The unit closest to the Front Setback is Unit B23, over 43 feet from the Front Lot Line.
 - c. LMC § 15-2.13-3(D) establishes a Rear Setback of 15 feet. The closest affected unit, A18, is over 59 feet from the Rear Lot Line.
 - d. LMC § 15-2.13-3(F) establishes a Side Setback of 12 feet. The closest affected unit, B18, is over 15 feet from the western Side Lot Line.
 - e. LMC § 15-2.13-4 establishes a Building Height of 28 Feet from Existing Grade. As shown by the Boundary Survey, none of the buildings affected by this Plat Amendment exceed the allowed Building Height.
- 11. The proposal to amend the Queen Esther Village No. 1 Plat complies with the Off-Street Parking requirements outlined in Land Management Code Chapter 15-3.
 - a. LMC § 15-3-6(B) establishes a parking requirement of two spaces for a Multi-Unit Dwelling 2,000 square feet or larger. Each unit has a two-car Garage and a driveway located outside the Setbacks. There are also seven parking spaces for community guests.

12. The proposal to amend the Queen Esther Village No. 1 Plat complies with the Subdivision Procedures outlined in LMC Chapter 15-7.1.
 - a. Plat Amendments shall be reviewed according to LMC § 15-7.1-6, Final Subdivision Plat, and approval requires (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.
 - b. There is Good Cause for the proposed Plat Amendment:
 - i. The Planning Commission shall make a finding as to Good Cause prior to approving a Plat Amendment. LMC § 15-15-1 defines Good Cause as “[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.”
 - ii. Staff finds there is Good Cause for the Plat Amendment because:
 1. It corrects an existing non-conformity by reflecting as-built conditions for Unit Type A units.
 2. It allows unused area to become usable for property owners of Unit Type B units without expanding the building envelope.
 - c. No Public Street, Right-of-Way, or easement is vacated or amended.
13. The Development Review Committee reviewed the proposal on November 5, 2024, and requires Conditions of Approval.
 - a. The Summit County Surveyor requires recordation of amended Covenants, Conditions, & Restrictions (CC&Rs) to reflect the Plat Amendment concurrent with recordation of the amended plat (Condition of Approval 3).
14. Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on March 12, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 12, 2025. The Park Record published courtesy notice on March 12, 2025.

Conclusions of Law:

1. There is Good Cause for this Condominium Plat Amendment because it corrects an existing non-conformity by reflecting as-built conditions for Unit Type A. Good Cause exists for Unit Type B because it allows for an unused area to become used by the property owner without expanding the building envelope.
2. The Plat Amendment is consistent with the Land Management Code, including Chapter 15-2.13 Residential Development (RD) District, Chapter 15-3, Off-Street Parking Requirements, and Chapter 15-7 Subdivisions.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer shall review and approve the final form and content of the Plat Amendment for compliance with State law, the Land Management Code, and these Conditions of Approval, prior to recordation of the plat.
2. The Applicant shall record this Plat Amendment at the County within one year from the date of Planning Commission approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
3. The Applicant shall submit the "Eighth Amended and Restated Declaration of Condominium for Queen Esther Village Project 1, A Condominium Project" for review to the Planning Department. The "Eighth Amended and Restated Declaration of Condominium for Queen Esther Village Project 1, A Condominium Project" shall include:
 - a. A statement of purpose for the Plat Amendment,
 - b. A statement and date of the vote of two-thirds of Unit Owners in the affirmative to authorize the conversion of Common Area to Private Ownership Area,
 - c. An exhibit describing the boundary of the condominium project,
 - d. Parcel numbers for Units 1-26 of the Queen Esther condominiums,

- e. Updated ownership percentages.
- 4. Prior to any enclosure of Private Ownership Area, this amended plat must be recorded and a Building Permit must be submitted and issued by the Park City Building Department.

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

- D. 7815 Royal Street (The Chateaux Deer Valley) – Modification to Master Planned Development and Conditional Use Permit** – The Applicant Proposes to Construct a Porte Cochere on the Front Façade of The Chateaux along with a Drive Aisle, Van Parking, and Associated Landscaping Improvements in the Residential Development Zoning District and Sensitive Land Overlay. PL-24-06349.

Planner Ehlers presented the Staff Report and explained that the application is for a Modification to an MPD and CUP for property located at 7815 Royal Street. The applicant representatives introduced themselves as Chimso Onwuegbu and Greg Gendron.

Planner Ehlers reported that 7815 Royal Street is a major hotel that is more commonly known as The Chateaux. It is located in the Deer Valley area. The proposed location for the porte cochere was shown on a map. He shared renderings to illustrate the proposed porte cochere. There is a new pedestrian access, a drive aisle, and the porte cochere. On the other side is where the vans would park. The valet parking location was shown.

The Site Plan was reviewed and the proposed increase in landscaping was noted. Planner Ehlers pointed out the pedestrian walkway, porte cochere, drive aisle, van parking, and valet parking, as previously mentioned. When The Chateaux was originally proposed in 1996, there was a mention of a porte cochere and drop-off area. During the process, the applicant removed the proposed porte cochere. When the project was approved, it included Finding of Fact #6: "Off-street parking and the internal circulation system are adequate for the project and meet the requirements of the Land Management Code, Section 13. All vehicular circulation occurs within the parking structure on site."

Finding of Fact #6 is proposed to be amended with this application. Senior Planner, Alec Barton, added that the project would not involve any increase in density or off-street parking. The maximum height of the porte cochere would be 16.11 feet, which is well below the allowed height of 28 feet to 45 feet. A portion of the porte cochere extends up to 3 feet into the required 25-foot MPD perimeter setback. There is a provision in the code that the Planning Commission can reduce the front setback to be the equivalent of the zoning district front setback, which would be 20 feet in this instance. That requires the Planning Commission to find that it is necessary to provide desired architectural interest and variation. That is something that Staff would seek Commissioner input on.

The porte cochere is accessed by a drive aisle. Planner Barton shared an image that outlines the porte cochere in red and the drive aisle in yellow. In blue is the proposed temporary parking area for the valet service. Adjacent to the landscape buffer in the front is the temporary parking space for hotel vans. The project includes a modest increase in landscaped open space. Currently, the owners of the hotel and condominium units are using the garage. That will not change. Hotel vehicles will also continue to use the garage, as will employees. Planner Barton explained that the drive aisle and porte cochere are intended for rideshare vehicles, hotel guests using the valet service, and shuttle vehicles operated by other operators where the vehicles are too large to access the garage.

Staff is recommending a number of Conditions of Approval to help mitigate the impacts of the project. As previously mentioned, the initial application for this project focused on the pedestrian circulation element. To differentiate pedestrian spaces from vehicle spaces, there is a recommended Condition of Approval to use different styles or colors of pavers to delineate those areas. The applicant is also amenable to working with the engineering team to install an ADA-compliant pedestrian crosswalk in the vicinity of The Chateaux and a nearby bus stop across Royal Street. There are also conditions that would require the installation of signage to prohibit left turns out of the drive aisle onto Royal Street. This will help with circulation in the area. Additionally, there is a Condition of Approval that will prohibit vehicle idling within the porte cochere area.

Commissioner Johnson asked about the width of the structure. He sees the height and the roof pitch, but there is no overall width of the porte cochere listed. It was clarified that it is approximately 27 feet wide. He asked if it should be marked on the plans for clarification. Commissioner Suesser wanted to revisit the pedestrian circulation aspects of the project. She wondered if there is a public sidewalk that runs the perimeter of the project and wanted to know how this project will impact the pedestrian circulation. Planner Barton confirmed that there is a public sidewalk on both sides of Royal Street.

Commissioner Sigg referenced the roundabout at The Silver Lake Lodge. He wants to see an exhibit that shows the context of the new ingress in relation to the roundabout. He pointed out that a lot of people cross from The Chateaux to Silver Lake. Mr. Onwuegbu shared a map of the area and pointed out the existing bus stop. The plan is to work with Staff to look at a curb cut in the area with a painted sidewalk or accessible sidewalk across. This would ensure that there is avoidance of the roundabout because it would be possible to move from the transit stop above The Chateaux across the street. Mr. Onwuegbu explained that the idea of the porte cochere is to create a sense of entry.

Commissioner Suesser thanked Mr. Onwuegbu for sharing Google Earth images to provide additional context. She wants to understand what is being lost with the additions proposed. Mr. Onwuegbu shared the Existing Site Plan and pointed out the existing hardscape. There are a few small pieces that will be lost and other areas that will be

extended. Commissioner Suesser asked how wide the openings are to Royal Street. Mr. Onwuegbu reported that the existing curb cuts are between 18 and 20 feet wide. None of the curb cuts will be changed through this process, but what is there will be repurposed.

Commissioner Sigg asked if the encroachment into the setback is merely the overhang of the shed roof. This was confirmed. There are no structural elements or footings that will be in the setback. It is just a triangular piece of the roof to provide vehicle coverage.

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

Commissioner Johnson suggested an addition be made to Finding of Fact #22(B). Director Ward noted that there needs to be a modification to Condition of Approval #1. The reference to February needs to be changed to March. Before that sentence, there can be language to state: "The applicant shall update the plans reviewed March 26, 2025, by the Planning Commission, to show the dimensions of the porte cochere." The second reference to the date can be stricken. Commissioners expressed support for that.

Commissioner Johnson likes the update to the property and feels that it is intentional. Commissioner Van Dine appreciates the addition of the crosswalk so there is a focused way to filter into Royal Street. She believes this will be a positive update to the area.

Commissioner Frontero asked to further review the New Site Circulation exhibit. Mr. Onwuegbu explained that the pathway exists as part of the larger landscape. However, there will be a funnel created into the building as opposed to walking into a sea of pavers. Commissioner Frontero believes the pedestrian access is being shifted to the east. Mr. Onwuegbu clarified that it will focus on the access to the east rather than shift it entirely. Discussions were had about the location of the different colored pavers mentioned earlier.

Commissioner Suesser noted that a lot of new holding areas for vehicles are being added. She has noticed that the sidewalk that runs the perimeter is quite dilapidated. She asked if there are improvements to the sidewalk anticipated as part of this project. It might also be worth considering widening the sidewalk slightly to make it more pedestrian-friendly.

Mr. Onwuegbu clarified that the sidewalk is outside of the subject property. Nothing that happens outside of the property line has been considered in this process, but it is possible to have discussions about what might make sense there. Commissioner Suesser asked to see a photograph of the existing sidewalks. She would like improvements to the sidewalks to be a Condition of Approval, as the sidewalks are narrow and dilapidated. She feels the sidewalks should be improved and this is a good time to do so. Commissioner Frontero could support sidewalk improvements as a condition. He is not sure that widening the sidewalks is the responsibility of the applicant, but improvements could be beneficial. The application is set up to improve vehicular movement through the

property, which is commendable. That being said, he has some concerns about the pedestrian pathways through this area. Sidewalk improvements would give him some comfort that the pedestrians are not being lost in this proposal.

Commissioner Frontero noted that the 1996 report cited a concern with pedestrian circulation, which came from the Planning Commission and City Council. In response, the applicant made changes and revised the entrance by removing the porte cochere that was originally designed. All these years later, the porte cochere is now proposed again. The reason there was hesitation about it back then was because there was a belief that removing the porte cochere would improve pedestrian access. Since the latest request is to add in the porte cochere, he wants to make sure pedestrians are considered. The suggestion from Commissioner Suesser to improve the sidewalk would provide comfort and let him know that pedestrians are being looked after in this design.

Mr. Gendron stated that he has been a resident in Park City since 1997 and has been on-site at The Chateaux for the last 20 years. He clarified that there is no intention to change something from 1996 without good reason. Over the last 20 years, there has been a clear change in behavior, specifically the popularity of rideshare programs. The intention is to solve a mounting problem. The guest behavior has changed over the years both in terms of vehicular use and pedestrian use. The enhancements, as outlined, will provide improved health and safety. The funneling of guests will also be beneficial. There is a desire to be a good partner and to beautify the area. While there is a willingness to look into the sidewalks, he suggested determining when the sidewalks were last worked on.

Mr. Gendron noted that part of the issue is that vehicles are constantly pulling up on the curbs and sidewalks because there is nowhere for them to go. That is causing some of the sidewalk damage. Creating a place for those vehicles will actually prolong the life of those sidewalks and will keep them in better shape moving forward. It was noted that certain sections of the sidewalk have been improved in the last few years.

Commissioner Sigg asked if the property operates a porte cochere in the garage check-in area, where vehicles enter the garage, pull in, and check-in. Mr. Onwuegbu confirmed this, but it is not used as much, because the guest behavior has shifted to the outside. This is a result of the rideshares that are dropping guests off in the area. Commissioner Sigg does not recall seeing any directional signage to indicate that there is a check-in location there. Mr. Onwuegbu reported that there has been a focus on signage over the last several years to clearly define where guests should enter the property. There tend to be issues with people who have not been to the property before. Those visitors are often dropped off out front. He believes the proposal will address that confusion.

Commissioner Shand likes what has been proposed. It is interesting to see how a property can evolve over time. 20 years ago, there likely was not a need for a porte cochere, because everything was funneled towards the underground parking. However, the evolution of rideshare services means that changes must be made. As far as the

pedestrian access, it is currently a free for all. He sees this as bringing more order. He likes the idea of clearly marking a crosswalk from the bus stop area over to The Chateaux. He understands some of the concerns but believes this is something that has evolved over the years. Commissioner Johnson likes that a proactive approach is being taken.

Commissioner Suesser agrees that there is a need for a drop-off and pick up area, particularly for rideshare vehicles. However, she noted that the shuttles will continue to pick up guests in the underground garage. There are a lot of vehicles in this proposal, which she believes will detract from the pedestrian experience. She does not believe there is currently a valet in place. As a result, the proposal seems to be excessive. Commissioner Suesser likes the idea of the crosswalk and providing clear indications about how to enter and circulate around The Chateaux, but finds the proposal to be excessive in terms of vehicles. There were no additional comments shared.

MOTION: Commissioner Van Dine moved to APPROVE the modification to a Master Planned Development and Conditional Use Permit for 7815 Royal Street (The Chateaux Deer Valley), according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended:

Findings of Fact:

1. The property is in the Residential Development (RD) Zoning District, Sensitive Land Overlay (SLO), and Deer Valley Master Planned Development (MPD).
2. The property is subject to The Chateaux MPD.
3. The property is part of The Chateaux at Silver Lakes Condominium Amended Plat (Summit County Recorder Entry No. 552115).
4. The Applicant proposes a modification to the 1997 approval of The Chateaux Master Planned Development (MPD) and Conditional Use Permit (CUP) to allow for a porte cochere with a drive aisle, van parking, and associated landscaping improvements.
5. According to the Applicant, the porte cochere is proposed to improve circulation, "The current combination of lack of clarity of destination, rideshare unwillingness to enter a paid parking garage, and circling cars already causes congestion and backups which the porte cochere will help eliminate".
6. The Applicant will also install an ADA-compliant pedestrian crosswalk in the general vicinity of the Royal Street Transit Stop with the approval of the City Engineering Department (Condition of Approval 14).

7. The front entrance of The Chateaux is currently for pedestrians only.
8. The Applicant proposes to modify the front entrance, shifting the pedestrian access to the east, and creating a pull-through under a new porte cochere for vehicle drop-off and pickup. The Applicant also proposes a spot for a van to park, and a small pull-off for valet service to the parking structure.
9. On August 21, 1996, the Planning Department received an application for an MPD and Conditional Use Permit (CUP) for a Condominium Hotel, The Chateaux, at 7815 Royal Street.
10. The Planning Commission held public hearings for the MPD and CUP on December 4, 1996; January 22, 1997; February 12, 1997; and March 12, 1997.
11. The original submittal for The Chateaux included a porte cochere at the front of the building for short-term drop-off and pickup. No surface parking was proposed; all parking was to be contained in the underground parking structure.
12. In the December 4, 1996, Staff Report, Planning Staff outlined concerns with the vehicle circulation proposed for the project. In particular, the report noted the project did not do enough to encourage pedestrian circulation in the Silver Lake community.
13. Although the porte cochere was not discussed during the December 4, 1996, meeting, the Commission encouraged the Applicant to make the development more pedestrian-friendly.
14. The January 22, 1997, Staff Report stated that, among the changes that had been made since the last meeting, the Applicant had "revised the entrance by removing the Porte Cochere." Minutes from the January 22, 1997, Commission meeting state "[t]he most notable change was the elimination of the porte cochere in front so that routing for vehicles would be into the underground parking garage."
15. The reasons for the removal of the porte cochere and the routing of all vehicular circulation to the parking structure were once again stated in the February 12, 1997, Staff Report and Minutes.
16. On March 12, 1997, the Planning Commission approved The Chateaux MPD, including Finding of Fact 6: "Off-street parking and the internal circulation system are adequate for the project and meet the requirements

of the Land Management Code, Section 13. All vehicular circulation occurs within the parking structure on site.”

17. In the 28 years since The Chateaux MPD was approved, the surrounding Silver Lake area has been built out. Although most of the neighboring structures predate The Chateaux, several have been redeveloped or expanded since The Chateaux, including the Stein Eriksen Lodge in 1999 and 2010, Royal Plaza in 2002, and Goldener Hirsch in 2017.
18. Although many properties in the Silver Lake community feature amenities designed to enhance the pedestrian experience, including plazas, seating areas, and landscaped buffers, conditions on Royal Street are less desirable, with no designated crossing areas and no landscaping between the sidewalk and street. The proliferation of ridesharing companies beginning in the 2010s has changed the way many visitors arrive at Silver Lake, increasing the number of drop-offs and pickups on Royal Street and further degrading the pedestrian experience.
19. On November 19, 2024, the Applicant applied to modify The Chateaux MPD to amend Finding of Fact 6 to allow for the construction of a porte cochere on the front façade of The Chateaux along with a drive aisle, van parking, and associated landscaping improvements. Finding of Fact 26.f.ii outlines the Applicant’s stated purpose for the proposed project, which is to improve pedestrian safety by shifting rideshare drop-offs and pickups from Royal Street to the Site.
20. LMC § 15-6-4(K)(2) states “Substantive modifications include but are not limited to a change to a Finding of Fact or Condition of Approval...” among other things. The Applicant agreed that the modification is substantive and requires Planning Commission review and Final Action.
21. On February 5, 2025, the Planning Department issued a complete application notice to the Applicant.
22. Land Management Code (LMC) § 15-2.13-2(B)(2) and § 15-2.13-2(B)(14) establish that Multi-Unit Dwellings and Major Hotels are Conditional Uses within the RD Zoning District, subject to an MPD. These uses were approved as part of the 1997 MPD.
 - a. While LMC § 15-2.13-3(B) establishes a Front Setback of 20 feet for the RD Zoning District, The Chateaux MPD establishes a 25-foot perimeter Setback and supersedes the RD Zoning District. See Finding of Fact 26.b for additional analysis of Setbacks.

- b. The porte cochere is a maximum of 16 feet 11 inches in height above Existing Grade, which is below the range of 28-45 feet in height allowed for The Chateaux by the Deer Valley MPD.
- 23. The Chateaux is in the SLO Zoning Overlay. Exterior changes to the existing building are limited to the ground level of the already disturbed site. 7815 Royal Street is not visible from any of the Vantage Points codified in LMC § 15-2.21-3(A)(6).
 - 24. No increases in density are proposed. Rather, the proposed porte cochere is an Accessory Use intended to aid in the circulation of vehicles through the project site and does not increase parking demand for the site.
 - 25. The Applicant proposes to use a portion of the Front Setback adjacent to the drive aisle for van and shuttle parking. LMC § 15-3-3(D)(5) states “unenclosed Parking Areas shall generally include landscaping on all perimeter Property Lines...Landscaped Areas shall generally not be less than five feet (5') wide.” The Applicant proposes a landscaped buffer adjacent to the van parking area that is approximately five feet wide.
 - 26. The proposal to amend The Chateaux Master Planned Development complies with the Master Planned Development regulations outlined in Land Management Code Chapter 15-6. Relevant criteria are provided below:
 - a. The project does not increase the Density of the MPD Site.
 - i. The project involves the construction of a porte cochere and associated infrastructure at the front of the MPD Site. The Density of the Site will not change.
 - b. The Planning Commission may reduce the required 25-foot perimeter Setback to provide desired architectural interest and variation.
 - i. For parcels greater than two acres, the minimum Setback around the exterior boundary of a project is 25 feet. A portion of the porte cochere roof extends up to three feet into the 25-foot MPD Perimeter Setback.
 - ii. LMC § 15-6-5(C)(1) states the Planning Commission may decrease the required perimeter Setback from 25 feet to the zone-required Setback if it is necessary to provide desired architectural interest and variation. The zone-required Front Setback in the RD Zoning District is 20 feet. The porte cochere extends to within 22 feet of the front property line, meaning it meets the RD Zoning District Front Setback.

- c. The project increases the amount of landscaped Open Space at the Site.
 - i. The project includes reconfiguration of landscaped Open Space, primarily within the Front Setback. The addition of new landscaped areas more than replaces what will be lost through construction of the drive aisle and porte cochere. Landscaped Open Space will increase to 1,604 square feet from 1,435 square feet, an increase of 12 percent.
 - ii. The Applicant's Partial Landscape Plan indicates landscaped Open Space areas will be planted with a variety of trees (alpine currant, aspen, bigtooth maple), shrubs (black chokecherry, common lilac, rose glow barberry), ornamental grasses, and perennials from the approved list in MCPC Section 14-1-5(D). The project includes the removal of an evergreen tree in the front landscaped area. Condition of Approval 3 requires the Applicant to replace the removed Significant Vegetation according to the submitted Partial Landscape Plan.
- d. The project does not involve changes to the location, amount, or configuration of off-Street parking.
 - i. No parking is permitted on either side of Royal Street adjacent to The Chateaux. The amount, location, and configuration of off-Street parking will not change with this project. Refer to Findings of Fact 24 and 25 for analysis of off-Street parking requirements.
- e. The project does not exceed the maximum Building Height permitted in the Deer Valley Twelfth Amended MPD.
 - i. The Deer Valley MPD permits maximum heights of 28 to 45 feet from Existing Grade for The Chateaux. The porte cochere reaches a maximum height of 16 feet 11 inches from Existing Grade. The project complies with the Building Height standards for the Deer Valley MPD.
 - f. The Planning Commission determined the project has been designed to fit the Site, not the Site modified to fit the project.
 - i. LMC § 15-6-5(G)(5) states "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 Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way."
 - ii. The Applicant's Narrative notes that existing conditions with drop-offs on Royal Street create "an unsafe environment" for pedestrians. The proposal is intended to isolate pedestrian traffic from vehicles and improve wayfinding for pedestrians

- crossing the street. Within the project area, staff recommends Condition of Approval 7 requiring the use of different colors or styles of pavers to differentiate between areas for pedestrians and areas for vehicles.
- iii. LMC § 15-6-5(G)(8) states an MPD “shall include transportation amenities including drop-off Areas for van and shuttle service.”
 - iv. The parking garage is intended to serve as the drop-off Area for guests of The Chateaux. However, as noted in the Applicant’s Narrative, the original approvals for The Chateaux predate rideshare services, which have increased the number of drop-offs on Royal Street. According to the Applicant, “The current combination of lack of clarity of destination, rideshare unwillingness to enter a paid parking garage, and circling cars already causes congestion and backups which the porte cochere will help eliminate.”
 - v. While shuttles operated by The Chateaux will continue to use the garage for drop-offs and pickups, the proposal includes a van parking area in front of The Chateaux for oversized vehicles used by other operators that cannot fit in the garage.
 - g. The project does not require any changes to the Site’s Housing Mitigation Plan.
 - i. The Small Scale MPD for The Chateaux permitted 78 condominium units totaling 65 unit equivalents. Density for The Chateaux is informed by the Deer Valley MPD. No changes in density are proposed. Therefore, the project does not require changes to the Housing Mitigation Plan.
 - h. No known Physical Mine Hazards exist on the Property.
 - i. The porte cochere is proposed to be installed over an already disturbed area.
 - i. The property is not within the Park City Soils Ordinance Boundary.
 - j. The project was analyzed for consistency with the General Plan.
 - i. The General Plan states that future improvements in the Upper Deer Valley area “should focus on a comfortable visitor experience and support the resort economy” (General Plan, p. 251). The project supports this goal by improving the drop-off and pickup experience for guests and increasing pedestrian safety.
 - k. The property does not include any Historic Sites or Structures.
 - i. No structures at 7815 Royal Street are included on Park City’s Historic Sites Inventory.
 - l. The project complies with relevant sections of the Land Management Code.

- i. Refer to Finding of Fact 22 for analysis of the project's compliance with RD Zoning District regulations.
 - ii. Refer to Finding of Fact 23 for analysis of the project's compliance with SLO regulations.
 - iii. Refer to Findings of Fact 24 and 25 for analysis of the project's compliance with off-Street Parking requirements.
 - m. The project proposes design elements that match or are compatible with existing materials.
 - i. The Applicant indicates the porte cochere will be constructed with stone and timber to match the existing façade of The Chateaux (see Condition of Approval 4).
27. The proposal to amend The Chateaux Master Planned Development, as conditioned, complies with the Conditional Use Permit criteria outlined in Land Management Section 15-1-10(E).
- a. Size and location of the Site:
 - i. 7815 Royal Street is a 3.27-acre Lot in the RD Zoning District and Silver Lake Neighborhood within the Deer Valley MPD. The proposed porte cochere is to relieve Royal Street congestion in the area, shifting the drop-off and pickup area for those arriving by rideshares from Royal Street to the site, to improve Royal Street circulation for adjacent properties.
 - b. Traffic considerations including capacity of the existing Streets in the Area:
 - i. No increases in traffic are proposed by the project. Rather, the project shifts drop-offs and pickups from Royal Street onto the property. The Applicant stated the purpose of the project is to relieve congestion created by rideshare drop-offs and pickups, the majority of which occur on Royal Street in front of The Chateaux. The Applicant's statement continues, "The current combination of lack of clarity of destination, rideshare unwillingness to enter a paid parking garage, and circling cars already causes congestion and backups which the porte cochere will help eliminate."
 - ii. According to the Applicant, on-site circulation will occur as shown in the table below:

Users of the Parking Garage	Users of the Drive Aisle and Porte Cochere
Hotel/condo unit owners	Rideshare vehicles
Hotel vehicles	Hotel guests with rental cars (valet)
Employees	Shuttle vehicles too large for the garage

- iii. The project does not involve changes to the internal circulation of the parking structure nor the addition of parking spaces in the parking structure.
- iv. The Applicant indicated the drive aisle, van parking area, and porte cochere could accommodate seven to nine vehicles at a time, reducing the number of vehicles on Royal Street. The Applicant also indicated that queuing onto Royal Street may be reduced by the project because vehicles using the ticket machine to access the parking garage would use the drive aisle and porte cochere instead, freeing up space for residents who access the garage more quickly.
- v. According to the Applicant, vehicles exiting the drive aisle will only be permitted to make a right turn onto Royal Street. Staff reviewed proposed traffic movements with the Engineering Team, who confirmed the proposed right turn-only exit is appropriate for this segment of Royal Street. Condition of Approval 10 requires the Applicant to install signage at the exit of the drive aisle indicating that left turns are prohibited.
- vi. The Applicant shall install an ADA-compliant pedestrian crosswalk in the general vicinity of the Royal Street transit stop with the approval of the City Engineering Department (Condition of Approval 14). This will allow for addressing an existing issue in the area, the lack of a nearby crosswalk to carry patrons of the Chateaux to the transit stop and Silver Lake Lodge.
- vii. It will also serve as an enhancement to the existing Pedestrian experience by providing a crosswalk for Chateaux patrons helping keep the Chateaux in general within the original pedestrian-oriented vision for the project despite the replacement of the original pedestrian plaza by the Porte Cochere and drive aisle.
- c. Utility capacity, including Storm Water run-off:
 - i. The Applicant proposes a heated drive aisle. Condition of Approval 5 requires the Applicant to retain Storm Water on site.
- d. Emergency vehicle Access:
 - i. Emergency vehicles will have access to the drive aisle via Royal Street. Park City Fire District requires the porte cochere to include a clearance sign noting the vertical distance between the ground and the bottom of the lowest portion of the porte cochere (Condition of Approval 6).
- e. Location and amount of off-Street parking:
 - i. No parking is permitted on either side of Royal Street adjacent to The Chateaux. The amount, location, and configuration of

off-Street parking will not change with this project. See Finding of Fact 24 & 25 for additional analysis of off-Street parking requirements.

- f. Internal vehicular and pedestrian circulation system:
 - i. The porte cochere, drive aisle, and van parking area will replace a plaza space primarily used for pedestrian circulation. Because this area receives a high volume of pedestrian crossings, Staff recommends Condition of Approval 7 requiring the use of different colors or styles of pavers to differentiate between areas for pedestrians and areas for vehicles.
- g. Fencing, Screening, and landscaping to separate the Use from adjoining Uses:
 - i. The drive aisle and porte cochere are screened by a landscaped buffer approximately 5 feet wide. The Applicant's Partial Landscape Plan (Attachment 1) indicates this landscaped area will be planted with ornamental grasses, approved perennials, and two aspen trees.
- h. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots:
 - i. The project does not involve expansion of the Building footprint, and the orientation and location of the Buildings on site will not change. The addition of a porte cochere will result in a minor change in appearance to the front façade.
- i. Usable Open Space:
 - i. Refer to Finding of Fact 26.c.
- j. Signs and lighting:
 - i. The project does not include signs. The Applicant proposes to install recessed downlights under the porte cochere and relocate some existing bollard lights in the reconfigured planters. Condition of Approval 8 requires all exterior lighting to comply with the City's outdoor lighting and dark sky requirements in LMC § 15-5-5(J).
- k. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing:
 - i. The Applicant indicates the porte cochere will be constructed with stone and timber to match the existing façade of The Chateaux (see Condition of Approval 4).
- l. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site:
 - i. The porte cochere will not produce noise, vibration, odors, steam, or other mechanical factors that could affect people and Property off-site. According to Municipal Code of Park City (MCPC) Chapter 9-10, vehicle engines are not permitted

to idle for more than one minute (Condition of Approval 11). During construction and operation of the project, the Applicant is required to abide by the City's idling regulations, as well as noise regulations in MCPC Chapter 6-3.

- m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas:
 - i. The project does not involve the relocation or addition of trash and recycling pickup Areas, which are already screened. The drive aisle and porte cochere are not intended for loading and unloading involving delivery and service vehicles. Deliveries will continue to occur in the designated delivery area on the east end of the building.
- n. Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities:
 - i. The property is common area maintained by The Chateaux at Silver Lake Condominium Association. The project does not change ownership or management of the property.
- o. Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site:
 - i. The property is not within the Park City Soils Ordinance Boundary and does not include Steep Slopes, historic mine waste or Physical Mine Hazards. The property is within the SLO Boundary. Refer to Finding of Fact 23 for analysis of environmentally sensitive lands.
- p. Reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding:
 - i. Refer to Finding of Fact 26.j.

28. The Development Review Committee (DRC) reviewed the proposal on December 3, 2024, and requires Conditions of Approval.

- a. The Engineering Team requires storm water to be retained on site (Condition of Approval 5) and an updated Site Plan showing an existing storm drain on Royal Street (Condition of Approval 9).
- b. The Park City Fire District requires the installation of a clearance sign noting the vertical distance between the ground and the lowest portion of the porte cochere (Condition of Approval 6).

29. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 12, 2025.
30. Staff mailed courtesy notice to property owners within 300 feet on March 12, 2025.
31. The Park Record published courtesy notice on March 12, 2025.

Conclusions of Law:

1. The proposed Modification to the MPD and CUP, as conditioned, complies with the requirements of the Land Management Code.
2. The proposed Modification to the MPD and CUP is compatible with surrounding structures in use, scale, mass, and circulation.
3. The proposed Modification to the CUP is compatible with the Deer Valley and The Chateaux MPDs.
4. The differences in use or scale of the Modification to the MPD and CUP to allow a porte cochere on the front façade of The Chateaux along with a drive aisle, hotel van parking, and associated landscaping improvements have been mitigated through careful planning and Conditions of Approval.

Conditions of Approval:

1. The applicant shall update the plans reviewed March 26, 2025, by the Planning Commission, to show the dimensions of the porte cochere. Final building plans and construction details shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed by the Planning Commission and attached to this Final Action Letter as Attachment 1, except as conditioned herein.
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 applicable standards by the Planning Director prior to construction.
3. The project includes the removal of an evergreen tree in the front landscaped area. The Applicant shall replace the removed Significant Vegetation according to the submitted Partial Landscape Plan.

4. The porte cochere shall be constructed with materials to match the existing façade of The Chateaux.
5. The Applicant shall obtain Engineering Department approval for drainage and storm water management plans prior to issuance of a Building Permit. Drainage and storm water management shall comply with Municipal Code of Park City Chapter 13-5, *Regulation and Enforcement of Storm Water Discharges Associated with Post-Construction Activities*.
6. The porte cochere shall include a clearance sign noting the vertical distance between the ground and the bottom of the lowest portion of the porte cochere, including any lights or decorative fixtures.
7. The Applicant shall use different colors or styles of pavers to differentiate between areas for pedestrians and areas for vehicles.
8. All exterior lighting shall comply with the City's outdoor lighting and dark sky requirements in LMC § 15-5-5(J).
9. Prior to submittal for a Building Permit, the Applicant shall update the Site Plan to show the existing storm drain in front of The Chateaux on Royal Street.
10. The Applicant shall install signage at the exit of the drive aisle indicating that left turns onto Royal Street are prohibited.
11. Within the porte cochere, drive aisle, and van parking area, vehicles engines shall not idle for more than one minute (see Municipal Code of Park City Chapter 9-10).
12. The Applicant shall obtain a Building Permit prior to commencement of any work for the approved project.
13. The Applicant shall obtain a Building Permit within one year of project approval, or the approval is void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Commission.
14. The Applicant shall install an ADA-compliant pedestrian crosswalk in the general vicinity of the Royal Street transit stop with the approval of the City Engineering Department.

The motion was seconded by Commissioner Shand. Vote on Motion: Commissioner Van Dine-Aye; Commissioner Johnson-Aye; Commissioner Shand-Aye; Commissioner Sigg-

Aye; Commissioner Frontero-Nay; Commissioner Suesser-Nay. The motion passed with a vote of 4-to-2.

The Commission took a short break before hearing the next agenda item.

- E. 1800 Park Avenue – Park and Kearns Master Planned Development –**
The Applicant Proposes Redevelopment of the Site with 170 Hotel/Condo Units, 60 Affordable Units, 6,893 Square Feet of Restaurant/Bar uses, 4,679 Square Feet of Office Space, 1,354 Square-Foot Coffee Shop, and Approximately 70,000 Square Feet of Accessory Use Exceptions in the General Commercial Zoning District and Frontage Protection Overlay Zone. CUP PL-22-05475, MPD PL-22-05476, Subdivision PL-24-06238.

Planner Barton presented the Staff Report and explained that the application is for the Park and Kearns MPD. The subject property is located at 1800 Park Avenue. He shared some background information and explained that the Planning Commission last reviewed this item at a meeting on October 23, 2024. At that meeting, the majority of the Commission found that the project did not meet the requirements for a building height exception. The project was continued to a date uncertain. In February 2025, the applicant requested Final Action on the same plans that were reviewed in October 2024. The plans were dated October 9, 2024, and are included as Attachment 1 to Exhibit A in the Staff Report. The Draft Final Action Letter ratifies the Commission determination from that meeting. Planner Barton reviewed some of the options available to the Commission:

- Option 1:
 - The Commission may open a public hearing and deny the project based on the Draft Final Action Letter that ratifies the October 23, 2024 determination.
- Option 2:
 - The Commission may consider directing Staff to draft a Final Action Letter to conditionally approve the project. In this scenario, the Final Action Letter would include detailed Conditions of Approval outlining the required modifications to the project to comply with the LMC, including:
 - Building height;
 - Parking and access;
 - Requested parking reduction;
 - Housing Mitigation Plan;
 - Traffic analysis.
- Option 3:
 - The applicant may withdraw the request for Final Action and the Planning Commission may direct Staff to frame an issues list based on prior Staff Reports and reschedule a hearing to review the updated plans and Conditions of Approval. The issues list could include the following:
 - Height;
 - Setbacks;

- Parking;
- Traffic mitigation;
- Affordable housing.

The applicant representative, Justin Keys, introduced himself to the Commission. He is joined by Craig Elliott from Elliott Workgroup and others on the applicant team. Mr. Keys appreciates the work that Staff has done. The plans that have been brought forward are largely the same plans that were reviewed last time, but there were some modifications made to address issues that were raised. He shared a series of presentation slides and explained that these slides respond to the items that were mentioned in the Staff Report.

Mr. Keys discussed affordable housing. He acknowledged that the housing team was right and there was not adequate affordable housing, but it has always been the intention to meet the requirement. Mr. Elliott shared the first-floor plan of the submitted project. To the right, there is a dashed line around a portion of Building Block D. There are four units located in that block that are proposed to be assigned as affordable housing. He pointed out three units (679 square feet, 699 square feet, and 678 square feet) that would be one-bedroom units. There would be a large studio unit on the end. Those units would have direct access to the sidewalk and have an entrance off of the east side of the property.

Mr. Elliott shared calculations with the Commission and pointed out the affordable housing component. There are 64 total units shown and at 900 square feet, that is 29.76 Affordable Unit Equivalents ("AUE"). In conflict with the Staff was the calculation used for spa and fitness, breakout rooms, meeting hall, and coffee shop. Those numbers have been adjusted so it is possible for the Commission to see the difference. It comes out as a requirement for 29.74 AUEs. There are 29.76 AUEs proposed through this project.

Mr. Elliott shared images of the other floors and pointed out the black dashed lines. It is possible to modify the highlighted units to create 10 one-bedroom units that are 609 square feet. That would result in the same amount of square footage and the same AUE number. He reiterated that with the adjustment on the first floor in Building Block D, it is possible to meet the criteria outlined. Commissioner Johnson asked if the housing team had reviewed these updates. Mr. Elliott clarified that it could be submitted after the meeting.

Mr. Keys pointed out that consistent with the prior applications, this proposal has a mix of Area Median Income ("AMI"). The project is exceeding the base requirements of the most recent housing resolution and is a mix of 60% and 80% AMI. The next issue has to do with parking, specifically the Easement Agreement with neighboring properties. Every single adjoining neighbor has either spoken in favor of the project, as proposed or has written a letter expressing support. There is an awareness of how the site is proposed to be accessed. The agreement will not be executed until there is an approval in place. There is support for a Condition of Approval that states the agreement will be executed.

Another issue is that there is parking with no dedicated right-of-way. Mr. Elliott shared an image of the project area. The black oval areas identify the parallel parking that is proposed along the drive aisle of the existing parking lot. The Bonanza Park Small Area Plan identified that location as a road. He pointed it out in the Park City Forward plan. They looked at what a 50-foot right-of-way for a street might look like. The red hatched area on the presentation slide image represents that. Commissioner Johnson asked about the black dashed line. It was noted that this represents the property line.

There was a previous discussion about a Shared Parking Analysis. That has been presented and is included in the submitted information. There was a question about whether or not an independent Traffic Engineer conducted a parking analysis. That is also in the submitted materials. Their calculations show significantly less parking demand than what is proposed. That was in the last Meeting Materials Packet as well as the current one. Commissioner Johnson pointed out that every discussion about this project has been largely focused on height. He wanted to talk about the valet circulation and other elements of the proposal. He hopes that Option 3 will be considered.

Attorney Harrington noted that there needs to be clarity about what is before the Planning Commission. For instance, if there will be a vote based on the height determination made in October. If there is new information being presented to the Commission that has not been shared with the Staff, then the 45-day request for action can be withdrawn and this can be continued. Mr. Keys understands the frustration but pointed out that the traffic and parking information has been in the submitted materials for some time and is not new. The only modification that has been made was to the affordable housing section.

Director Ward noted that there were different numbers provided through the Traffic Impact Study and another request through the plan submittal for the parking reduction. Mr. Keys reiterated that both were provided previously. Hales Engineering provided a lower number than what they are seeking. There is a desire for this to be adequately parked.

Chair Hall does not want to get into a discussion on the nuanced issues of traffic and the different studies. Based on her understanding of the presentation and the Staff Report, the critical criteria have not been met with the height. It is confusing to have a discussion about these other elements when that is outstanding. She asked if part of the presentation will focus on changes to the height. Mr. Keys clarified that no modifications were made to the height. The presentation is in response to the representations made in the Staff Report. There is not a lot of the presentation left to share with the Commission.

Mr. Keys reported that a Traffic Study was provided. As mentioned in the Staff Report, there are failing intersections. He shared Table ES-1: Peak Hour Level of Service Results. There are failing intersections, but those are failing currently. Hales Engineering did not recommend any mitigation measures be taken other than multi-modal

approaches, because that has typically been the approach of Park City. There are multi-modal options presented in the plans, including bicycle parking and widened trails.

Mr. Keys stated that the project provides many community benefits. He pointed out that redevelopments are difficult. There is an existing structure that has to be taken off the market to then allow for a new structure. This project will provide a significant landscape buffer along Park and Kearns and will provide more transit and multi-modal-oriented development. It will also provide affordable housing where there is an affordable housing need. There is currently an operating hotel where there is no affordable housing for the employees. There will be 64 units of affordable housing provided through this project at a mix of 60% and 80% AMI, which is below what is required. A significant investment will be made into pedestrian and bicycle improvements to increase connectivity.

There will also be an estimated \$6 million worth of pathways that do not currently exist. In addition, some bicycle share locations will be provided and curb cuts, driveways, and access points adjacent to the roadway will be minimized. That will also decrease danger spots in this location. There is also a spot allocated for an Olympics monument. Over 40% of the property under the proposal will be dedicated open space with multiple outdoor gathering spaces. There will still be hotel meeting spaces that can be used by the public. Mr. Keys believes this is an excellent project and asked for Commission approval.

Chair Hall noted that it is unusual for a presentation to be based on information that was not included in the Staff Report. This is also an unusual situation because there was a vote conducted in October 2024. The critical issue at that time was not addressed in the latest presentation from the applicant team. She is a bit confused about the presentation but understood that the Final Action was requested to make it onto the agenda. It is surprising that the critical issue discussed over several meetings was not addressed.

Mr. Keys explained that after the last meeting, there were discussions with Staff. There was work done to see if there was anything that could address the comments related to height. As indicated during the October meeting, it is not possible to reduce any density. There is no way to recapture that density elsewhere on site without compromising the design. It is not possible to come down from the 45 feet. The request is for the 10-foot exception in certain locations. He believes the application meets the criteria of the code, but understands that this body may not feel that way. Chair Hall noted that there was a straw vote taken and the applicant walked out of the meeting. Rather than have a formal vote at that time, the decision was made to continue. Commissioner Johnson asked whether Option 3 is something that can be considered by the Planning Commission. Director Ward shared information about the record and the links in the Staff Report.

Chair Hall opened the public hearing.

Susan Daniero introduced herself as the President of the Park Avenue Condominium Association. She represents the owners of 132 units. Her zip code is 84060 and she is

a full-time resident. She urged the Commission to find a way to approve this application. Many are full-time residents who live in Park City full-time and work in the City. The project has an enormous community benefit for both residents and visitors. The developer seems to want to work with the City regarding a tunnel, which would be an enormous benefit. The affordable housing, walkability, and improvements are meaningful. Ms. Daniero reiterated her request that the Commission approve the application. The Board of Trustees feels strongly about this, as do many owners.

Mark Sletten stated that he is a 30-year resident of Park City. He has spoken on this issue several times in the past. He understands that the LMC as it currently exists has some limitations, but there are many community benefits added through this project, including affordable housing and parking. As for the height limit, he recalled a past comment from Bill Coleman. It was stated at that time that the reason the 35-foot height limitation was put in place was because the fire truck only had a ladder that was 35 feet tall. Things have changed since then and those changes should be taken into account. There is an opportunity to improve the area. He strongly suggested that the Planning Commission find a way to approve the application that has been submitted.

Alex Butwinski gave his zip code as 84060 and stated that he lives in Park Meadows. He submitted written comments to the Planning Commission and asked that those be taken into account. The infrastructure improvements proposed are significant. The developer has agreed to work with the City on the south entrance to the tunnel, which is meaningful. There will be a number of bicyclists and pedestrians who will be able to cross under Kearns and that will increase the safety in the area. He asked that this be considered.

Jason Glidden stated that he is the Executive Director of the Mountainlands Community Housing Trust. He echoed a lot of the comments shared by other members of the public. He stressed the importance of affordable housing. The City Council recently restated its goal, which is to house 15% of the workforce. 15% of that is 1,800 units. There are currently less than 700 units and there is not a lot of space to build more within the City limits. It is necessary to take advantage of every opportunity that arises so there can be more affordable housing. An opportunity might be lost if this project does not move forward. Mr. Glidden encouraged the Commission to continue working on this application.

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

Chair Hall referenced the options that were previously outlined by Planner Barton. She asked for feedback from the Commission about ratifying the October 23, 2024, determination with the Draft Final Action Letter. Alternatively, there could be another discussion about the other elements, but one criterion has not been met. Commissioner Johnson noted that he and Commissioner Shand were not previously opposed to the proposed height. That being said, at this time, there is not enough information to show that the application complies in the other areas. He is struggling with this item and asked about Option 3. It might be worth continuing down this path to see what happens.

Commissioner Suesser mentioned a comment made during the public hearing about the community benefit of the tunnel. It is her understanding that the tunnel is moving forward outside of this project. She knows that some of the entryway is in the first 30 feet of the Frontage Protection Zone ("FPZ") and a portion of the subject property. She asked if the underpass is dependent on the approval of this project. City Engineer, John Robertson, reported that direction was received to move forward with the tunnel design. A large portion of the current design goes into the subject property. There would need to be negotiations with the applicant. The current tunnel is not fully funded at this time. He has been given direction from the City Council to make some improvements and changes, so those need to be done before there can be a reevaluation of the cost. He cannot speak to the timing of when the tunnel would move forward. Mr. Keys clarified that there is a proposal to donate the ground. There is a donation component already on the table for the property that is needed to facilitate the tunnel.

Chair Hall referenced the meeting held in October, where there was an informal vote, but the agenda item was not concluded. She understands where Commissioner Johnson is coming from since he was supportive of the height exception. He wants to look forward in order to evaluate the other elements. Typically, there is not a revote on plans that have not changed, but she asked other Commissioners to weigh in. Commissioner Shand reiterated his thoughts from previous meetings. He tends to look at this holistically. If things remain as they are currently, then there is an old building, parking on four sides, a tough pedestrian crossing, no affordable housing, and narrow sidewalks. With a newer building, there is a chance to gain some underground parking, reduce surface parking, widen sidewalks, improve pedestrian access, and add affordable housing. There are some challenges, but he believes it makes sense to work with the developer. He would like to move forward and carve out a Final Action Letter that states there is not final approval until the Commission is comfortable with some of the outstanding issues. He would like to see this move ahead, as he believes it will be beneficial to the community.

Commissioner Frontero does not find a reason to change his previous opinion. At this point, he is prepared to ratify the Draft Final Action Letter to deny the application. Commissioner Sigg agrees with Commissioner Frontero. A decision was made on the height, but there appears to be no movement there. The Staff Report is not favorable towards approval either. One of the issues he finds troubling has to do with the rights-of-way. He does not feel able to support the current request from the applicant. Commissioner Suesser agreed with Commissioner Frontero and Commissioner Sigg. Commissioner Van Dine also agreed and noted that her position on the height has not changed. This project has some benefits, but the height is still an issue. Chair Hall noted that the majority of Commissioners want to ratify the vote from the October meeting.

Commissioner Johnson asked if the vote would be strictly on the height. Attorney Harrington explained that the letter is drafted to reflect the findings of the Commission on the October 23, 2024, Planning Commission Meeting. If the Commission feels there is

sufficient basis on the record to add additional findings, then it is within the prerogative of the Commission to do so. However, the other issues were not the focus of the October meeting. Chair Hall believes the Draft Final Action Letter captures the discussions had during that meeting. Commissioner Frontero had a question about appropriate motion language.

MOTION: Commissioner Frontero moved to DENY the Park and Kearns Master Planned Development (PL-22-05476), Conditional Use Permit (PL-22-05475), and Subdivision (PL-24-06238) because the proposed project does not comply with the Land Management Code requirements for building height exceptions, according to the following Findings of Fact and Conclusions of Law:

Findings of Fact:

1. 1800 Park Avenue contains the DoubleTree by Hilton Hotel (formerly “The Yarrow”) on a 4.47-acre metes-and-bounds parcel.
2. The existing 182-room hotel with restaurant and meeting room facilities was constructed in 1977.
3. The Applicant proposes redeveloping the site.
4. Land Management Code (LMC) Section 15-6-2 requires a Master Planned Development (MPD) application for projects with 20,000 square feet or more of residential uses and 10,000 square feet or more of commercial, retail, office, or mixed uses.
5. On December 8, 2022, the Applicant submitted an MPD application to redevelop the 4.47-acre site, proposing 170 market rate Nightly Rental condominium units and 60 affordable housing units (approximately 152,236 square feet), a 6,893-square-foot restaurant and bar, a 354-square-foot coffee shop, 6,469 square feet of office space, 4,679 square feet of retail space, and approximately 70,000 square feet of accessory uses including a lobby, meeting and breakout spaces, hallways and common areas, administrative offices, a spa/fitness center, storage and mechanical space, restrooms, and outdoor pool facilities (“the proposed project”).
6. LMC Section 15-6-5(G) requires MPDs to be designed in consideration of the characteristics of the site upon which it is proposed.
7. LMC Section 15-6-5(G) states that units within an MPD shall be clustered on the most developable and least visually sensitive portions of the site.

8. While not alone binding, LMC Section 15-6-5(N) requires the Planning Commission to review MPDs for consistency with the goals and objectives of the General Plan.
9. 1800 Park Avenue is in the Bonanza Park Neighborhood.
10. The 2014 General Plan states that “[d]ue to its location along both of the entry corridors to Park City, the Bonanza Park & Snow Creek Neighborhood is geographically tied to the Park City entry experience. The scenic views that are currently afforded to those entering the City are a defining characteristic of our town and should be preserved and enhanced” (General Plan, Neighborhoods 1, p. 163).
11. 1800 Park Avenue is in the Frontage Protection Zone (FPZ).
12. The 2014 General Plan advises that “[t]he FPZ helps to preserve scenic view corridors by providing a significant landscaped buffer between development and highway uses by restricting the location and height of structures in the zone...” (General Plan, Neighborhoods 1, p. 171).
13. LMC Section 15-2.20-1 states the purpose of the FPZ is in part to:
 - a. Preserve Park City’s scenic view corridors.
 - b. Preserve and enhance the rural resort character of Park City’s entry corridor.
 - c. Provide a significant landscaped buffer between development and highway uses.
14. LMC Section 15-2.20-4(A) prohibits structures within the first 30 feet of the FPZ.
15. LMC Section 15-2.20-4(B) requires a Conditional Use Permit (CUP) for structures within 30 feet to 100 feet of the FPZ.
16. 1800 Park Avenue is in the General Commercial Zoning District.
17. LMC Section 15-2.18-2(B)(4) requires a CUP for Multi-Unit Dwellings in the General Commercial Zoning District.
18. On December 8, 2022, the Applicant submitted a CUP application for the structures within the FPZ and Nightly Rental condominium units and affordable Multi-Unit Dwellings proposed within the project.

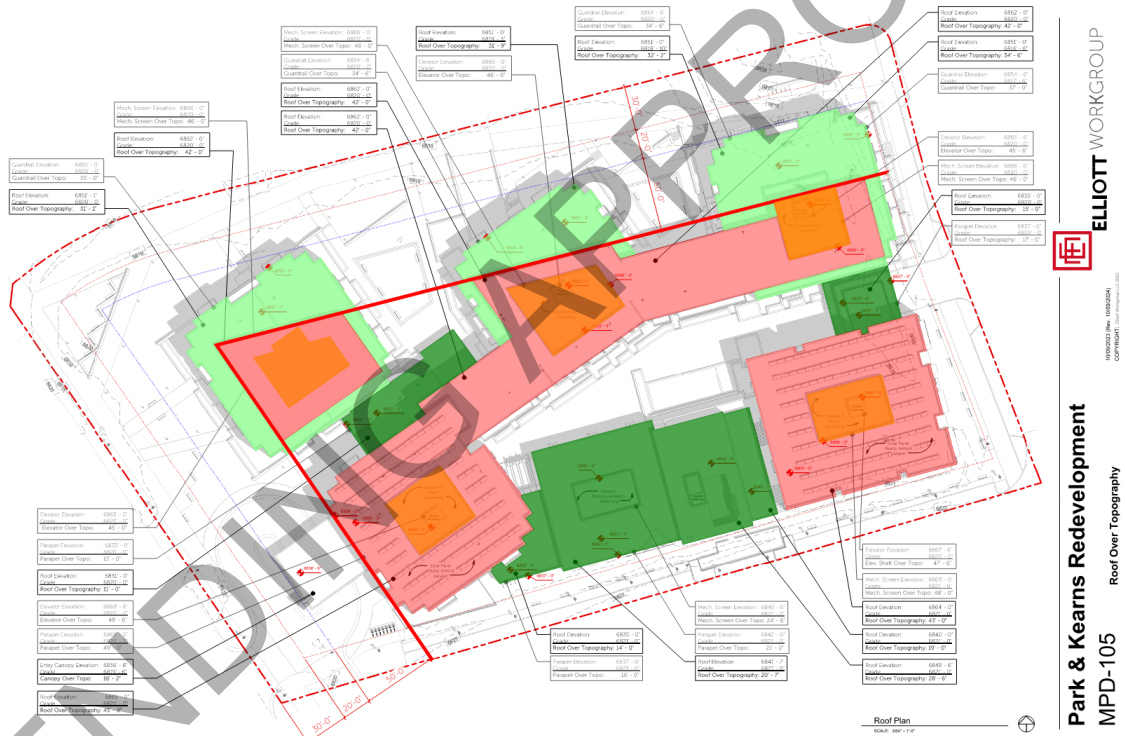
19. LMC Section 15-1-10(E)(8) requires the Planning Commission to consider whether the proposed CUP mitigates impacts of and addresses building mass, bulk, and orientation, and the location of buildings on the site, including the orientation to buildings on adjoining lots.
20. LMC Section 15-1-10(E)(11) requires the Planning Commission to consider whether the proposed CUP mitigates impacts of and addresses physical design and compatibility with the surrounding structures in mass, scale, style, design, and architectural detailing.
21. While not alone binding, LMC Section 15-1-10(E)(16) requires the Planning Commission to review CUPs for consistency with the goals and objectives of the General Plan.
22. LMC Section 15-2.18-4 states no structure in the General Commercial Zoning District shall be erected to a height greater than 35 feet from Existing Grade.
23. LMC Section 15-6-5(F) states building height requirements of the Zoning District in which an MPD is located shall apply, except that the Planning Commission may consider an increase in building height upon a site-specific analysis.
 - a. To request an exception to Zoning District building height, the Applicant must request a site-specific determination and shall bear the burden of proof to the Planning Commission that the necessary findings for an increase in building height can be made, according to the six criteria below. To grant building height in addition to that which is allowed in the underlying Zoning District, the Planning Commission must find the project meets all six criteria:
 - i. The increase in building height does not result in increased square footage or building volume over what would be allowed under the zone-required building height and density, including requirements for façade variation and design, but rather provides desired architectural variation, unless the increased square footage or building volume is from the Transfer of Development Credits.
 - ii. Buildings have been positioned to minimize visual impacts on adjacent structures. Potential problems on neighboring properties caused by shadows, loss of solar access, and loss of air circulation have been mitigated as determined by the site-specific analysis.
 - iii. There is adequate landscaping and buffering from adjacent properties and uses.

- iv. Increased setbacks and separations from adjacent projects are proposed.
 - v. The additional building height results in more than the minimum open space required and results in open space that is publicly accessible.
 - vi. The additional building height is designed in a manner that provides a transition in roof elements in compliance with LMC Chapter 15-5 *Architectural Review*.
24. Even if the Planning Commission finds the Applicant meets their burden of proof that the six criteria for a building height exception are met, the Planning Commission may consider an increase in building height above the allowed General Commercial Zoning District as an exception to the LMC. The Planning Commission is not required to approve an increase in building height.
25. The keystone of the project review is the Applicant's requested exception to the General Commercial Zoning District maximum building height of 35 feet above Existing Grade.
26. On October 9, 2023, the Applicant submitted project plans for review.
27. On December 22, 2023, the Applicant submitted revised project plans for review.
28. The Applicant's project plans dated October 9, 2023, proposed an exception to the General Commercial Zoning District maximum building height of 35 feet to construct buildings within the FPZ ranging between 49 and 60.5 feet in height.
29. On January 24, 2024, and February 28, 2024, the Planning Commission conducted work sessions on the project plans and expressed concerns, reaching consensus, regarding requested building height exceptions within the FPZ.
30. The Applicant's project plans dated June 10, 2024, proposed an exception to the General Commercial Zoning District maximum building height of 35 feet to construct buildings within the FPZ at 45 feet in height with an additional seven-foot height for parapets, elevator penthouses, and mechanical screening.
31. On June 26, 2024, the Planning Commission conducted a public hearing on the project plans. The Planning Commission continued to express

concerns, reaching consensus, regarding building height exceptions within the FPZ.

32. The Applicant's project plans dated July 12, 2024, proposed an exception to the General Commercial Zoning District maximum building height of 35 feet to construct buildings within the FPZ at 45 feet in height with an additional seven-foot height for parapets, elevator penthouses, and mechanical screening.
33. On August 7, 2024, the Applicant submitted a Request for Notice of Action and noted "[t]he Applicant is not seeking a speedy resolution through use of Utah Code § 10-9a-509.5(2). But it believes that its application is complete and is at a point where it is ready for a determination from the Planning Commission on the merits of its application" (Attachment 1).
34. On August 14, 2024, the Applicant submitted a subdivision application to create a 4.47-acre lot for the proposed project.
35. On August 28, 2024, the Planning Commission conducted a site visit, and the Applicant modeled elements of the requested building footprints and height.
36. On August 28, 2024, the Planning Commission indicated they would deny the Applicant's request for an exception to the 35-foot General Commercial Zoning District building height within the FPZ.
37. The Applicant's project plans dated September 3, 2024, were updated to shift requested building height exceptions outside of the FPZ.
38. At the September 11, 2024 and September 25, 2024 Planning Commission meetings, the Applicant presented revised plans that removed the excess building height outside of the FPZ. A majority of the Planning Commission expressed concerns that the Applicant's request to exceed the General Commercial Zoning District building height of 35 feet—with the exception of Building E (the building that includes affordable units)—still did not satisfy the criteria for a building height exception outlined in LMC Section 15-6-5(F). The Planning Commission requested updated project plans with increased publicly accessible open space, enhanced landscaping and buffering along the south and east perimeters of the site, improved architectural variation, and improved flow and circulation throughout the project.
39. The Applicant submitted revised project plans dated October 9, 2024 (Attachment 2).

40. The October 9, 2024 project plans propose building heights up to 45 feet above Existing Grade with mechanical equipment and elevator shafts up to 49 feet above Existing Grade.
41. The October 9, 2024 project plans also propose building heights under the allowed 35 feet. Figure 1: Applicant's Roof Over Topography submittal with staff highlights: red – requested building height exceptions; orange – requested rooftop mechanical equipment and elevator penthouse exceptions; light green – portions of the building up to ten feet under allowed building height, and dark green – portions of the project substantially below maximum building height.



42. On October 23, 2024, the Planning Commission conducted a public hearing on the revised project plans dated October 9, 2024.
 - a. A majority of the Planning Commission found that the October 9, 2024 project plans did not meet the requirements of LMC Section 15-6-5(G) and two of the six criteria for additional building height outlined in 15-6-5(F)(2), (F)(3), and (F)(4):
 - i. LMC Section 15-6-5(G) states that units within an MPD shall be clustered on the most developable and least visually

- sensitive portions of the site. The Applicant designed the site so that the south-facing buildings, the least visually impactful to the FPZ, are among the lowest buildings in the project.
- ii. Criteria 2: The buildings have not been positioned to minimize visual impacts on adjacent structures. Potential problems on neighboring properties caused by shadows, loss of solar access, and loss of air circulation have not been mitigated as determined by the site-specific analysis.
 - iii. Criteria 3: There is not adequate landscaping and buffering from adjacent properties and uses along the eastern and southern site perimeter.
 - iv. Criteria 4: The Applicant does not provide sufficient increased setbacks and separations from adjacent projects to justify an increase in building height.
43. The Planning Commission encouraged the Applicant to continue modifications as there were favorable elements proposed in the plans. The Planning Commission clarified the Commission was not asking for a reduction in density from the proposed plans but requested shifting the height exception and/or proposed volume to areas where height as proposed in the current plan was below the 35- foot General Commercial Zoning District building height (including dark green areas in Figure 1 above) or where the Commission previously identified as a more compatible location.
44. The Planning Commission continued the item to a date uncertain.
45. The Applicant did not submit revised plans before requesting Planning Commission Final Action.
46. On February 14, 2025, the Applicant requested the Planning Commission take Final Action within 45 days on the MPD (PL-22-05476 [Applicant's letter erroneously references PL-24-05476]), CUP (PL-22-05475), and Subdivision (PL-24-06238) pursuant to Utah Code Section 10-9a-509.5(2) (Attachment 3).
47. On February 20, 2025, Planning staff emailed the Applicant to confirm the Applicant requested Final Action based on the plan set dated October 9, 2024.
48. On February 25, 2025, the Applicant responded to the email and indicated they request Planning Commission Final Action on the October 9, 2024 plan set (Attachment 4).

49. Because the keystone matter of building height was not sufficiently addressed by the Applicant, the Planning Commission has not had an opportunity to comprehensively review the proposed project for compliance with the MPD, CUP, or subdivision criteria. Therefore, this Final Action Letter is limited to evaluation of the Applicant's requested exception to building height only as was voted on by the Planning Commission in the October 23, 2024 meeting. Over the past five months, the Applicant has not made modifications to the proposed building height. However, the "Additional Elements" discussion in the March 26, 2025 Staff Report pages 1-3 is incorporated herein.
50. Prior analysis of the plan set dated October 9, 2024 demonstrates compliance issues with "Additional Elements" including setbacks, parking, and affordable housing. No setback or parking reductions were evaluated nor granted by the Planning Commission, and no affordable housing recommendations were forwarded to the Housing Authority/City Council.

Conclusions of Law:

1. The Applicant does not comply with LMC Section 15-6-5(G)(1) because units are not clustered on the most developable and least visually sensitive portions of the site.
2. The Applicant did not meet their burden of proof to the Planning Commission that the necessary findings for an increase in building height can be made according to Criteria 2, Criteria 3, and Criteria 4 of LMC Section 15-6-5(F) *Master Planned Development Building Height*.

The motion was seconded by Commissioner Suesser. Vote on Motion: Commissioner Van Dine-Aye; Commissioner Johnson-Aye; Commissioner Shand-Nay; Commissioner Sigg-Aye; Commissioner Frontero-Aye; Commissioner Suesser-Aye. The motion passed with a vote of 5-to-1.

The Commission took a short break before hearing the next agenda item.

- F. 1120 Park Avenue – Conditional Use Permit –** The Applicant Requests Driveway Access off Sullivan Road for a Single-Family Dwelling in the Historic Residential - Medium Density Zoning District. PL-24-06309.

Chair Hall reminded Commissioners that a continuation has been requested for Item 5F.

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

MOTION: Commissioner Van Dine moved to CONTINUE the Conditional Use Permit for 1120 Park Avenue and the public hearing to a date uncertain. The motion was seconded by Commissioner Shand. The motion passed with the unanimous consent of the Commission.

G. Flagstaff Mountain Master Planned Development – The Applicant Proposes to Modify the Master Planned Development and Development Agreement for Flagstaff Mountain to Allow for Seven Residential Units. PL-25-06421.

Planner Barton presented the Staff Report and explained that the application is a proposed amendment to the Flagstaff Mountain Development Agreement. On January 16, 2025, the City Council authorized the Mayor to enter into a non-binding Letter of Intent authorizing Redus to pursue an amendment to the Development Agreement. The original Development Agreement dates back to 1999. The reason this is on the agenda is because modifications to the Development Agreement require the Planning Commission review, a public hearing, and a recommendation to the City Council for final action.

The applicant is seeking to develop seven additional units within the established RD Zoning District in the Empire Pass area. This would occur on two parcels. The R-5 Parcel is proposed to have a four-unit multi-unit dwelling and the Water Tank Parcel is proposed to have three lots with single-family dwellings. The R-5 Parcel is owned exclusively by Redus and portions of the Water Tank Parcel are currently owned by Redus and the City. Images of the R-5 Parcel and Water Tank Parcel were shared.

Planner Barton posed the following question to the Planning Commission:

- Does the Planning Commission recommend that the City Council consider amending the Development Agreement to allow seven additional units within the established Residential Development Zoning District?

It was clarified that the Planning Commission is not looking at subdivision applications or CUPs. Those will potentially come in the future if the Council approves an amendment to the Development Agreement and if applications are submitted for those developments.

Staff is recommending that the Planning Commission forward a positive recommendation to the City Council. The recommendation comes with Conditions of Approval. Since increasing density requires compliance with the Affordable Housing Resolution, there is a recommended Condition of Approval that would require Redus or successors in title to pay an in-lieu affordable housing fee associated with the development of these units.

- Upon execution of the amended Development Agreement, Redus or its successors-in-title must pay an in-lieu affordable housing fee in an amount required by Resolution No. 05-2021 Affordable Housing Guidelines.

The proposal also presents an opportunity to address gaps in the Historic Preservation Plan for Flagstaff and the 2020 Memorandum of Understanding regarding preservation priorities between the City and the Empire Pass Master Owners Association (“EPMOA”). There are conditions associated with historic preservation, which include the following:

- The Applicant agrees to an open space maintenance transfer fee and additional historic preservation funds through an amendment to the March 16, 2020, Historic Preservation Memorandum of Understanding where EPMOA and Redus would allow EPMOA to retain funds to spend on City-approved historic preservation projects;
- The Applicant transfers ownership of historic mining structures, including the Judge Tunnel/Alliance Mine Complex (Judge Mining and Smelting Office, Caretaker’s Cabin, Change Room/Timber Saw, Power House).

The applicant representative, Wade Budge, introduced himself to the Commission. It was noted that Douglas Ogilvy is also present. Mr. Budge reiterated that no input is being sought out on a CUP or Subdivision Plat, as those would be applications made in the future if the amendment was approved. Redus Park City has been in the community for approximately 10 years. There is an opportunity to obtain a number of parcels that have high value as conservation parcels. He shared a map of the Redus – Exchange Parcels.

Mr. Ogilvy explained that as part of this Development Agreement, there is a proposal to transfer over 300 acres of land to the City along with some water rights and other benefits. The areas on the map that are outlined in blue are lands that would be transferred to the City. The three areas outlined in red have some environmental constraints, which the City might be less interested in owning. The green parcels would come back to Redus.

Mr. Ogilvy further reviewed the areas highlighted on the map. He zoomed in and pointed out the Water Tank Parcel. On the bottom right, there is an area in green, which is a reverter parcel. Under the terms of the original dedication to the City, if the City did not build a fire station on it by a date certain, it would come back to United Park City Mines. That parcel comes back to Redus in approximately two years. The Development Agreement asks to accelerate that parcel coming back. As part of the plat application to develop the three single-family home sites, there is a request for the land identified in yellow. That will essentially become the driveway into the three home sites. At the end of the day, the City would retain ownership of the water tank and would acquire ownership of the trailhead parking that is being built below. Redus would have three single-family lots. He pointed out the Empire Trailhead parking lot on a map of the area.

Mr. Budge shared a summary of what would be conveyed. He reported that it is over 300 acres. There are rights in the Spiro Tunnel that would be conveyed, which are valuable because they are useful for snowmaking. There would also be some cleanup done through this process as well. Within 60 days of the City Council approving an amendment,

two subdivision applications will be brought forward: one for the R-5 Parcel and the other for the Water Tank Parcel. Access and other details will be discussed at that time.

Mr. Budge highlighted the benefits that are in the proposed Development Agreement amendment. At the January meeting with the City Council, where the Letter of Intent was authorized, there were members of the public who spoke in favor of the amendment because of the advantages of the Alliance Mine Complex. The Draft Development Agreement is included in the Meeting Materials Packet. In that, there is a commitment on the part of Redus and the EPMOA to fund \$200,000 upfront, which will be matched by the City, to go towards those purposes. There is also a reinvestment fee covenant that will be recorded against the seven parcels. The intent is to give land to the City, but to also make sure that as properties are transferred, there will be some revenues made available for the maintenance of that land. He is available to answer any questions.

Commissioner Shand asked about the blue parcels that are being considered to be conveyed to the City. He wanted to know if those are all in a conservation easement. Mr. Ogilvy denied this but noted that some are covered by a conservation easement. There is already a 0.5% reinvestment fee that comes back to the City on every sale at Empire Pass. There is also a proposal to increase that to 1% for the seven units. That means an additional 0.5% in perpetuity on any sales from those parcels to assist with open space management. Mr. Ogilvy reported that there is also a proposal to amend the Memorandum of Understanding to increase the funding so there is money for Empire Pass to continue efforts to restore and maintain historical properties in the Flagstaff area.

Commissioner Johnson asked if the Water Tank Parcel where the three units are proposed will revert back to them if the fire station is not built there. This was confirmed. Mr. Budge explained that it would revert back in 2027, but the intention is to move that timeline forward. Commissioner Sigg asked about the ownership of Twisted Branch Road. Mr. Budge reported that Redus owns that road. The solution involves a third-party, which is the State. While those discussions are continuing to take place, that is on a different timeline than this work. Commissioners further discussed the road.

Commissioner Suesser noted that it is not clear why the Utah Department of Transportation ("UDOT") is involved in the negotiation around the ownership of Twisted Branch Road. The underlying Development Agreement contemplates the City taking over Twisted Branch Road. As part of the terms of amending this Development Agreement, she believes it made sense for Redus to transfer the ownership of the road to Park City. Mr. Budge believes Redus is needed in that discussion in order to assist with the UDOT process. There have been discussions with UDOT for quite some time already.

Commissioner Frontero shared comments about the potential process and a future transfer of Twisted Branch Road. Mr. Budge explained that the transfer would likely be to UDOT who would then transfer it to the City. In order for UDOT to be able to vacate, there needs to be some sort of right received to be able to continue the traffic through to

the County line. There are a lot of details to take into account. This is something that Redus is focused on. He understands the interpretation from Commissioner Suesser, but what is currently before the Commission is how to effectuate a transfer of properties as well as the seven units and revenue streams that have been mentioned. Twisted Branch Road is beyond the scope of what is in the draft agreement.

Commissioner Frontero finds there are significant benefits to the proposed transfer of land. He asked if it is possible to add something to state that if in two years, there has not been a deal reached on Twisted Branch Road, it will be transferred to the City. That would provide time for Redus to complete the negotiations with UDOT. If the deal is unable to move forward in that time, then the City would be able to take control of the road. Mr. Budge offered to speak to his client about the suggestion that had been made.

Commissioner Suesser suggested potentially changing the use or expanding the use of Twisted Branch Road. For instance, it could be used for downhill traffic during the summer months. She shared comments about the properties Redus wants to develop. Commissioner Suesser appreciates the open space that will be preserved through this proposal, but the City is not receiving as much value as Redus through this proposal. She reiterated her earlier comments about removing Redus from the Twisted Branch Road negotiations so the City can then move forward with the UDOT discussions. Commissioner Sigg understands the need for Redus to be involved in the conversations with UDOT but also feels the City is better positioned than Redus. He hopes some of the suggestions that have been shared by Commissioners will be considered.

Commissioner Shand asked about the value of the parcels shown in blue. It looks like the City is receiving remnants, with the exception of a few parcels. Commissioner Johnson asked the applicant representative to elaborate on some properties shown on the map. Mr. Ogilvy shared the Redus – Exchange Parcels map and pointed out the area outlined in yellow. There are approximately 45 acres of land that are zoned Estate and there are 8 acres elsewhere that are zoned Estate. The lots within the King Road plat are deed-restricted for the plat. Overall, the benefit to the City is owning and controlling land there. This can address fire management risks and historic preservation risks. It further solidifies the conservation efforts in the area and cleans things up further.

Commissioner Johnson sees a lot of benefit to the proposal, as presented. He understands the concerns related to Twisted Branch Road, but given his experience professionally with UDOT, a longer timeline than two years will likely be necessary. Commissioner Johnson noted that there is value in solidifying the conservation efforts. Commissioner Van Dine agreed with the comments shared by Commissioner Johnson.

Chair Hall would rather defer to the Council on this application because it is more of a policy decision. Commissioner Suesser appreciates that but noted that the Commission is honoring the terms originally negotiated in the Development Agreement by taking a step to resolve the issue of Twisted Branch Road. She shared information about the

Sommet Blanc application and the timeliness to address Twisted Branch Road. This seems like the proper time to address the road, especially with representations from Redus that there is a desire to exit the Park City community. There might be years of negotiation with UDOT. She feels the road transfer should be part of this process. Chair Hall agrees with some of the comments shared but feels the higher level issue is a policy decision to be made by the City Council. Commissioner Frontero asked if it is possible to forward a recommendation to the City Council while still encouraging Council Members to take a closer look at the Twisted Branch Road situation. Attorney Harrington suggested making a clean recommendation on the application before the Commission. It is then possible for the Commission to make a separate recommendation to the Council.

Commissioner Sigg is not sure when the Development Agreement will be opened again, so it seems that there is now an opportunity to look at Twisted Branch Road. Attorney Harrington clarified that the dedication is already contemplated by the Development Agreement. Those negotiations are not dependent upon opening the agreement.

Chair Hall opened the public hearing.

Mark Fischer gave his zip code as 85060. He had an appraiser take a look at the entitlements that Redus is seeking. The independent evaluation of the value of the entitlements ranged between \$36 million and \$46 million. When that is compared to the fact that Redus is trying to trade properties that are no longer needed due to their desire to exit Park City, he is not certain a fair trade is being considered. As for the value of Twisted Branch Road, when he looked into it with the County Appraiser, the value of the 36-acre road is only \$500,000, which results in \$3,200 per year in property tax payments. He wondered why Redus would hold off the transfer of the road when it is appraised at a relatively low amount. Since Redus intends to leave Park City, he feels it is important that they exit the negotiations for the future use of Twisted Branch Road. The City and the State can eventually come to some resolution there.

Mark Sletten shared a comment about the valuations shared by Mr. Fischer. There is a huge disparity in values for properties that do not have ski-in and ski-out access. Both of the parcels would fall into that category. The amount mentioned seems to be overvalued.

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

Commissioner Suesser is concerned that Redus controls the road. She feels the City needs to take a step towards resolving the Twisted Branch Road issue. It is important that this transfer take place. The City is now in a position to have some leverage. Commissioner Suesser noted that the Commission can deny the amendment to the Development Agreement. She would like the City Council to discuss the road.

Commissioner Johnson asked Commissioner Suesser to take Twisted Branch Road out of the equation and look at the transfer of properties. He wanted to know if she felt this

was an equitable trade from a land swap perspective. Commissioner Suesser does not think it is equitable, as the deal favors Redus. She is not disputing the value of the right of first refusal or open space, but she feels the City has leverage right now for the road.

Commissioner Johnson believes the proposal is equitable. Discussions were had about the UDOT process. Based on his experience, it is likely to be a lengthy process. Commissioner Suesser reiterated that she is suggesting Redus transfer the road to the City as part of the land swap deal. Mr. Ogilvy stated that the proposal is fair and provides significant long-term benefits to the City. There have been discussions with the City and UDOT. Twisted Branch Road brings extra layers of complexity and he feels there should be a separate but parallel process. Commissioner Shand asked about the water rights. Mr. Ogilvy shared information about the Spiro Tunnel and the right of first refusal.

Additional discussions were had about water rights. Chair Hall asked the Commission to focus on what is currently before them. Attorney Harrington suggested that the Commission make comments on the criteria as it relates to the proposed amendment. If the majority of the Commission wants to include additional policy input, that can be done. However, it is cleaner to segregate policy matters from the application recommendation.

The Commission considered whether or not there should be a separate recommendation related to Twisted Branch Road. Commissioner Van Dine is in favor of forwarding a positive recommendation to the City Council. If other Commissioners are inclined, additional policy considerations can be shared in a separate motion. Chair Hall asked if there could be a motion made on the Twisted Branch Road matter. Attorney Harrington confirmed that there can be a motion made if the desire is to speak as a Commission.

Commissioner Suesser noted that the Commission is being asked to approve an amendment to the Development Agreement based on the terms of this land swap. The road is not contemplated in this land swap. She wants to see steps taken to resolve the issue with the road. She feels that including the road in this transfer makes sense.

Commissioner Suesser believes the Commission should deny the request to amend the Development Agreement. The City Council could then further consider the road. Chair Hall clarified that the Commission is being asked to forward a recommendation. When the applicant comes back with specific applications, the Commission will be able to make a decision. In regard to this specific portion, the Commission is making a recommendation. Attorney Harrington reported that the Commission is making a recommendation to the City Council to amend the Development Agreement. It sounds like Commissioner Suesser is suggesting that the recommendation is for denial.

Chair Hall pointed out that even if the Planning Commission forwards a negative recommendation, the City Council still has the ultimate authority. Commissioner Suesser believes the City Council should consider including Twisted Branch Road in this process. Forwarding a negative recommendation on the current proposal would let the City Council

renegotiate the deal. If the recommendation is approval, then the recommendation would be for the City Council to move forward with these terms. As a result, she does not feel the Planning Commission should forward a positive recommendation.

Commissioner Sigg asked if the applicant representatives are willing to consider the Twisted Branch Road item. Mr. Budge reported that all comments will be reported to the client. He expressed appreciation for the input that has been provided. Commissioner Sigg asked other Commissioners whether a positive recommendation is supported. While he likes the proposal, he is also concerned about Twisted Branch Road. He is concerned that the road will get lost in the shuffle after the deal is done. Commissioner Johnson understands the frustrations that have been expressed. Taking the road out of the conversation, what has been presented is a good deal. He asked if the City Council has initiated a conversation about Twisted Branch Road. Mr. Budge reported that the road was brought up during the Letter of Intent discussions. The same information was shared at that time, which is that work is currently being done with UDOT.

Commissioner Suesser believes the Twisted Branch Road discussion is necessary to address health and safety concerns. She feels that not including it in this transaction would be a mistake. Commissioner Johnson pointed out that it is a complex matter. It is possible to make a recommendation to the City Council to address this matter. Chair Hall noted that Commissioner Suesser has expressed a desire to make a recommendation of denial. Commissioner Van Dine has expressed a desire to forward a positive recommendation based on the Staff Report and then make a separate motion related to Twisted Branch Road. The third option is to make a positive recommendation that also includes the Commission preference, though some separation would make that cleaner.

Attorney Harrington reported that the Commission has not been briefed on the current position of UDOT regarding the safety of the roads. Certain options have not been within the control of the City due to the UDOT and State positions. The City has previously had exhaustive discussions with the Transportation Commission about a possible transfer, but those were denied by the State. It is not that the City has been inactive or that the property owner at the time was inactive, but the State stopped it from moving forward. There is legitimacy to the characterization of the complex policy issues. Attorney Harrington reminded the Commission that there are three Conditions of Approval that are recommended in the Staff Report. He asked that those be considered in the motion.

Commissioner Shand is in favor of forwarding a positive recommendation to the City Council. He is also in favor of recommending that the City Council consider incorporating Twisted Branch Road into this. Commissioner Frontero finds that the best path forward at this point is to forward a positive recommendation. He would like the Commission to come to a consensus about Twisted Branch Road. Commissioner Suesser reiterated her previous position that a recommendation of denial makes the most sense in this case.

Chair Hall pointed out that the Staff Report does not have all of the terms of the deal included, because the Planning Commission is not the body that is negotiating the terms. A separate motion can state that the Commission feels strongly about the road.

Commissioner Sigg asked what the consequences would be of a continuation. He wanted to know if that would give the City Council the opportunity to hear some of the feedback about the road. Attorney Harrington explained that the recommendation made by the Commission will go to the City Council for consideration. Discussions were had about the timeline and whether a continuation would make sense. Attorney Harrington reported that the item will be considered by the City Council at the April 24, 2025, meeting. The Commission further discussed what kind of motion should be made to the Council.

MOTION: Commissioner Van Dine moved to forward a POSITIVE RECOMMENDATION to the City Council for consideration on April 24, 2025, to approve an amendment to the Development Agreement for the potential development of a four-unit multi-unit dwelling on the R-5 Parcel and three single-family dwellings on the Water Tank Parcel, subject to the following Conditions of Approval:

1. Upon execution of the amended Development Agreement, Redus or its successors-in-title must pay an in-lieu affordable housing fee in an amount required by Resolution No. 05-2021 Affordable Housing Guidelines;
2. The Applicant agrees to an open space maintenance transfer fee and additional historic preservation funds through an amendment to the March 16, 2020, Historic Preservation Memorandum of Understanding where EPMOA and Redus would allow EPMOA to retain funds to spend on City-approved historic preservation projects;
3. The Applicant transfers ownership of historic mining structures, including the Judge Tunnel/Alliance Mine Complex (Judge Mining and Smelting Office, Caretaker's Cabin, Change Room/Timber Saw, Power House).

The motion was seconded by Commissioner Johnson. Vote on Motion: Commissioner Van Dine-Aye; Commissioner Johnson-Aye; Commissioner Shand-Aye; Commissioner Sigg-Nay; Commissioner Frontero-Aye; Commissioner Suesser-Nay. The motion passed with a vote of 4-to-2.

Additional discussions were had about Twisted Branch Road and an appropriate motion.

MOTION: Commissioner Frontero moved to RECOMMEND that the City Council consider including Twisted Branch Road as part of the land transfer from Redus to Park City or that the City takes control of Twisted Branch Road at a time in the future. A Joint Meeting between the City Council and Planning Commission is welcome. The motion was seconded by Commissioner Sigg. Vote on Motion: Commissioner Van Dine-Aye; Commissioner Johnson-Aye; Commissioner Shand-Aye; Commissioner Sigg-Aye;

Commissioner Frontero-Aye; Commissioner Suesser-Abstain. The motion passed with a vote of 5-to-0.

6. ADJOURNMENT

MOTION: Commissioner Van Dine moved to ADJOURN.

The meeting adjourned at approximately 9:15 p.m.

PENDING APPROVAL

1800 Park

March 26, 2025



Overview



ELLIOTT WORKGROUP

1800 Park

Affordable Housing Options



1800 Park







1800 Park Ave - Hotel Room Key Calculation

3/26/2025

Use	Studio	1 Bed	2 Bed	Lockout	3 Bedroom	Total
A. Residential Development						
First Floor	17	7	11	4	0	39
Second Floor						
Third Floor	25	16	14	4	0	59
Fourth Floor	5	4	3	0	9	21
Totals	72	43	42	12	9	178

1800 Park Ave - Multi Family Area Calculation

Use	Studio	1 Bed	2 Bed	Lockout	3 Bedroom	Total
A. Residential Development						
First Floor	7,934	4,040	13,252			25,226
Second Floor						
Third Floor	11,502	9,016	16,931			37,449
Fourth Floor	2,247	2,307	3,561	17,523		25,638
Totals	33,185	24,379	50,675	0	17,523	125,762

1800 Park Ave - Proposed Affordable Housing Area Calculation

Use	Studio Area	Studio #s	1 Bed Area	1 Bed #s	Total
A. Residential Development					
First Floor	478	1	685.33	3	2,534
Second Floor					
Third Floor	332	6	435	14	8,082
Fourth Floor	332	6	435	14	8,082
Totals		19		45	24,246
		19	1,990.33	45	26,779.99
AUEs Provided by the Project					
				64	900
					29,76



Building Areas with Calculations

Use	Net Floor Area/ Rooms Keys	Use Type from Housing Resolution	Full Time Equivalents per (1,000 sf Net Leasable)/ per (Room)	Total FTEs
B. Commercial Development				
Hotel Restaurant	4,184	Restaurant / Bar	6.5	27.20
Rooftop Bar	916	Restaurant / Bar	6.5	5.95
Rooftop Bar Deck	1,793	Restaurant / Bar	6.5	11.65
Retail	2,543	Commercial / Retail	3.3	8.39
Additional Retail	6,469	Commercial / Retail	3.3	21.35
Lobby Retail (Exempt)	2,136	Commercial / Retail	3.3	7.05
Spa & Fitness (Exempt)	2,823	Other Professional Services	3.7	10.45
Breakout Rooms (Exempt)	1,148	Other Professional Services	3.7	4.25
Meeting Hall (Exempt)	5,051	Other Professional Services	3.7	18.69
Coffee Shop (Exempt)	354	Other Professional Services	3.7	1.31
Hotel Rooms	178	Lodging / Hotel	0.6	106.80
Totals	27,417	6,47244		223.08

Total FTEs (by Calculation)

223.08

Mitigation Rate

44.62

Workers per Household - Total AUE Required

29.74

Net SF Livable Space

26,770.09

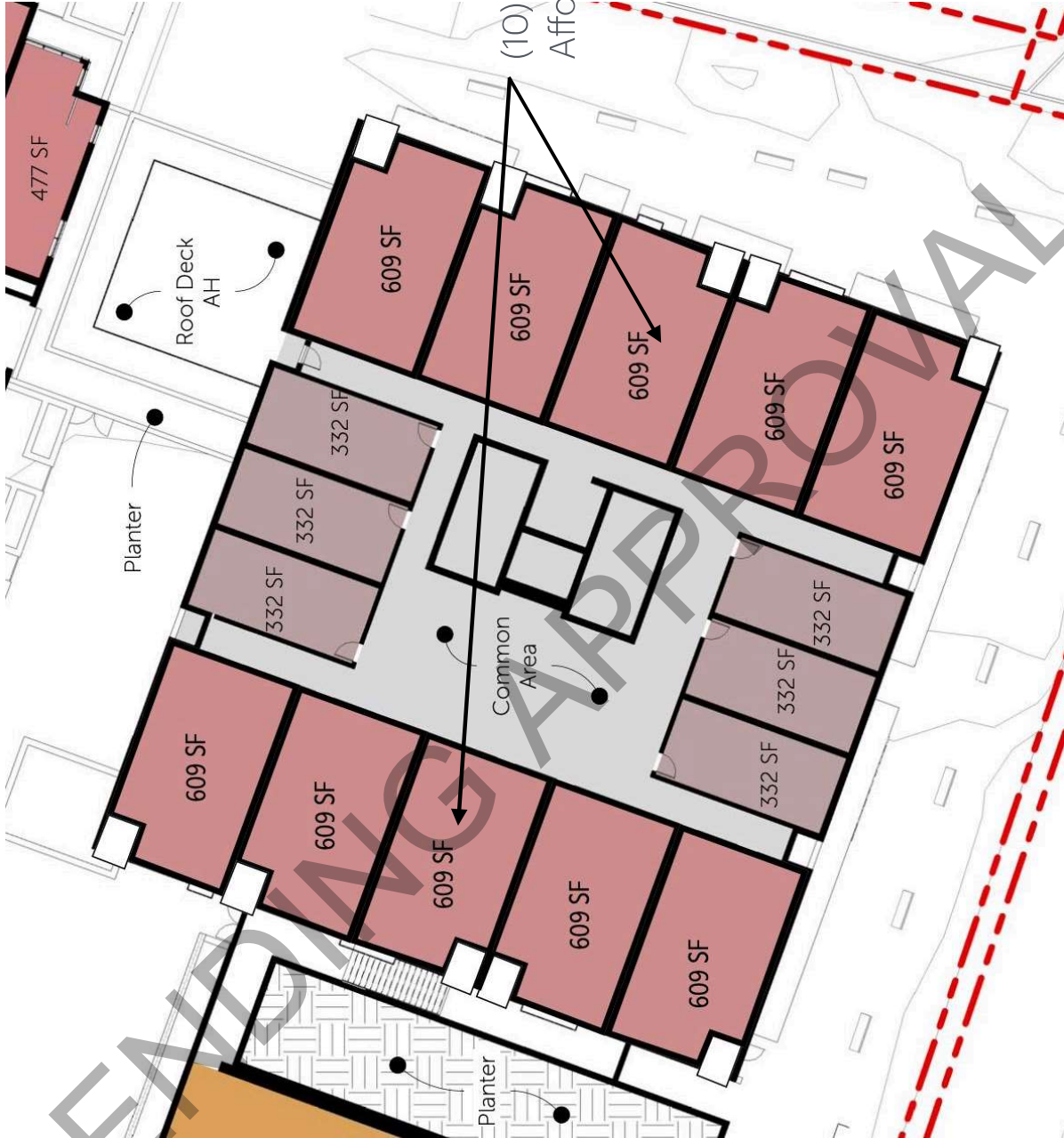
AUE Provided by the Project

26,779.99

29.76



ELLIOTT WORKGROUP



(10) 1 Bedroom
Affordable Units



1800 Park Ave - Hotel Room Key Calculation

3/26/2025

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Totals		19		33	24,246
Totals		19	2,512.33	33	26,779.99

AUEs Provided by the Project

52 900

2976



ELLIOTT WORKGROUP

Building Areas with Calculations

Use	Net Floor Area/ Rooms Keys	Use Type from Housing Resolution	Full Time Equivalents per 1,000 sf Net Leasable/ per (Room)	Total FTEs
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Hotel Restaurant	4,184	Restaurant / Bar	6.5	27.20
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Net SF Livable Space

26,770.09

AUE Provided by the Project

29.76



ELLIOTT WORKGROUP

Pending

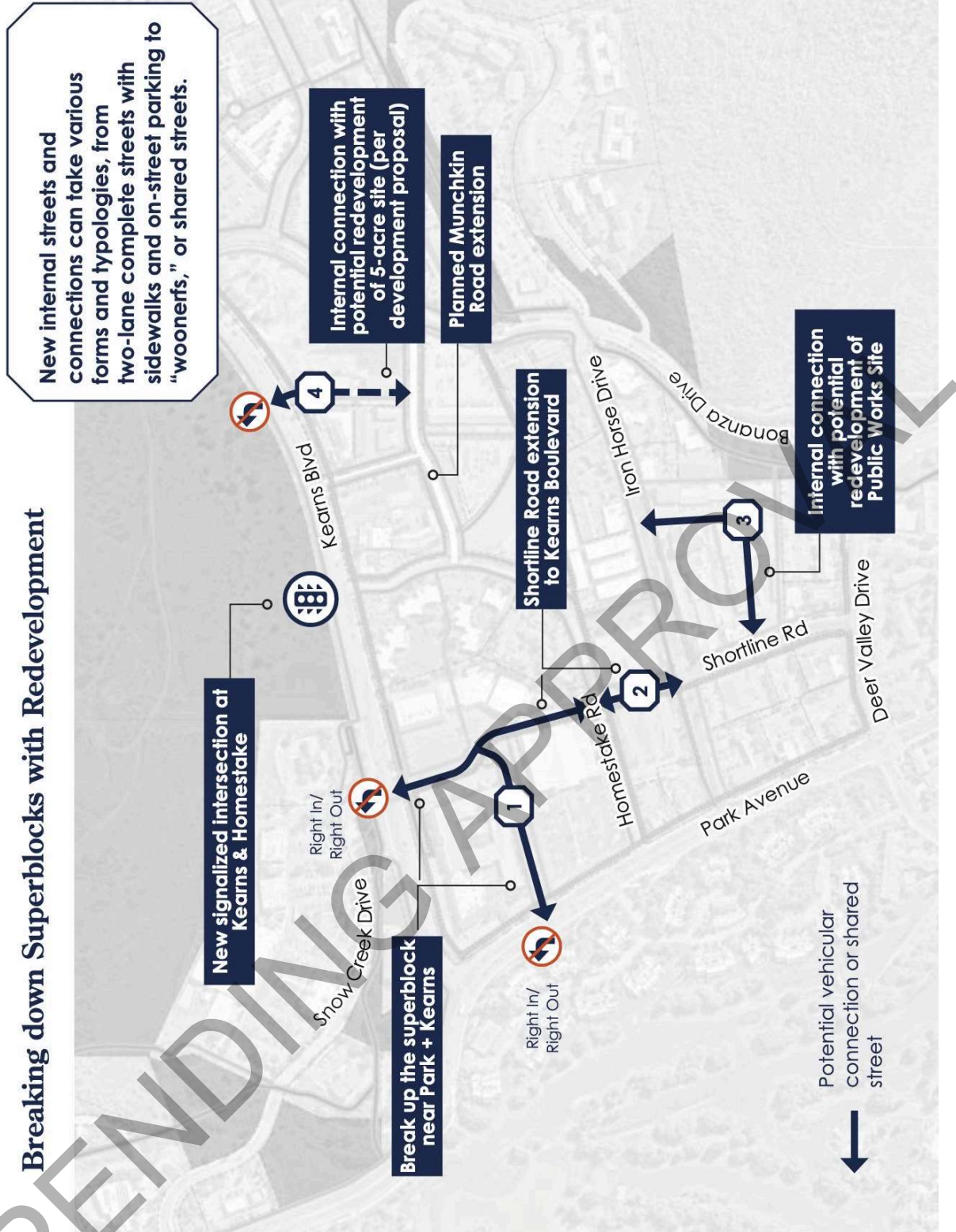
Parking Along Perimeter



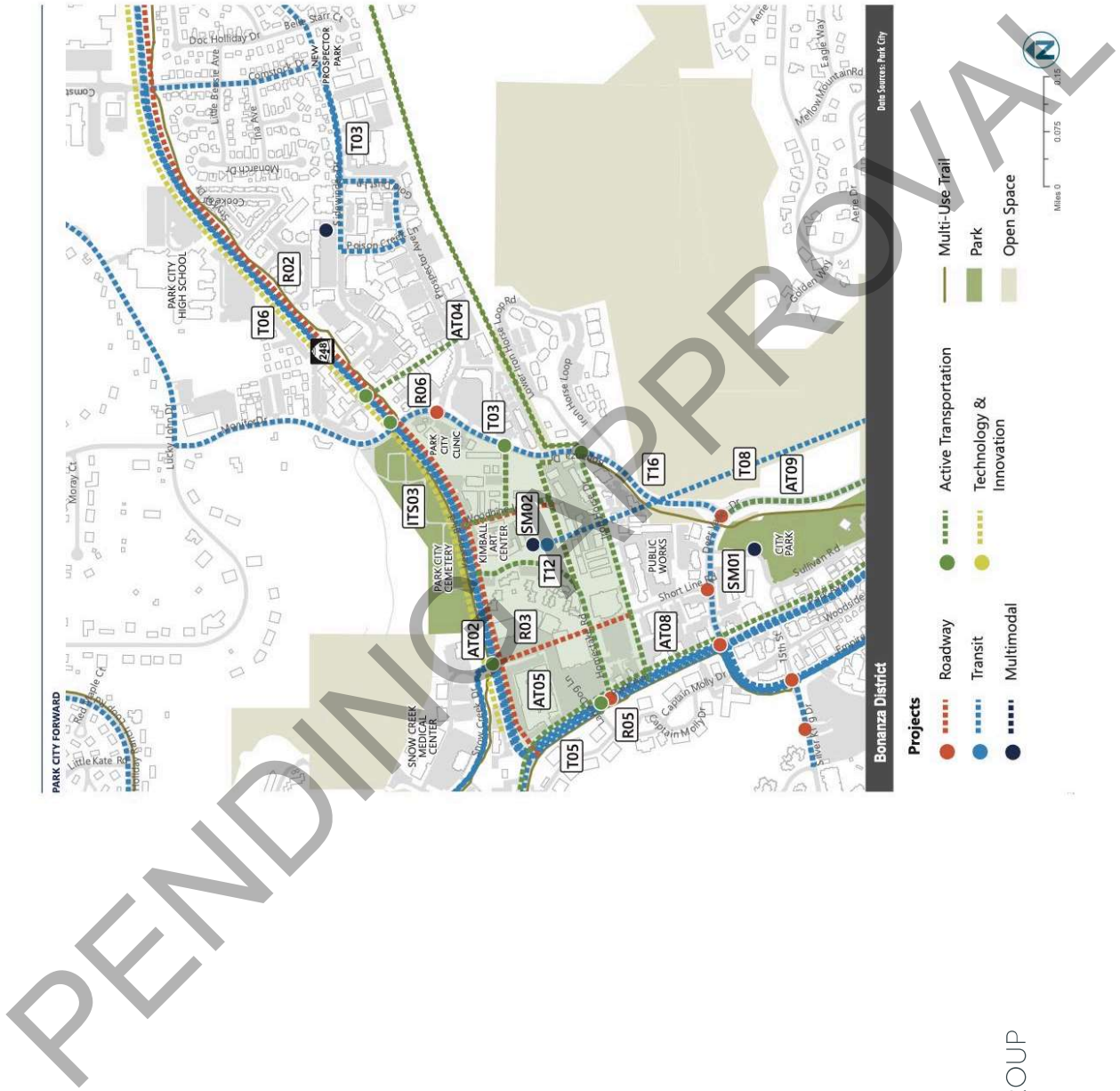
1800 Park



Breaking down Superblocks with Redevelopment



ELLIOTT WORKGROUP



PENDING APPROVAL



SCALE: 1" = 30'-0"

Pending

Parking

Shared Parking Analysis



1800 Park



LMC 15-6-5 E.1 MPD Off Street Parking

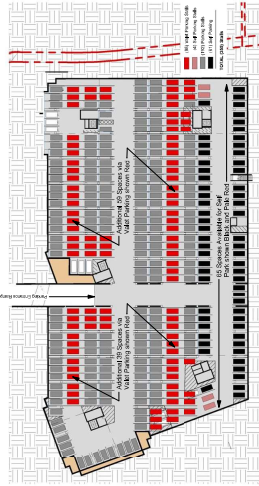
The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of the Land Management Code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a Parking analysis submitted by the Applicant at the time of Master Planned Development submittal. The Parking analysis shall contain, at a minimum, the following information:

5. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.

- i. In addition to hourly and monthly apportionment, a modal adjustment using a reduction of 5% is being proposed. See Table 5 below.
- ii. The project is immediately adjacent to a newly improved Fresh Market Transit Stop. This stop accommodates a large number of routes used by Park City Transit and Hilton Valley Transit and has proven to be highly used by both employees and visitors of the current hotel, reducing the need for parking.
- iii. Hotel Visitors frequently use Alternative Transportation such as Ride Share, Car Service, and Multiple Visitors Carpooling in a Rental Car, reducing the need for parking.
- iv. Hotel will provide a shuttle service that will be made available to the hotel visitors.
- v. Hotel Visitors and Restaurant Users will have Valet parking available.
- vi. Full-Time Residents, Restaurant, Retail, and Office Users are able to use Both Transit Stop and Pedestrian/Bike Pathways which are on and adjacent to the Site reducing the need for parking.
- vii. The Site is also Adjacent to Other Retail and Office Spaces that may Result in Single Trip Multiple Visits reducing the need for parking.
- viii. The project is located close to retail and services for the Full-Time Residents will Retail and Office users are able to use both Transit Stop and Pedestrian/Bike Pathways which are on and adjacent to the Site reducing the need for parking.
- ix. The project has secure bike storage, bike racks, and will have a Summit Bike Share location secure to the entry.
- x. The reduction of 5% is very conservative and is significantly less than suggested in "Shared Parking Version".

6. Provisions for overflow Parking during peak periods.

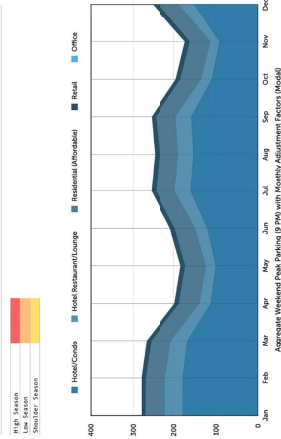
- a. During peak periods, overflow parking will be provided in the garage through the implementation of valet parking. An additional 98 spaces can be provided. See graphic below of parking garage with valet configuration;



7. An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

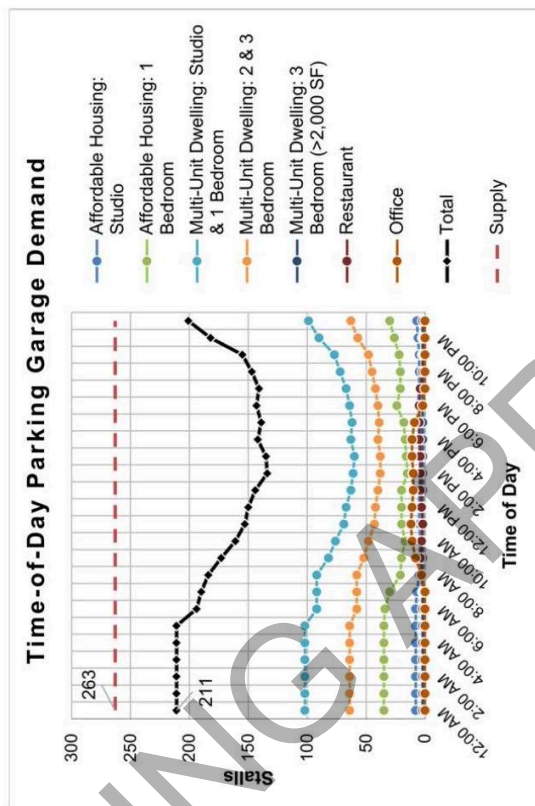
- The proposed project does not include any density increase.
- The proposed parking reduction will not adversely impact the surrounding property as the Implementation of the Parking Management Plan provides the ability to provide additional parking that provides 380 parking spaces through a valet program. Additionally, another 12 short term parking spaces that have not been included. And finally, another 12 short term parking spaces that have not been included. This provides a total of 392 spaces which is greater than the 362.47 spaces shown in the calculations in Tables 1 & 2.

Table 5

[illegible]

- LMC Parking Calculation.....363 Stalls
- Parking Analysis Adjustment.....280 Stalls
- **Parking Provided (Surface & Underground).....288 Stalls (22% Reduction)**
- **Overflow Parking.....392 Stalls**

Figure 2: Time-of-Day Parking Garage Demand



Comparison and Recommendation

A comparison of the proposed supply, Park City's parking requirement, and the recommended supply based on the ITE time-of-day parking demand rates are shown in Table 4. Based on the information provided, it is anticipated that the proposed parking in the site plan will accommodate the anticipated parking demand. In the event of an unexpected surge in demand larger than has already been discussed, the valet parking service is able to double-park vehicles in the parking garage.

Table 4: Parking Comparison

Source	# of Stalls
Proposed Site Plan	288 (263 garage + 25 storefront)
City Requirement	287
Parking Reduction	251
Time-of-Day Parking Garage Analysis	211

Traffic Response



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1800 Park



Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service											
		Existing (2024)						Future (2029)					
		BG		+P		BG		+P		BG		+P	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Kearns Boulevard / Park Avenue	B	C	B	C	B	C	B	C	B	C	B	C
2	East Reid Access & North Access / Kearns Boulevard	b	b	a	c	b	b	b	b	c	e	b	f
3	Snow Creek Drive / Kearns Boulevard	c	d	c	d	c	d	c	d	c	f	c	f
4	Homestake Road / Kearns Boulevard	a	b	a	b	a	c	a	c	a	f	a	f
5	Bonanza Drive & Monitor Drive / Kearns Boulevard	c	c	c	c	c	D	C	D	D	F	D	F
6	Comstock Drive / Kearns Boulevard	A	B	A	B	B	C	B	C	C	C	C	C
7	West North Access / Park Avenue	b	f	-	-	b	f	-	-	c	f	-	-
8	West South Access / Park Avenue	d	f	e	f	b	f	f	f	b	f	f	f
9	Homestake Road / Park Avenue	b	f	f	f	f	f	f	f	f	f	f	f
10	Deer Valley Drive & Empire Avenue / Park Avenue	C	E	C	E	C	F	C	E	C	F	C	F
11	Bonanza Drive / Deer Valley Drive	B	C	B	B	B	C	B	B	B	D	B	D

1. Intersection LOS values represent the overall intersection average for roundabout, signalized and all-way stop-controlled (AWSC) intersections (upper case letter) and the worst movement for all other unsignalized intersections (lower case letter)

2. BG = Background (without project traffic), +P = Plus Project (with project traffic)

Source: Heles Engineering, October 2024



Additional Mitigation Considerations

Park City favors future travel demand management strategies to reduce traffic volumes on the roadway in place of widening roadways to encourage personal vehicle travel. Vehicles will likely learn to reroute when undue delays and queues are observed. However, if the travel demand model projections are accurate, significant innovative mitigation measures may be needed to maintain traffic at an acceptable LOS during peak hours on Park Avenue between Kearns Boulevard and Deer Valley Drive and Kearns Avenue between Park Avenue and Bonanza Drive.

Transportation Demand Management (TDM) Strategies

The development is deploying multiple TDM strategies, including:

- Car share and e-bike share
- Employee carpool/vanpool incentives
- Ample supply of bike parking and lockers
- Wide trail adjacent to building

A bus shelter with a pullout is located near the edge of the property, which provides access to free transit services.



PENDING

Community Benefits Follow Up



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1800 Park



PENDING APPROVAL

Discretion Follow Up



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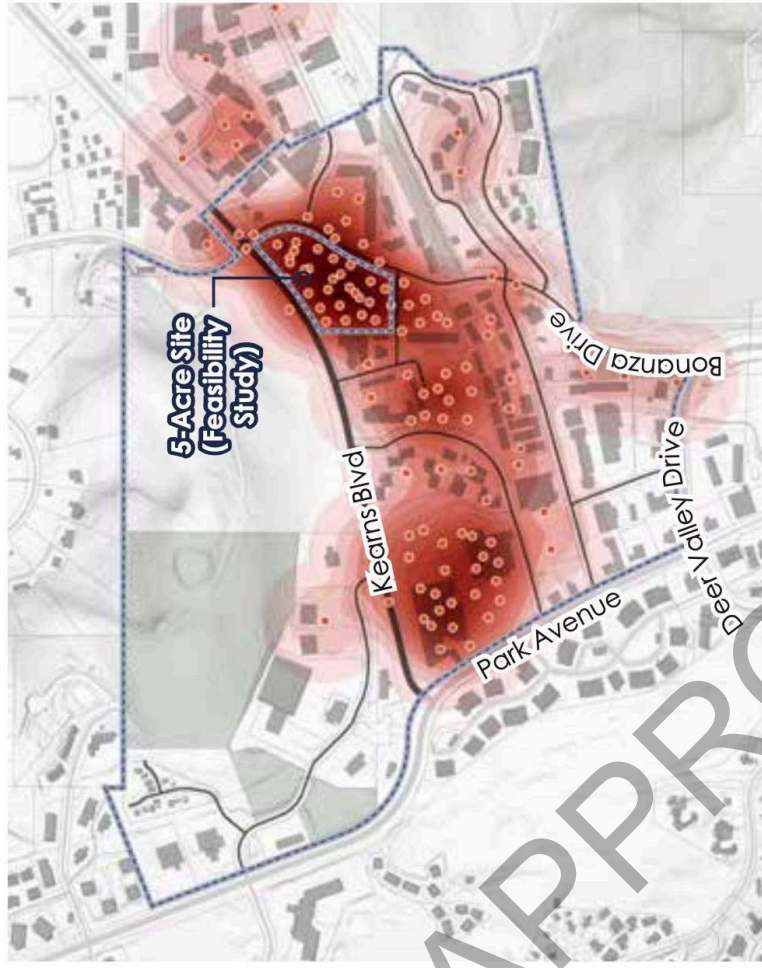
PENDING APPROVAL

Community Meeting: Places Parkites Love



The top 3 favorite places included (1) Kimball Art Center, (2) Restaurants/ Shops on Iron Horse Drive, and (3) the Rail Trail.

Community Meeting: Places Parkites Want Changed or Improved



The top 3 improvements included (1) Finding a new home for the Kimball Art Center, (2) adding more affordable housing, and (3) improving multi-modal connectivity



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1800 Park

PENDING R

1800 Park

March 26, 2025



Child Care Land Use

LMC Amendments

PL-24-06006
March 26, 2025
Planning Commission



Child Care Land Use

Background

- 2023: City Council direction to evaluate LMC requirements
- March 27, 2024: Planning Commission Work Session
- November 18, 2024: Focus Group meeting
- January 8, 2025: Planning Commission Work Session



Child Care Land Use

Changes since January 8

- Administrative Permit remains where currently allowed in non-Residential Zones (RC, RCO, GC, and LI).
- Removing provision for Planning Commission to require in MPDs.
- Parking exemption for existing Historic Buildings and Structures.
- Planning Director annual review of issued Permits to mitigate any outstanding issues if there are any complaints.



Child Care Land Use

Summary

- Eliminates Family Child Care definition outlined in LMC and expands In-Home Babysitting definition to include provision of Child Care for up to eight children
- Changes level of review for Child Care facilities that currently require CUP reviewed by Planning Commission to ACUP review before the Planning Department
- Revises review criteria for Family Group Child Care and Child Care Centers to remove potential regulatory barriers for prospective Child Care providers
- Amends LMC to align with state regulations, including a provision that allows Child Care providers to operate a facility in one additional location outside of their primary residence



Child Care Land Use

Summary

- Provides more flexibility for alternative parking arrangements for Child Care facilities
- Requires applicants seeking approval for a Child Care facility to provide notice to property owners within a 300-foot radius of the proposed facility
- Removes provisions that allows the Planning Commission to require Applicants for MPDs and AMPDs to designate and plan a site for a Child Care Center if the Commission determines that the project will create additional demands for Child Care



Child Care Land Use

Recommendation

- (I) Review the draft ordinance outlining Land Management Code Amendments relating to Child Care land use regulations, (II) conduct a public hearing, and (III) consider forwarding a positive recommendation for City Council consideration on June 5, 2025.



Planning Commission Staff Report



Subject: 2647 Meadow Creek Drive
2685 Meadow Creek Drive
Application: PL-25-06415
Author: Jaron Ehlers, Planner I
Date: April 9, 2025
Type of Item: Modification to a Plat Amendment

Recommendation

(I) Review the proposed modification to the approved Smith Subdivision First Amended Plat to shift the Building Pads pursuant to the Planning Commission's March 13, 2024 Condition of Approval 7 and to update the driveway, (II) hold a public hearing, and (III) consider approving the modification based on the amended Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant: Paul Caraher
Josh Call, Applicant Representative
Location: 2647 and 2685 Meadow Creek Drive
Zoning District: Parcel A (2647 Meadow Creek Drive) – Single Family,
partially in the Sensitive Land Overlay
Parcel B (2685 Meadow Creek Drive) – Estate and
Sensitive Land Overlay
Adjacent Land Uses: Single Family and Open Space
Reason for Review: The Planning Commission reviews and takes Final Action
on modifications to Plat Amendments.¹

DRC Development Review Committee
LMC Land Management Code
RD Residential Development
SF Single Family
SLO Sensitive Land Overlay

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

Summary

The Smith Subdivision contains two parcels: Parcel A (2647 Meadow Creek Drive) of the McLeod Creek Subdivision and Parcel B (2685 Meadow Creek Drive) of the Willow Ranch Subdivision. On March 13, 2024, the Planning Commission approved the Smith Subdivision First Amended Plat to shift the driveway easement from Parcel A to Parcel B and to modify the two Building Pads on Lot B – one for a home, and one for a barn –

¹ LMC [§ 15-7.1-2](#)

based on a 2023 preliminary wetland delineation ([Packet](#) Item 7.C | [Minutes](#)) (Exhibit D).²

The Planning Commission approved the Plat Amendment with Condition of Approval 7 requiring the Applicant to submit an updated Army Corps of Engineers wetland delineation to confirm the Building Pad compliance with the wetland Setback and to return to the Planning Commission for additional review if modifications are required. On January 15, 2025, the Army Corps of Engineers submitted the final delineation and the Applicant updated the location of the building pads for Planning Commission review to meet the wetland Setbacks (Exhibit F). Additionally, the Park City Fire Department requests modifications to the driveway to reflect their requirements for access.

Analysis

In conformance with the Planning Commission's March 13, 2024 Condition of Approval 7, the Applicant proposes shifting the Building Pads to comply with Land Management Code (LMC) [§ 15-2.21-6\(F\)](#), which requires a 50 foot Setback from wetlands in the Sensitive Land Overlay.

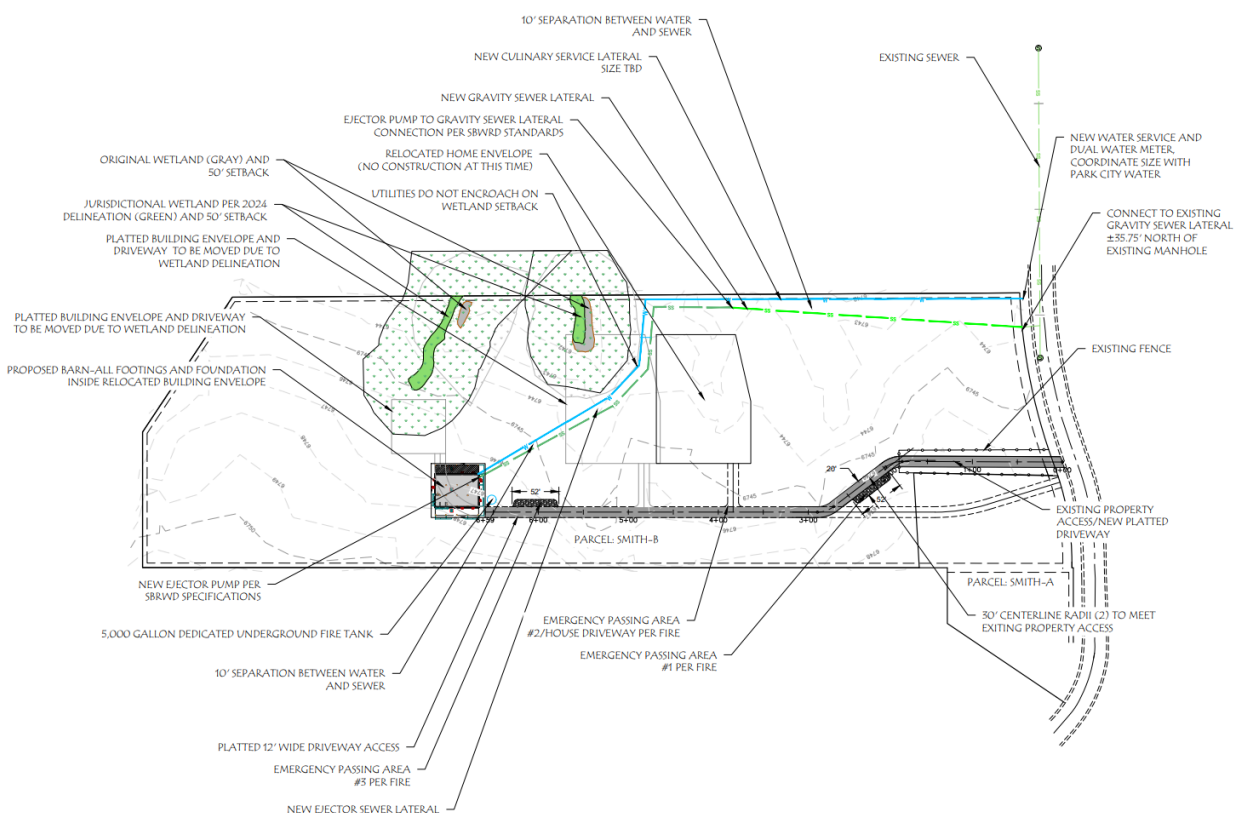


Figure A: Proposed Site Plan showing the updated wetland delineation, setback, and modifications to the driveway easement as well as the shift from the original Smith Subdivision Building Pad locations and the location where the modified Plat Amendment will shift them.

² On March 25, 2024, the Plat Amendment approval was appealed. On May 6, 2024, the Appeal Panel held a public hearing and denied the appeal ([Packet](#) | [Minutes](#)) (Exhibit E).

(I) The proposal to modify the Smith Subdivision First Amended Plat complies with the Estate Zoning District requirements outlined in LMC Chapter 15-2.10.

Parcel B is located within the Estate Zoning District and LMC [§ 15-2.10-2](#) establishes Single-Family Dwellings and Agriculture as Allowed Uses. The relocated Building Pads comply with the Lot and Site requirements of the Estate Zoning District:

Estate Zone Requirements	Analysis of Proposal
Lot Size <i>LMC § 15-2.10-3(A) requires that all uses (except Duplexes) have a minimum Lot Size of 3 Acres.</i>	Complies: Parcel B has a Lot Size of 6.4 Acres
Lot Width <i>LMC § 15-2.10-3(B) requires a minimum Lot Width of 100 feet.</i>	Complies: Parcel B has a Lot Width of 304 feet.
Setbacks <i>LMC § 15-2.10-3(C) establishes that Setbacks for Front, Rear, and Sides to be 30 feet.</i>	Complies: The Building Pad for the Single-Family Dwelling is located 41 feet from the Northern Lot Line. The Barn Building Pad is located 55 feet from the southern Lot Line.
Building Height <i>LMC § 15-2.10-4 sets a Building Height of 28 feet from Existing Grade.</i>	Complies: Future development must comply with Building Height.

Please see [the March 13, 2024, Planning Commission staff report](#) for full project analysis.

(II) Park City Fire District requires a modification and Condition of Approval 10.

As part of the original approval, the Park City Fire District (PCFD) required emergency passing lanes and an area for firetruck turn around. PCFD requires the emergency passing areas and turn area be added to the platted driveway easement and Condition of Approval 10 requires the final plat to reflect the access reviewed and approved by the PCFD on March 27, 2025 (Exhibit G).

The Applicant also worked with Park City Water and Snyderville Basin Water Reclamation District to ensure their utility plan does not encroach on the wetland Setbacks.

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 27, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 27, 2025. The *Park Record* published notice on March 27, 2025.³

Public Input

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

Alternatives

The Planning Commission may:

- Approve the modification;
- Deny the modification and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Final Action Letter

Attachment 1: Draft Modified Plat

Exhibit B: Previously Approved Plat

Exhibit C: Current Recorded Plat

Exhibit D: March 13, 2024, Planning Commission Final Action Letter

Exhibit E: May 6, 2024, Appeal Panel Final Action Letter

Exhibit F: Final Wetland Delineation Letter

Exhibit G: Approved Driveway Plan from PCFD

³ LMC [§ 15-1-21](#)



Planning Department

March 13, 2024, [modified April 9, 2025](#)

Josh Call
Rimrock Engineering and Development

CC: Paul and Alaine Caraher

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 2685 and 2647 Meadow Creek Drive

Zoning District: Parcel A – Single Family, partially in the Sensitive Land Overlay
Parcel B – Estate and Sensitive Land Overlay

Application: Plat Amendment

Project Number: PL-24-06033

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: March 23, 2024, [modified April 9, 2025](#)

Project Summary: The Applicant Proposes Amending the Smith Subdivision Parcel to Shift the Existing Building Pads Out of the Wetlands to Maintain the Sensitive Land Overlay and Amend the Driveway Easement to be Entirely on Parcel B

Action Taken

On March 13, 2024, the Planning Commission conducted a public hearing and approved the Smith Subdivision First Amended Plat Amendment. On [April 9, 2025, the Planning Commission approved a modified Plat Amendment \[Attachment 1\] pursuant to Condition of Approval 7 to shift the Building Pads and to update the driveway easement,](#) according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. In 1980, the Park City Municipal Corporation (the City) approved the McLeod Creek Subdivision.



Planning Department

2. On January 22, 1985, the City Council passed Ordinance 86-5, rezoning McLeod Creek Subdivision to being Single Family (SF) Zoning District.
3. On December 17, 1992, the City Council formally annexed what would become the Willow Ranch Subdivision, zoning it Estate and Recreation Open Space.
4. On January 28, 1993, the City Council approved the final Plat for the Willow Ranch Subdivision, which consisted of eight lots.
5. The City was creating the SLO at the same time as the Willow Ranch annexation, and so the SLO didn't initially apply as the Annexation was vested.
6. To provide protection in the absence of the SLO, specific building pads for a Single-Family Dwelling and Barn, driveway easements, and square footage were placed as restrictions on the Plat.
7. Lot 6, which is now Parcel B, was one such Lot.
8. In 1995, the then owner wished to add an addition to the existing Single-Family Dwelling located on Lot 10 of the McLeod Creek Subdivision, but this proposed addition encroached into setbacks. The owner also owned Lot 6 of Willow Ranch, which was vacant. The property owner applied to create the two-Lot Smith Subdivision. To accommodate the addition, the Lot line for Lot 10 would be shifted North to incorporate part of Lot 6. This new Lot was named Parcel A. The remainder of Lot 6 became Parcel B.
9. On August 31, 1995, the City Council approved the Smith Subdivision. The Lot 6 Building Pads for the potential Single-Family Dwelling and Barn remained on the Smith Subdivision Plat, but neither the Square Footages nor the Driveway Easement are shown. Ordinance 95-44, which approved the Smith Subdivision, included Condition of Approval (COA) 3 which states, "All previous conditions of the Willow Ranch and McLeod Creek Subdivisions shall remain in full force and effect."
10. The addition was not constructed.
11. On September 8, 2022, the Planning Department received a Plat Amendment from the current applicant seeking to adjust the lot line for Parcels A and B to restore it to the original boundary between the McLeod and Willow Ranch Subdivisions. That application was under the address 2647 Meadow Creek Drive (Parcel A) and assigned the number PL-22-05374. As part of Staff's analysis of the application, it was determined that the Applicant would need to complete a Wetlands Delineation as required by LMC § 15-2.21-6.
12. A COA was recommended where the final location of the Building Pads would be determined by the Planning Director and City Engineer following that Delineation.



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Staff also recommended that the restrictions and Plat Notes that had been included on the Willow Ranch Plat, but weren't included on the Smith Subdivision Plat, would be placed on the amended Smith Subdivision Plat, as they remained in effect due to COA 3 of Ordinance 95-44. The Plat Amendment was scheduled for a public hearing before the Planning Commission on December 14, 2022, but the applicant withdrew the application before the hearing.

13. In preparation for submitting a new Plat Amendment application, the applicant reached out to Staff to determine what would be required under the SLO and expressed their interest in building the Barn first.
14. Staff took the proposal to the Development Review Committee (DRC) on August 15, 2023. Following the meeting, the applicant worked with the Planning Department, City Engineer, Park City Fire District (PCFD), and the public utilities to amend their proposal.
15. On January 4, 2024, the applicant submitted the formal application for a Plat Amendment.
16. Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on February 28, 2024. Staff mailed courtesy notice to property owners within 300 feet on February 28, 2024. The Park Record published notice on February 28, 2024.
17. On March 13, 2024, the Planning Commission approved the Smith Subdivision First Amended Plat to shift the driveway easement from Parcel A to Parcel B and to modify the two Building Pads on Lot B – one for a home, and one for a barn – based on a 2023 preliminary wetland delineation.
18. The Planning Commission approved the Plat Amendment with Condition of Approval 7 requiring the Applicant to submit an updated Army Corps of Engineers wetland delineation to confirm the Building Pad compliance with the wetland Setback and to return to the Planning Commission for additional review if modifications are required.
19. On January 15, 2025, the Army Corps of Engineers submitted the final delineation, and the Applicant updated the location of the building pads for Planning Commission review to meet the wetland Setbacks.
20. In conformance with the Planning Commission's March 13, 2024 Condition of Approval 7, the Applicant proposes shifting the Building Pads to comply with Land Management Code (LMC) § 15-2.21-6(F), which requires a 50-foot Setback from wetlands in the Sensitive Land Overlay
21. Parcel B is located within the Estate Zoning District.



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22. Land Management Code (LMC) § 15-2.10-2 establishes that both Single Family Dwellings and Agriculture are Allowed Uses within the Estate Zone.
23. Per LMC Chapter 15-2.10, all structures within the Estate Zone are subject to the following criteria:

Estate Zone Requirements	Analysis of Proposal
Lot Size	<i>LMC § 15-2.10-3(A) requires that all uses (except Duplexes) have a minimum Lot Size of 3 Acres.</i> Complies: Parcel B has a Lot Size of 6.4 Acres
Lot Width	<i>LMC § 15-2.10-3(B) requires a minimum Lot Width of 100 feet.</i> Complies: Parcel B has a Lot Width of 304 feet.
Setbacks	<i>LMC § 15-2.10-3(C) establishes that Setbacks for Front, Rear, and Sides to be 30 feet.</i> Complies: The Building Pad for the Single Family Dwelling is located 44.68 <u>41</u> feet from the Northern Lot Line. The Barn Building Pad is located 103.29 <u>55</u> feet from the Northern Lot Line.
Building Height	<i>LMC § 15-2.10-4 sets a Building Height of 28 feet from Existing Grade.</i> Complies: The Building Height for the Barn will be 27.125 feet. Future development must comply with <u>Building Height.</u>

24. Parcel B is located within the SLO, specifically in relation to Wetlands located on the Lot. LMC § 15-2.21-6(D) requires that the Applicant provide a wetlands delineation. The Applicant has completed a provisional delineation which identified two Wetlands on Parcel B, shown on the Site Plan Concept. LMC § 15-2.21-6(F) requires a 50 foot Setback from all Wetlands. As the Site Plan Concept shows, the existing Building Pads for both the Barn and Single Family Dwelling encroach on the Wetlands Setback.



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- ~~25. The Applicant has contacted the Army Corps of Engineers for a formal delineation by them, and the field work will occur in the Spring.~~
26. The current Smith Subdivision Plat also established that the area added to Lot 10, forming Parcel A, was to be a non-build Yard Area.
27. Plat Amendments shall be reviewed according to LMC § 15-7.1-6 Final Subdivision Plat and approval requires (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.
28. Good Cause exists for the Plat Amendment as it resolves existing issues and non-conformities, specifically by moving the Building Pads outside of the Wetlands Setbacks and by moving the Parcel B Driveway Easement exclusively onto Parcel B as well as bringing a potential driveway into compliance with PCFD requirements.
29. No changes to the public street or Right-of-Way are proposed. The utility easements running around the property will not be amended. The Driveway Easement will be amended, but it is not a public easement.
30. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 27, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 27, 2025. The Park Record published notice on March 27, 2025.
31. As part of the original approval, the Park City Fire District required emergency passing lanes and an area for them to turn around. The Park City Fire District requires the emergency passing areas and turn area to be added to the driveway easement to reflect the access that was reviewed and approved by the Park City Fire District on March 27, 2025.
32. The Applicant worked with Park City Water and Snyderville Basin Water Reclamation District to ensure their utility plan does not encroach on the wetland Setbacks.

Conclusions of Law

1. The proposed Plat Amendment complies with the LMC Requirements pursuant to Chapter 15-2.10 for the Estate Zoning District.
2. The proposed Plat Amendment complies with the LMC Requirements pursuant to Chapter 15-2.21 for the SLO.
3. The proposed Plat Amendment complies with the LMC Requirements pursuant to LMC Chapter 15-7.1 for Subdivision Procedures as there is Good Cause and no Public Street, Right-of-Way, or easement is vacated or amended.



Planning Department

Conditions of Approval

1. The City Attorney and City Engineer will review and approve the final form and content of the amended plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat at the County within one year from the date of Planning Commission approval of this Modification (April 9, 2026). If recordation has not occurred within one year's time, this approval for the plat will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
3. No building permit application may be submitted until after this plat amendment has been recorded with the County.
4. Development on Parcel A must conform with the land use regulations of the Single-Family Zoning District.
5. Development on Parcel B must conform with the land use regulations of the Estate Zoning District and the Sensitive Land Overlay.
6. Easements established as part of the 1995 Smith Subdivision are required to be retained or relocated pursuant to documented easement holder permission, including a 10-foot existing utility and drainage easement common to both Lots.
7. ~~Prior to the recordation of the amended plat, the applicant shall submit an updated wetland delineation approved by the Army Corps of Engineers to confirm the designated building pads and proposed driveway comply with required wetland regulations. If modifications to the designated building pads and proposed driveway location are required, the Applicant shall return to the Planning Commission for additional review and approval based upon the updated wetland delineation to ensure compliance with the Sensitive Land Overlay and to mitigate site disturbance. Such modifications shall not result in any net expansion of a building pad. The recorded Plat Amendment shall fully comply with the Army Corps of Engineers wetland Delineation dated January 15, 2025.~~
8. Plat notes shall require the following:
 - a. A maximum of three horses will be allowed and grazing of horses in the wildlife corridor is prohibited for Parcel B.
 - b. Home square footage is limited to a maximum of 8,000 square feet for Parcel B.
 - c. Barn square footage is limited to a maximum of 1,800 square feet for Parcel B. Residential use and human occupancy of the barn is prohibited.
 - d. Building height of the home and barn on Parcel B is limited to 23 feet to midpoint of roof and 28 feet to peak of roof.



Planning Department

- e. Parcel B is subject to an Animal Management Plan and Equestrian Lot Open Space Covenant Executed with Park City Municipal Corporation.
- f. Basements are prohibited for Parcel B.
- 9. A Plat Note shall indicate that the area added to Lot 10 [Lot A] of the McLeod Creek Subdivision, which is zoned Estate Zoning District, from the Willow Ranch Subdivision shall be a non-build area with such uses allowed as were previously allowed as part of Lot 6 of the Willow Ranch Subdivision.
- 10. The Driveway Easement shall be modified to reflect the access that was reviewed and approved by the Park City Fire District on March 27, 2025.
- 11. A Plat Note shall state that the Limits of Disturbance for Lot 6 (Parcel B) shall be a total of 18,000 square feet, for the Barn shall be 3,600 square feet, and for the Single Family Dwelling shall be 14,400 square feet.

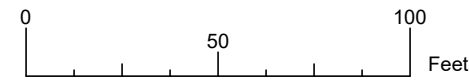
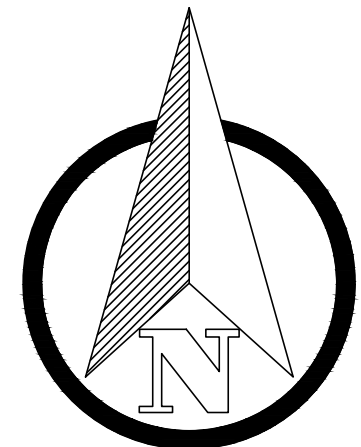
If you have questions or concerns regarding this Final Action Letter, please call 435-615-5058 or email jaron.ehlers@parkcity.org.

Sincerely,

Christin Van Dine
Planning Commission Chair Pro Tem

CC: Jaron Ehlers, Planning Technician

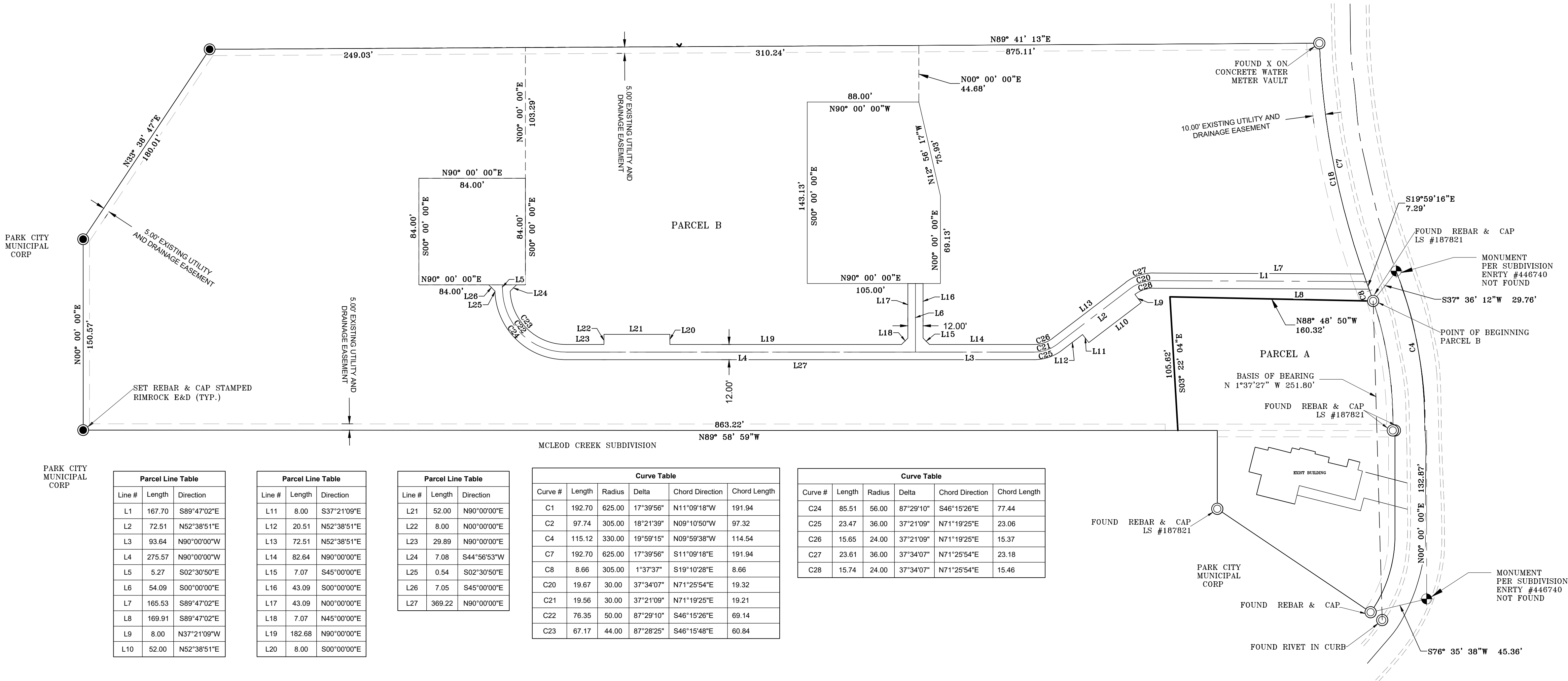
Attachment 1: ~~Proposed~~ Approved Modified Plat Amendment dated April 9, 2025.



SMITH SUBDIVISION
PARCEL B AMENDED

LOCATED IN THE:
SOUTHEAST QUARTER OF SECTION 5,
TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE AND MERIDIAN, PARK CITY
SUMMIT COUNTY, UTAH

LANCE WILLARD L. JR.
Willow Ranch Sub. #7



Parcel Line Table		
Line #	Length	Direction
L1	167.70	S89°47'02"E
L2	72.51	N52°38'51"E
L3	93.64	N90°00'00"W
L4	275.57	N90°00'00"W
L5	5.27	S02°30'50"E
L6	54.09	S00°00'00"E
L7	165.53	S89°47'02"E
L8	169.91	S89°47'02"E
L9	8.00	N37°21'09"W
L10	52.00	N52°38'51"E

Parcel Line Table		
Line #	Length	Direction
L11	8.00	S37°21'09"E
L12	20.51	N52°38'51"E
L13	72.51	N52°38'51"E
L14	82.64	N90°00'00"E
L15	7.07	S45°00'00"E
L16	43.09	S00°00'00"E
L17	43.09	N00°00'00"E
L18	7.07	N45°00'00"E
L19	182.68	N90°00'00"E
L20	8.00	S00°00'00"E

Parcel Line Table		
Line #	Length	Direction
L21	52.00	N90°00'00"E
L22	8.00	N00°00'00"E
L23	29.89	N90°00'00"E
L24	7.08	S44°56'53"W
L25	0.54	S02°30'50"E
L26	7.05	S45°00'00"E
L27	369.22	N90°00'00"E

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	192.70	625.00	17°39'56"	N11°09'18"W	191.94
C2	97.74	305.00	18°21'39"	N09°10'50"W	97.32
C4	115.12	330.00	19°59'15"	N09°59'38"W	114.54
C7	192.70	625.00	17°39'56"	S11°09'18"E	191.94
C8	8.66	305.00	1°37'37"	S19°10'28"E	8.66
C20	19.67	30.00	37°34'07"	N71°25'54"E	19.32
C21	19.56	30.00	37°21'09"	N71°19'25"E	19.21
C22	76.35	50.00	87°29'10"	S46°15'26"E	69.14
C23	67.17	44.00	87°28'25"	S46°15'48"E	60.84

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C24	85.51	56.00	87°29'10"	S46°15'26"E	77.44
C25	23.47	36.00	37°21'09"	N71°19'25"E	23.06
C26	15.65	24.00	37°21'09"	N71°19'25"E	15.37
C27	23.61	36.00	37°34'07"	N71°25'54"E	23.18
C28	15.74	24.00	37°34'07"	N71°25'54"E	15.46

PLAT NOTES

THE PURPOSE OF THIS PLAT IS TO ADJUST THE BUILDING EASEMENTS FOR PARCEL B

- 10' PUBLIC UTILITY EASEMENTS ON FRONT LOT LINE ALONG ELK MEADOW CIRCLE, 5' PUBLIC UTILITY EASEMENTS ON ALL SIDE AND REAR LOT LINES
- THIS SUBDIVISION PLAT AMENDMENT IS BASED UPON THE PREVIOUS RECORDED SUBDIVISION PLAT BY JOE DHAENENS RECORDED IN THE SUMMIT COUNTY RECORDERS OFFICE ENTRY # 446740
- BASIS OF BEARING IS BETWEEN A FOUND RIVET IN THE CURB AND GUTTER AND A FOUND REBAR AND CAP LSH#187182 AS SHOWN ON THIS PLAT

PARK CITY RECORDER

APPROVED THIS _____ DAY OF _____, A.D. 2024.

PARK CITY RECORDER

PARK CITY MAYOR

APPROVED THIS _____ DAY OF _____, A.D. 2024.

PARK CITY MAYOR

PARK CITY ATTORNEY

I HAVE EXAMINED THE PROPOSED PLAT OF THIS SUBDIVISION, AND IN MY OPINION IT CONFORMS WITH THE ORDINANCES APPLICABLE THERETO AND NOW IN FORCE AND EFFECT. APPROVED THIS _____ DAY OF _____, A.D. 2024.

PARK CITY ATTORNEY

PARK CITY ENGINEER

I HEREBY CERTIFY THAT THIS PLAT EXAMINED BY THIS OFFICE AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE.

PARK CITY ENGINEER

DATE

SNYDERVILLE BASIN WATER RECLAMTION DISTRICT

APPROVED THIS _____ DAY OF _____, A.D. 2024.

SBWRD REPRESENTATIVE

PARK CITY PLANNING COMMISSION

APPROVED THIS _____ DAY OF _____, A.D. 2024.

CHAIRMAN

RECORDED ENTRY NUMBER

STATE OF UTAH, COUNTY OF SUMMIT, RECORDED AND FILED AT THE REQUEST OF: _____

DATE: _____ TIME: _____ BOOK: _____ PAGE: _____

FEE \$

SUMMIT COUNTY RECORDER

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT PAUL THOMAS CARAHER III (TRUSTEE) OF THE CARAHER FAMILY TRUST, HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, TO BE HEREAFTER KNOWN AS SMITH SUBDIVISION PARCEL B AMENDED, AS SHOWN ON THIS PLAT AND INTENDED FOR PRIVATE USE, SUBJECT TO EASEMENTS AND RIGHTS GRANTED HEREUNDER AND ANY MATTERS OF RECORD, RESTRICTIONS AND CONDITIONS CONTAINED ON THIS PLAT. IN WITNESS WHEREOF, IWE HAVE HEREUNTO SET OUR/MY HAND(S) THIS _____ DAY OF _____, 2024, A.D.

BY: _____
PAUL THOMAS CARAHER III _____ DATE _____

ACKNOWLEDGMENT

STATE OF UTAH _____)
_____ : SS.
COUNTY OF _____)

ON THE _____ DAY OF _____, A.D. 2024, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, THE SIGNATURE(S) OF THE ABOVE OWNERS DEDICATION _____, WHO ACKNOWLEDGED TO ME THAT (S)HE EXECUTED THE ABOVE OWNERS DEDICATION AND CONSENT TO RECORD.

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

LEGAL DESCRIPTION

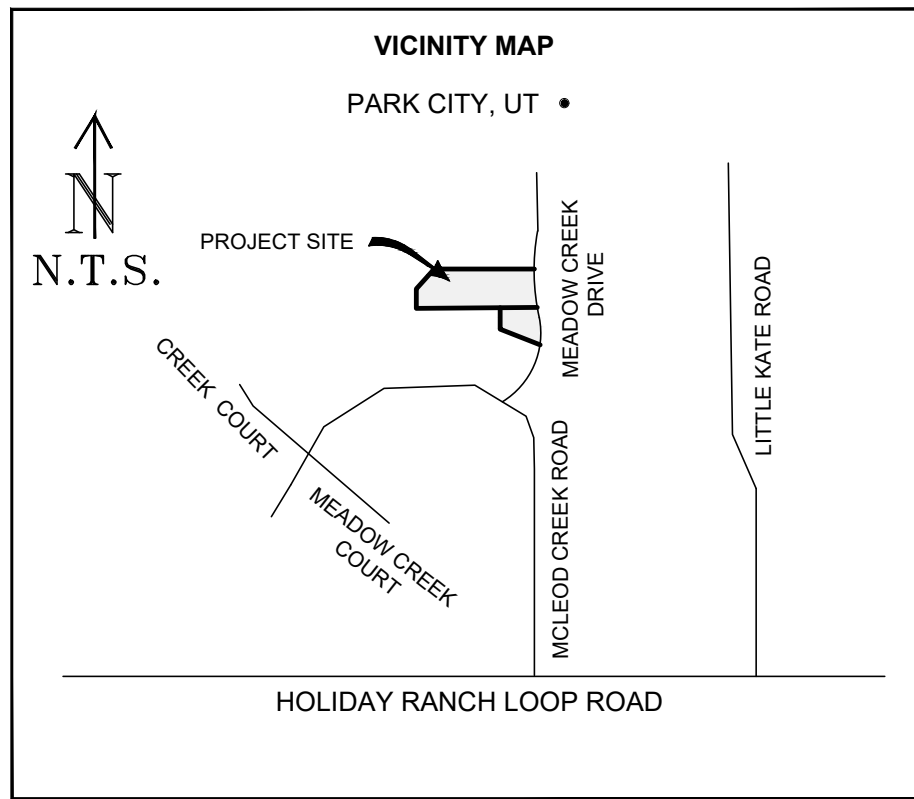
ALL OF PARCEL B, SMITH SUBDIVISION LOCATED IN THE SOUTHEAST QUARTER OF SECTION 5 TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH. RECORDED IN THE SUMMIT COUNTY RECORDERS OFFICE ENTRY #446740

SURVEYOR'S CERTIFICATE

I, TRAVIS R. GOWER, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH, AND THAT I HOLD LICENSE NUMBER 6439364 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS LICENSING ACT, I FURTHER CERTIFY THAT I HAVE COMPLETED A SURVEY AND HAVE REFERENCED A RECORD OF SURVEY MAP OF THE EXISTING PROPERTY BOUNDARIES IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED THE BOUNDARY LOCATIONS AND HAVE PLACED MONUMENTS AS REPRESENTED ON THAT PLAT. I DO FURTHER CERTIFY THAT BY THE AUTHORITY OF THE OWNERS, I HAVE PREPARED THIS PLAT AND AMENDMENT OF THE PROPERTY DESCRIBED HEREON, HEREAFTER TO BE KNOWN AS SMITH SUBDIVISION PARCEL B AMENDED.

TRAVIS R. GOWER
P.L.S. 6439364

DATE _____



SMITH SUBDIVISION PARCEL B AMENDED

LOCATED IN THE: SOUTHEAST QUARTER OF SECTION 5,
TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE AND MERIDIAN, PARK CITY SUMMIT COUNTY, UTAH



tgower@re-n-d.com
801-837-0633

RIMROCK
ENGINEERING &
DEVELOPMENT

PROJECT NAME

**SMITH SUBDIVISION
PARCEL B AMENDED**

1" = 50'

DRAWN: TG

CHECKED: AP

PROJECT #

RGC2216-01-01

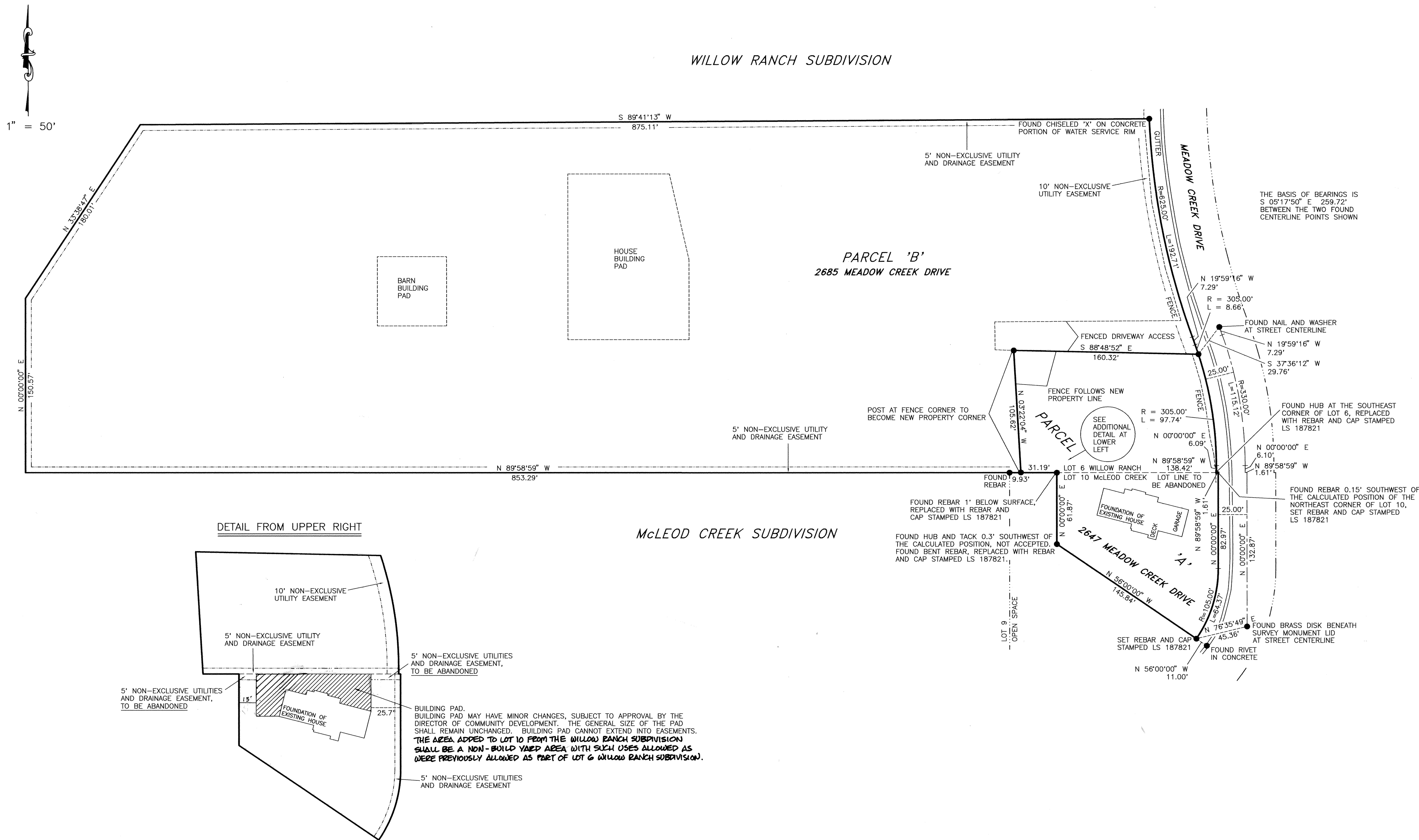
DATE:

01/16/2024

SHEET NO:

1 OF 1

SMITH SUBDIVISION
being a
PLAT AMENDMENT OF LOT 6 WILLOW RANCH SUBDIVISION AND LOT 10 McLEOD CREEK SUBDIVISION
and RECORD OF SURVEY



OWNER'S CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT, THAT WE, PHILO M. SMITH, JR. AND DIANE JORDAN SMITH TRUSTEES, THE OWNERS OF THE HEREON DESCRIBED PROPERTY, HERINAFTER TO BE KNOWN AS SMITH SUBDIVISION, CERTIFY THAT WE HAVE CAUSED THIS SURVEY TO BE MADE, AND THE PLAT TO BE PREPARED, AND WE DO HEREBY CONSENT TO THE RECORDATION OF THIS SUBDIVISION AND PLAT AMENDMENT.

Philo M. Smith, Jr.
PHILO M. SMITH, JR.

Diane Jordan Smith
DIANE JORDAN SMITH, FOR DIANE JORDAN SMITH TRUSTEES

THE OWNER, OR HIS REPRESENTATIVE, HEREBY IRREVOCABLY OFFERS, FOR DEDICATION TO THE CITY OF PARK CITY, ALL STREETS, LAND FOR PUBLIC UTILITIES AND EASEMENTS, AND REQUIRED UTILITIES AND EASEMENTS SHOWN ON THE SUBDIVISION PLAT AND CONSTRUCTION PLANS IN ACCORDANCE WITH AN IRREVOCABLE OFFER OF DEDICATION.

ACKNOWLEDGEMENT

STATE OF Utah
COUNTY OF Summit

ON THIS 14 DAY OF March, 1995, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID STATE AND COUNTY, PHILO M. SMITH, JR. AND DIANE JORDAN SMITH, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT THEY ARE THE OWNERS OF THE HEREIN DESCRIBED PROPERTY, AND THEY SIGNED THE ABOVE OWNER'S CONSENT TO RECORD FREELY AND VOLUNTARILY.

NOTARY PUBLIC
GLENNA R. COLLIER
310 South Main, Suite 300
Salt Lake City, Utah 84101
My Commission Expires: 12-28-98
December 28, 1998
RESIDING AT: Park City, UT
STATE OF UTAH

SURVEYOR'S CERTIFICATE

I, JOE DHAENENS, CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HOLD LICENSE NUMBER 187821 AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, AND THAT I HAVE MADE A SURVEY OF THE PROPERTY SHOWN HEREON AND AS DESCRIBED IN THE NOTES AND LEGAL DESCRIPTION BELOW.

NOTES

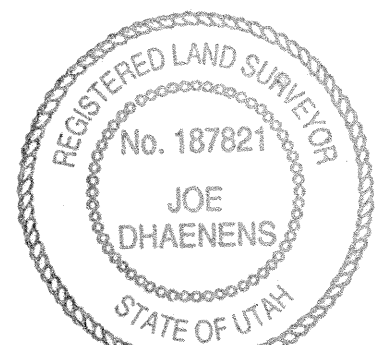
1. THE BASIS OF BEARINGS FOR THIS SURVEY IS AS SHOWN.
2. SURVEY MONUMENTS WERE FOUND OR SET AS SHOWN.
3. THE PURPOSE OF THIS SURVEY IS FOR BOUNDARY LOCATION AND PLAT AMENDMENT.
4. THIS SURVEY WAS REQUESTED BY PHILO SMITH.
5. THIS SURVEY WAS PERFORMED ON MAY 10, 1995.
6. THE OWNER OF THIS PROPERTY SHOULD BE AWARE OF ANY ITEMS AFFECTING THE PROPERTY THAT MAY APPEAR IN A TITLE INSURANCE REPORT; THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCROACHMENTS, OR ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS DRAWN OR NOTED HEREON.
7. ALL BEARINGS AND DISTANCES SHOWN WERE MEASURED AND ARE EQUIVALENT TO THE RECORD BEARINGS AND DISTANCES, EXCEPT WHERE OTHERWISE SHOWN.
8. THE PURPOSE OF THIS PLAT AMENDMENT IS TO ADD PART OF LOT 6 TO LOT 10. OTHER LOT LINES IN McLEOD CREEK AND WILLOW RANCH SUBDIVISIONS WILL NOT BE AFFECTED.

LEGAL DESCRIPTIONS

PARCEL A:
LOCATED IN SECTION 5, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASELINE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: ALL OF LOT 10 OF McLEOD CREEK SUBDIVISION, TOGETHER WITH A PART OF LOT 6 OF WILLOW RANCH SUBDIVISION, SAID PART OF LOT 6 BEING THE FOLLOWING: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 6, THENCE N 89°58'59" W ALONG THE COMMON LINE BETWEEN McLEOD CREEK AND WILLOW RANCH SUBDIVISIONS 169.61 FEET, THENCE N 03°22'04" W 105.62 FEET, THENCE S 88°48'52" E 160.32 FEET TO A POINT ON A 305.00 FOOT RADIUS CURVE, THENCE 97.74 FEET IN A SOUTHERLY DIRECTION ALONG THE ARC OF SAID CURVE WHOSE CHORD BEARS S 09°10'50" E 97.32 FEET, THENCE S 00°00'00" E 6.09 FEET TO THE POINT OF BEGINNING. PARCEL A CONTAINS 0.74 ACRES.

PARCEL B:
LOCATED IN SECTION 5, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASELINE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: ALL OF LOT 6 OF WILLOW RANCH SUBDIVISION, EXCEPTING THEREFROM A PART OF LOT 6 OF WILLOW RANCH SUBDIVISION, SAID PART OF LOT 6 BEING THE FOLLOWING: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 6, THENCE N 89°58'59" W 169.61 FEET, THENCE N 03°22'04" W 105.62 FEET, THENCE S 88°48'52" E 160.32 FEET TO A POINT ON A 305.00 FOOT RADIUS CURVE, THENCE 97.74 FEET IN A SOUTHERLY DIRECTION ALONG THE ARC OF SAID CURVE WHOSE CHORD BEARS S 09°10'50" E 97.32 FEET, THENCE S 00°00'00" E 6.09 FEET TO THE POINT OF BEGINNING. PARCEL B CONTAINS 6.40 ACRES.

SURVEYED BY:	CITY COUNCIL	CITY ENGINEER	CITY ATTORNEY	SEWER DISTRICT APPROVAL	RECORDED
ON THE MAP LAND SURVEYING P.O. BOX 3864 PARK CITY, UT 84060 647-9825	APPROVED BY THE PARK CITY COUNCIL ON THIS <u>31ST</u> DAY OF <u>AUGUST</u> , 1995. <i>Eric L. Sheldon</i> MAYOR <i>Anita L. Sheldon</i> CITY RECORDER	APPROVED BY THE PARK CITY ENGINEER ON THIS <u>12TH</u> DAY OF <u>DECEMBER</u> , 1995. <i>Eric W. O'Hara, PE</i> CITY ENGINEER	APPROVED AS TO FORM BY THE PARK CITY ATTORNEY ON THIS <u>10TH</u> DAY OF <u>JANUARY</u> , 1996. <i>Mal D. Hargreaves</i> CITY ATTORNEY	REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS <u>7th</u> DAY OF <u>December</u> , 1995. <i>James L. Baird</i> S.B.S.I.D.	NUMBER <u>446-740</u> STATE OF UTAH COUNTY OF SUMMIT RECORDED AND FILED AT THE REQUEST OF <u>Coalition</u> <u>Title</u> DATE <u>01-23-96</u> TIME <u>08:14 A.M.</u> FEE <u>5.20</u> <i>Diane M. Dunn, deputy</i> COUNTY RECORDER



DATE 11-28-95



Planning Department

March 13, 2024

Josh Call
Rimrock Engineering and Development

CC: Paul and Alaine Caraher

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 2685 and 2647 Meadow Creek Drive

Zoning District: Parcel A – Single Family, partially in the Sensitive Land Overlay
Parcel B – Estate and Sensitive Land Overlay

Application: Plat Amendment

Project Number: PL-24-06033

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: March 23, 2024

Project Summary: The Applicant Proposes Amending the Smith Subdivision Parcel to Shift the Existing Building Pads Out of the Wetlands to Maintain the Sensitive Land Overlay and Amend the Driveway Easement to be Entirely on Parcel B

Action Taken

On March 13, 2024, the Planning Commission conducted a public hearing and approved the Smith Subdivision First Amended Plat Amendment [Attachment 1] according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. In 1980, the Park City Municipal Corporation (the City) approved the McLeod Creek Subdivision.
2. On January 22, 1985, the City Council passed Ordinance 86-5, rezoning McLeod Creek Subdivision to being Single Family (SF) Zoning District.



Planning Department

3. On December 17, 1992, the City Council formally annexed what would become the Willow Ranch Subdivision, zoning it Estate and Recreation Open Space.
4. On January 28, 1993, the City Council approved the final Plat for the Willow Ranch Subdivision, which consisted of six lots.
5. The City was creating the SLO at the same time as the Willow Ranch annexation, and so the SLO didn't initially apply as the Annexation was vested.
6. To provide protection in the absence of the SLO, specific building pads for a Single-Family Dwelling and Barn, driveway easements, and square footage were placed as restrictions on the Plat.
7. Lot 6, which is now Parcel B, was one such Lot.
8. In 1995, the then owner wished to add an addition to the existing Single-Family Dwelling located on Lot 10 of the McLeod Creek Subdivision, but this proposed addition encroached into setbacks. The owner also owned Lot 6 of Willow Ranch, which was vacant. The property owner applied to create the two-Lot Smith Subdivision. To accommodate the addition, the Lot line for Lot 10 would be shifted North to incorporate part of Lot 6. This new Lot was named Parcel A. The remainder of Lot 6 became Parcel B.
9. On August 31, 1995, the City Council approved the Smith Subdivision. The Lot 6 Building Pads for the potential Single-Family Dwelling and Barn remained on the Smith Subdivision Plat, but neither the Square Footages nor the Driveway Easement are shown. Ordinance 95-44, which approved the Smith Subdivision, included Condition of Approval (COA) 3 which states, "All previous conditions of the Willow Ranch and McLeod Creek Subdivisions shall remain in full force and effect."
10. The addition was not constructed.
11. On September 8, 2022, the Planning Department received a Plat Amendment from the current applicant seeking to adjust the lot line for Parcels A and B to restore it to the original boundary between the McLeod and Willow Ranch Subdivisions. That application was under the address 2647 Meadow Creek Drive (Parcel A) and assigned the number PL-22-05374. As part of Staff's analysis of the application, it was determined that the Applicant would need to complete a Wetlands Delineation as required by LMC § 15-2.21-6.
12. A COA was recommended where the final location of the Building Pads would be determined by the Planning Director and City Engineer following that Delineation. Staff also recommended that the restrictions and Plat Notes that had been included on the Willow Ranch Plat, but weren't included on the Smith Subdivision



Planning Department

Plat, would be placed on the amended Smith Subdivision Plat, as they remained in effect due to COA 3 of Ordinance 95-44. The Plat Amendment was scheduled for a public hearing before the Planning Commission on December 14, 2022, but the applicant withdrew the application before the hearing.

13. In preparation for submitting a new Plat Amendment application, the applicant reached out to Staff to determine what would be required under the SLO and expressed their interest in building the Barn first.
14. Staff took the proposal to the Development Review Committee (DRC) on August 15, 2023. Following the meeting, the applicant worked with the Planning Department, City Engineer, Park City Fire District (PCFD), and the public utilities to amend their proposal.
15. On January 4, 2024, the applicant submitted the formal application for a Plat Amendment.
16. Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on February 28, 2024. Staff mailed courtesy notice to property owners within 300 feet on February 28, 2024. The Park Record published notice on February 28, 2024.
17. Parcel B is located within the Estate Zoning District.
18. Land Management Code (LMC) § 15-2.10-2 establishes that both Single Family Dwellings and Agriculture are Allowed Uses within the Estate Zone.
19. Per LMC Chapter 15-2.10, all structures within the Estate Zone are subject to the following criteria:

Estate Zone Requirements	Analysis of Proposal
Lot Size	<i>LMC § 15-2.10-3(A) requires that all uses (except Duplexes) have a minimum Lot Size of 3 Acres.</i> Complies: Parcel B has a Lot Size of 6.4 Acres
Lot Width	<i>LMC § 15-2.10-3(B) requires a minimum Lot Width of 100 feet.</i> Complies: Parcel B has a Lot Width of 304 feet.
Setbacks	<i>LMC § 15-2.10-3(C) establishes that Setbacks for Front, Rear, and Sides to be 30 feet.</i> Complies:



Planning Department

	The Building Pad for the Single Family Dwelling is located 44.68 feet from the Northern Lot Line. The Barn Building Pad is located 103.29 feet from the Northern Lot Line.
Building Height	<i>LMC § 15-2.10-4 sets a Building Height of 28 feet from Existing Grade.</i> Complies: The Building Height for the Barn will be 27.125 feet.

20. Parcel B is located within the SLO, specifically in relation to Wetlands located on the Lot. LMC § 15-2.21-6(D) requires that the Applicant provide a wetlands delineation. The Applicant has completed a provisional delineation (Exhibit L) which identified two Wetlands on Parcel B, shown on the Site Plan Concept. LMC § 15-2.21-6(F) requires a 50 foot Setback from all Wetlands. As the Site Plan Concept shows, the existing Building Pads for both the Barn and Single Family Dwelling encroach on the Wetlands Setback.
21. The Applicant has contacted the Army Corps of Engineers for a formal delineation by them, and the field work will occur in the Spring.
22. The current Smith Subdivision Plat also established that the area added to Lot 10, forming Parcel A, was to be a non-build Yard Area.
23. Plat Amendments shall be reviewed according to LMC § 15-7.1-6 Final Subdivision Plat and approval requires (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.
24. Good Cause exists for the Plat Amendment as it resolves existing issues and non-conformities, specifically by moving the Building Pads outside of the Wetlands Setbacks and by moving the Parcel B Driveway Easement exclusively onto Parcel B as well as bringing a potential driveway into compliance with PCFD requirements.
25. No changes to the public street or Right-of-Way are proposed. The utility easements running around the property will not be amended. The Driveway Easement will be amended, but it is not a public easement.

Conclusions of Law

1. The proposed Plat Amendment complies with the LMC Requirements pursuant to Chapter 15-2.10 for the Estate Zoning District.



Planning Department

2. The proposed Plat Amendment complies with the LMC Requirements pursuant to Chapter 15-2.21 for the SLO.
3. The proposed Plat Amendment complies with the LMC Requirements pursuant to LMC Chapter 15-7.1 for Subdivision Procedures as there is Good Cause and no Public Street, Right-of-Way, or easement is vacated or amended.

Conditions of Approval

1. The City Attorney and City Engineer will review and approve the final form and content of the amended plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat at the County within one year from the date of Planning Commission approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
3. No building permit application may be submitted until after this plat amendment has been recorded with the County.
4. Development on Parcel A must conform with the land use regulations of the Single-Family Zoning District.
5. Development on Parcel B must conform with the land use regulations of the Estate Zoning District and the Sensitive Land Overlay.
6. Easements established as part of the 1995 Smith Subdivision are required to be retained or relocated pursuant to documented easement holder permission, including a 10-foot existing utility and drainage easement common to both Lots.
7. Prior to the recordation of the amended plat, the applicant shall submit an updated wetland delineation approved by the Army Corps of Engineers to confirm the designated building pads and proposed driveway comply with required wetland regulations. If modifications to the designated building pads and proposed driveway location are required, the Applicant shall return to the Planning Commission for additional review and approval based upon the updated wetland delineation to ensure compliance with the Sensitive Land Overlay and to mitigate site disturbance. Such modifications shall not result in any net expansion of a building pad.
8. Plat notes shall require the following:
 - a. A maximum of three horses will be allowed and grazing of horses in the wildlife corridor is prohibited for Parcel B.
 - b. Home square footage is limited to a maximum of 8,000 square feet for Parcel B.



Planning Department

- c. Barn square footage is limited to a maximum of 1,800 square feet for Parcel B. Residential use and human occupancy of the barn is prohibited.
 - d. Building height of the home and barn on Parcel B is limited to 23 feet to midpoint of roof and 28 feet to peak of roof.
 - e. Parcel B is subject to an Animal Management Plan and Equestrian Lot Open Space Covenant Executed with Park City Municipal Corporation.
 - f. Basements are prohibited for Parcel B.
9. A Plat Note shall indicate that the area added to Lot 10 [Lot A] of the McLeod Creek Subdivision, which is zoned Estate Zoning District, from the Willow Ranch Subdivision shall be a non-build area with such uses allowed as were previously allowed as part of Lot 6 of the Willow Ranch Subdivision.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Christin Van Dine", written over a horizontal line.

Christin Van Dine
Planning Commission Chair Pro Tem

CC: Jaron Ehlers, Planning Technician

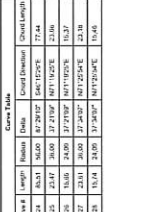
Attachment 1: Proposed Plat

BY PAUL THOMAS CARAHN III _____ DATE _____

ACKNOWLEDGMENT

NOTARY PUBLIC
 MY COMMISSION EXPIRES: _____

LEGAL DESCRIPTION
ALL OF PARCEL B, SMITH SUBDIVISION LOCATED IN THE SOUTHEAST QUARTER OF SECTION 5
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN, PARK CITY, SUMMIT COUNTY,
UTAH, RECORDED IN THE SUMMIT COUNTY RECORDERS OFFICE ENTRY #446740



Curve Table				
Curve	Length	Radius	Delta	Chord Division
C1	10.20	52.00	17°29'52"	19.34
C2	10.20	52.00	18°12'30"	19.32
C4	11.15	32.00	19°25'3"	11.54
C5	10.20	52.00	17°29'52"	19.34
C7	8.00	30.00	17°30'25"	16.94
C8	8.00	30.00	17°37'7"	16.92
C20	10.67	50.00	37°30'10"	8.82
C21	10.20	52.00	37°12'30"	16.21
C22	10.20	50.00	37°29'52"	16.14
C23	6.17	44.00	40°29'25"	66.54

Parcel Line Table		
Line A	Length	Bearing
L21	52.00	N60°03'00"E
L22	6.00	N00°03'00"E
L23	29.89	N60°03'00"E
L24	7.00	S44°36'32"W
L25	6.54	S02°30'00"E
L26	7.00	S45°30'00"E
L27	369.22	N60°03'00"E

Parcel Line Table		
Parcel #	Length	Direction
11	8.38	S37°21'00"E
12	20.51	N62°30'S1°E
13	72.51	N62°39'S1°E
14	82.94	N60°00'00"E
15	7.87	S43°10'00"E
16	43.89	S05°00'00"E
17	43.89	N30°10'00"E
18	7.87	N45°10'00"E
19	182.68	N60°00'00"E

Particle Size Table		
ϕ	Length	Diameter
1	187.70	539.4702"E
2	72.51	165.23851"E
3	33.64	86.97070"E
4	275.57	160.97070"E
5	9.27	162.57070"E
6	54.09	500.97070"E
7	185.53	349.4702"E
8	169.91	549.4702"E
9	8.00	161.2709"E

SURVEYOR'S CERTIFICATE

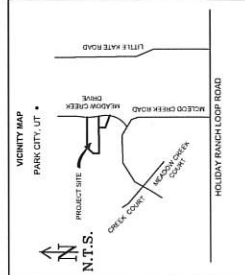
I, **THOMAS R. GONNER**, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH, AND THAT I HOLD LICENSE NUMBER **14534** IN ACCORDANCE WITH TITLE 55, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS LICENSING ACT, FURTHER CERTIFY THAT I HAVE CONDUCTED A SURVEY OF THE ABOVE DESCRIBED PROPERTY, AND THAT THE EXISTING DATA THAT I HAVE USED IN THE CONDUCT OF THIS SURVEY WERE OBTAINED FROM THE EXISTING RECORDS OF THE SURVEYING AND MAPPING DIVISION OF THE UTAH DEPARTMENT OF HERITAGE, AND THAT I HAVE PLACED MONUMENTS AS REPRESENTED ON THAT PLAT. I DO FURTHER CERTIFY THAT THE PROPERTY DESCRIBED HEREON, HEREINAFTER TO BE KNOWN AS **SMITH JUDSON PLAT**, WAS PLACED BY THE AUTHORITY OF THE OWNERS, I HAVE PREPARED THIS PLAT AND AMENDMENT OF THE PROPERTY DESCRIBED HEREON, HEREINAFTER TO BE KNOWN AS **SMITH JUDSON PLAT**, AS AMENDED.



TRAVIS R. GOWEN
P.L.S. 6439264

SMITH SUBDIVISION PARCEL B AMENDED
LOCATED IN THE: SOUTHEAST QUARTER OF SECTION 5,
TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE AND MERIDIAN, PARK CITY SUMMIT COUNTY, UTAH

 RIMMER ENGINEERING & DEVELOPMENT		PROJECT NAME SMITH SUBDIVISION PARCEL B AMENDED	
PROJECT # R010204		PROJECT DATE 01/18/2024	
DRAWN: TC		SHEET NO: 1 OF 1	
CHECKED: AP			



RECORDED ENTRY NUMBER _____
STATE OF UTAH, COUNTY OF SUMMIT, RECORDED AND FILED AT
THE REQUEST OF _____
DATE: _____ TIME: _____ BOOK: _____ PAGE: _____
_____ SUMMIT COUNTY RECORDER
FEE \$ _____

PARK CITY PLANNING COMMISSION

APPROVED THIS _____ DAY OF _____ A.D. 2024.

CHAIRMAN

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

APPROVED THIS _____ DAY OF _____ A.D. 2024.

_____ SUNDYD REPRESENTATIVE

I HEREBY CERTIFY THAT THIS PLAN EXAMINED BY THIS OFFICE AND THIS CONTRACT IS IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE.

PARK CITY ENGINEER _____ DATE _____

PARK CITY ENGINEER _____

PARISH CITY ATTORNEY

PARISH CITY ATTORNEY

PARK CITY MAYOR _____

APPROVED THIS _____ DAY OF _____, A.D. 2024.

PARK CITY MAYOR

PLAT NOTES

1. THE PURPOSE OF THIS PLAT IS TO ADJUST THE BUILDING EASEMENTS FOR PARCEL B.

2. IF PUBLIC UTILITY EASEMENTS ON FRONT LOT ARE ALONG BLUE MEADOW CIRCLE, A PUBLIC UTILITY EASEMENT IS AVAILABLE AND MEAN LOT LINES.

3. THIS SUBDIVISION PLAT AMENDMENT IS BASED UPON THE PREVIOUS RECORDED SUBDIVISION PLAT BY JOE SHANNEN RECORDED IN THE SUMMIT COUNTY RECORDERS OFFICE ENTRY # 449474.

4. BASIS OF BEARING IS BETWEEN A FOUND RINET IN THE CURB AND GUTTER AND A FOUND

PARK CITY RECORDER	
APPROVED THIS _____ DAY OF _____, A.D. 2024.	

PARK CITY RECORDER	
PARK CITY MAYOR	
APPROVED THIS _____ DAY OF _____, A.D. 2024.	

PARK CITY MAYOR	



Planning Department

May 10, 2024

Bob Theobold
Appellant

NOTICE OF APPEAL PANEL ACTION

Description

Address: 2647 and 2685 Meadow Creek Drive

Zoning District: Parcel A – Single-Family, partially in the Sensitive Land Overlay and Estate
Parcel B – Estate and Sensitive Land Overlay

Application: Appeal of Plat Amendment Approval

Project Number: PL-24-06033 – Plat Amendment
PL-24-06078 – Appeal

Action: DENIED

Date of Final Action: May 10, 2024

Project Summary: The Applicant appealed the Planning Commission's approval of a Plat Amendment.

Action Taken

On May 6, 2024, the Appeal Panel conducted a public hearing, denied the appeal, and affirmed the Planning Commission's approval of a Plat Amendment based on the following Findings of Fact and Conclusions of Law:

Findings of Fact

The Appeal Panel hereby finds as follows:

1. The properties are located at 2647 and 2685 Meadow Creek Drive and are part of the Smith Subdivision.
2. The Smith Subdivision contains two lots, one from the Willow Ranch Subdivision and the other from the McLeod Creek Subdivision.
3. A platted driveway easement crosses both lots for access to 2685 Meadow Creek Drive.

4. The platted house and barn Building Pads for 2685 Meadow Creek Drive encroach into a 50-foot Setback from wetlands required by the Sensitive Land Overlay.
5. The Applicant applied to relocate the platted Building Pads to meet the required Setbacks and to replat the driveway easement so it is entirely located on 2685 Meadow Creek Drive.
6. On June 28, 2023, the Applicant submitted a preliminary wetland delineation to the Army Corps of Engineers in preparation for submitting a Plat Amendment application to shift the Single-Family and Barn building pad and relocate the driveway easement.
7. On August 15, 2023, the Development Review Committee reviewed the proposal and worked with the Applicant to amend their proposal to comply with the preliminary wetland delineation.
8. On January 4, 2024, the Applicant submitted a Plat Amendment Application to the Planning Department.
9. On March 13, 2024, the Planning Commission held a public hearing on the proposed Smith Subdivision First Amended Plat and unanimously approved the Plat Amendment.
10. On March 25, 2024, the Appellant appealed the Planning Commission's approval.
11. The property is within the Sensitive Land Overlay, and the Planning Commission correctly determined changes to platted elements require a Sensitive Land Analysis pursuant to LMC § 15-2.21-3(A)(7), including an updated map delineating all wetlands.
12. The typographical error to Finding of Fact 4 is harmless error and had no bearing upon the application of the LMC to this application or the Good Cause determination by the Planning Commission.
13. Staff published notice on the City's and Utah Public Notice websites and posted notice to the property on April 22, 2024. Staff mailed courtesy notice to the property owners within 300 feet on April 22, 2024. The *Park Record* published courtesy notice on April 20, 2024.

Conclusions of Law

1. The Appeal Panel found no error or misapplication of the Land Management Code in the Planning Commission's Final Action Letter.
2. The Planning Commission correctly found the Plat Amendment complied with the Land Management Code, and there was Good Cause for the Plat Amendment.
3. The Appeal Panel found no error or misapplication of the Land Management Code as to any other findings of fact or conclusions of law by the Planning Commission

4. As to all other allegations or arguments asserted by the Appellant, the Appellant failed to meet the requisite burden of proof.

Order: The Appeal Panel hereby denies the appeal and affirms the Planning Commission's decision to approve the Smith Subdivision First Amended Plat in accordance with the applicable standards, Utah Code, and Land Management Code Chapter 15-7.1, and § 15-7.1-3(B). The original action letter stands, with the exception of the typographical error in Finding of Fact #4, which may be corrected to reflect 8 lots.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5060 or email planning@parkcity.org.

Sincerely,

DocuSigned by:

05AE9877B95E400

Adam Strachan
Appeal Panel Chair



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

January 15, 2025

Regulatory Division (SPK-2023-00487)

Mr. Paul Caraher
2685 Meadow Creek Drive
Park City, Utah 84060
ptcaraher@gmail.com

Dear Mr. Caraher:

We are responding to your June 22, 2024 request for verification of an Aquatic Resource delineation for the Caraher Property site. The approximately 6-acre project site is located on 2624 Meadow Creek Drive, Latitude 40.672378°, Longitude -111.513651°, Park City, Summit County, Utah (Enclosure 1).

Based on the information you have provided, the Meadow Creek Drive Lot 6 project involves the construction of a barn pad, access road, and buried utility lines. The proposed activities would be conducted in accordance with the *Park City Barn* plans, created by Rimrock Engineering & Development and dated June 12, 2024 (Enclosure 2).

We have determined that the proposed work will not result in the discharge of dredged or fill material within waters of the United States. Therefore, a Department of the Army Permit is not required for this work. Measures should be taken to prevent construction materials and/or activities from entering any waters of the United States. Appropriate soil erosion and sediment controls should be implemented on site to achieve this end. This determination is based on the information you provided to our office. If future plans would result in a change to the design or construction methods of the proposed action, we recommend you contact our office for a new determination.

Our disclaimer of jurisdiction is only for this activity as it pertains to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899, and does not refer to, nor affect jurisdiction over any waters present on site. Other federal, state, and local laws may apply to your activities. Therefore, in addition to contacting other federal and local agencies, you should also contact state regulatory authorities to determine whether your activities may require other authorizations or permits.

In addition, based on available information, we concur with your aquatic resources delineation for the site, which consists of approximately 0.05 acre of palustrine emergent wetlands, as depicted on *Delineation Detail Caraher Parcel* drawing prepared by CNL Environmental and dated June 7, 2024 (Enclosure 3). This letter verifies that the

location and boundaries of wetlands were delineated consistent with the wetland definition at 33 CFR §328.3(c)(16), the 1987 *Corps of Engineers Wetlands Delineation Manual* (Wetlands Research Program Technical Report Y-87-1) and the applicable regional supplements; and the location and boundaries of non-tidal waters conform with the ordinary high water mark definition at 33 CFR §328.3(c)(7), Regulatory Guidance Letter 05-05, and any applicable regional guide.

This verification letter does not constitute a jurisdictional determination (JD). A JD is not required to process an application for a Department of the Army permit. If you do not require a JD for the site, your permit application may be processed sooner. You may request a JD for this site at any time prior to starting work in aquatic resources, including after a permit decision is made. To request a JD for this site, complete the attached *Request for Aquatic Resources Delineation or Jurisdictional Determination Form* (enclosure 4) and return it to this office at the address listed below.

The delineation included herein has been conducted to identify the location and extent of the aquatic resource boundaries for the particular site identified in this request. This delineation may not be valid for the Wetland Conservation Provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should discuss the applicability of a certified wetland determination with the local USDA service center, prior to starting work.

Please refer to identification number SPK-2023-00487 in any correspondence concerning this project. If you have any questions, please contact Connor Jones at Utah Regulatory Field Office, 533 West 2600 South, Suite 150, Bountiful, Utah 84010-7744, by email at connor.d.jones@usace.army.mil, or telephone at 801-295-8380 ext. 8317.

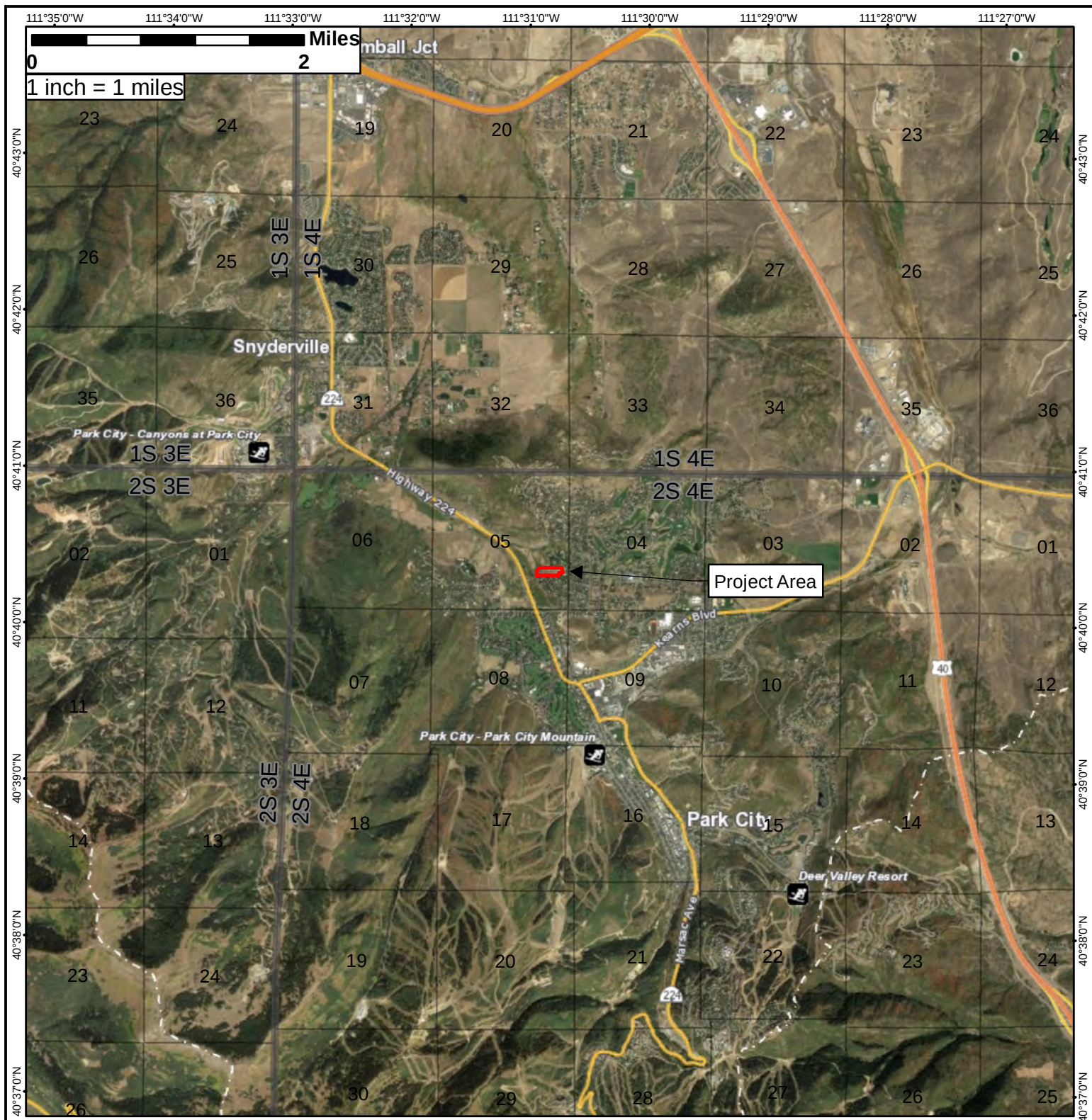
Sincerely,



Connor Jones
Project Manager
Utah Regulatory Section

Enclosures

cc: Cody Mittanck, CNL Environmental (cody@cnlenvironmental.com)



Project Location

Caraher Parcel

Section 5
n T.2S, R.4E, S.L.B.&M.

Legend

Project Area

Projection:

NAD 83 UTM Zone 12N

Source:

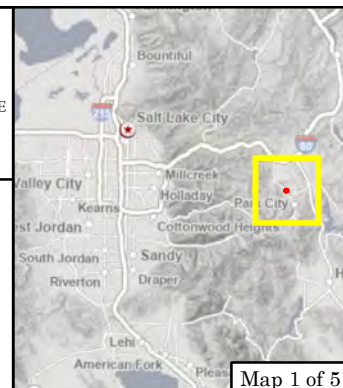
UGRC Basemap Hybrid
Imagery 9/24/21

Survey Performed by
Cody Mittanck

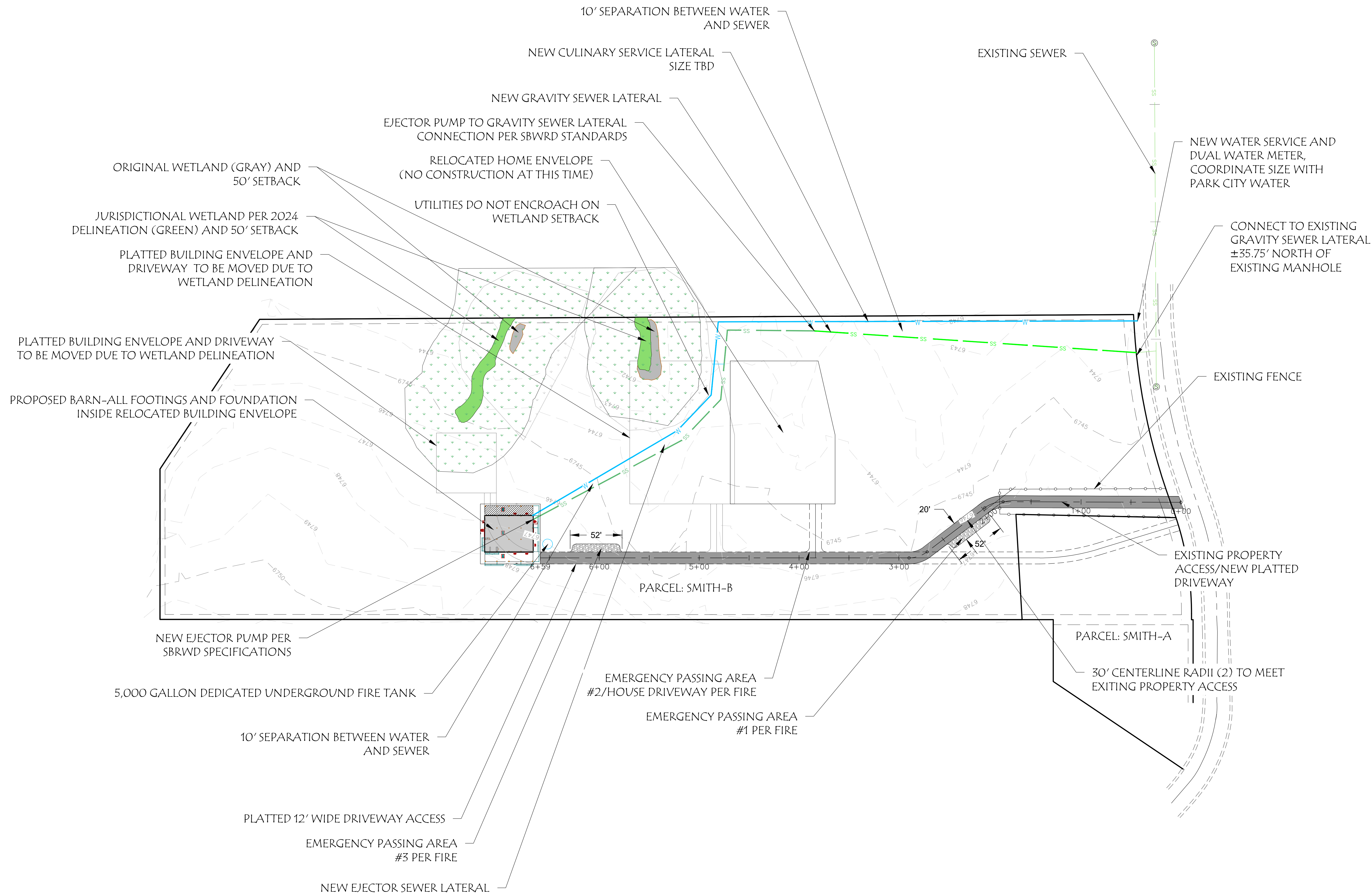
CNL ENVIRONMENTAL

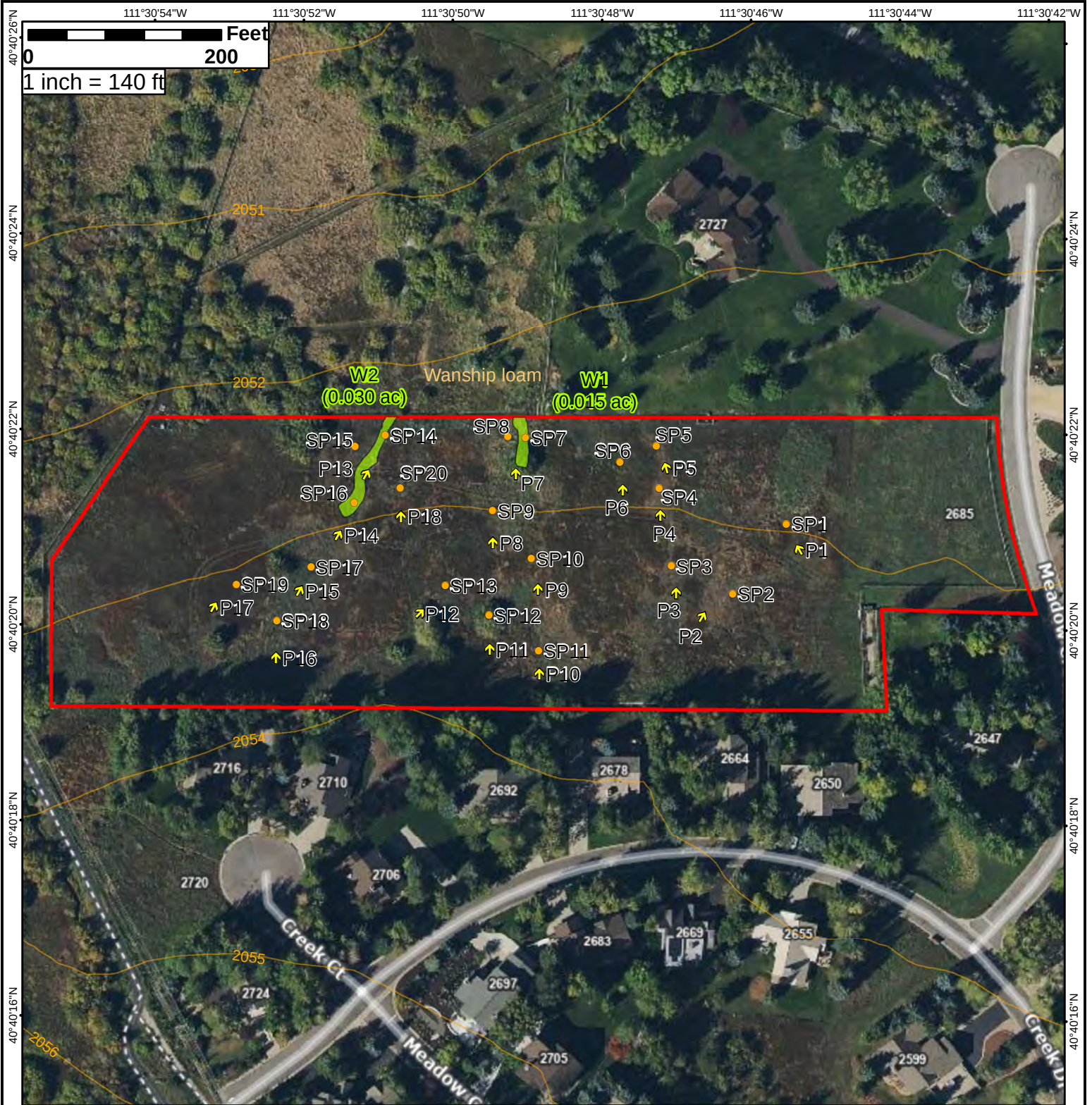
Created: 6/7/2024

Revised:
Author: CMM



6/12/2024
D:\TEMP 4480_DRAWS\2023\Conceir Smith Barn Park City Design Base February Update.dwg





Delineation Detail

Caraher Parcel

Project Dimensions:

Note: dimensions include features w/in project area

Project area = 6.397 ac
Wetlands = 0.045 ac

Legend

- Project Area
- ↑ Directional Photo Points (P)
- Sample Points (SP)
- Palustrine Emergent Wetland
- Soils
- Contours (1m height interval)

Projection:

NAD 83 UTM Zone 12N

Source:

UGRC Basemap Hybrid
Imagery 9/24/21

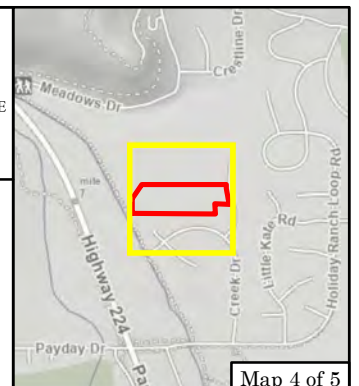
Survey Performed by
Cody Mittanck

CNL ENVIRONMENTAL

Created: 6/7/2024

Revised:

Author: CMM



Map 4 of 5

U.S. Army Corps of Engineers (USACE)
REQUEST FOR JURISDICTIONAL DETERMINATION (JD)

For use of this form, see Sec 404 CWA, Sec 10 RHA, Sec 103 MPRSA; the proponent agency is CECW-COR.

Form Approved -
OMB No. 0710-0024
Expires 2027-09-30

DATA REQUIRED BY THE PRIVACY ACT OF 1974

Authority Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332.

Principal Purpose The information that you provide will be used in evaluating your request to determine whether there are any aquatic resources within the review area that are or that may be subject to federal jurisdiction under the regulatory authorities referenced above.

Routine Uses This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public, and may be made available as part of a public notice or FOIA request as required by federal law. Your name and property location where federal jurisdiction is to be determined will be included in any approved jurisdictional determination (AJD), which will be made available to the public on the District's website and on the Headquarters USACE website.

Disclosure Submission of requested information is voluntary, however, if the information is not provided there may be some delay in processing your request. Failure to provide this information will not result in an adverse action.
System of Record Notice (SORN): The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website:
<http://dpcld.defense.gov/Privacy/SORNsIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx>

The Agency Disclosure Notice (ADN)

The Public reporting burden for this collection of information, 0710-0024, is estimated to average 10 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

1. To (*District Name*):

2. I am requesting a JD on property located at (*Street Address*):

City/Township/Parish: _____ County: _____ State: Utah

Acreage of Parcel/Review Area for JD: _____

Section: _____ Township: _____ Range: _____

Latitude (*decimal degrees*): _____° Longitude (*decimal degrees*): _____°

(*For linear projects, please include the center point of the proposed alignment.*)

3. Please attach a survey/plat map and vicinity map identifying location and review area for the JD.

4. ☐ I currently own this property. ☐ I plan to purchase this property.

☐ I am an agent/consultant acting on behalf of the requester.

☐ Other (*provide explanation*):

5. Reason for request: *(check as many as applicable)*

- ☐ I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all aquatic resources.
- ☐ I intend to construct/develop a project or perform activities on this parcel which would be designed to avoid all jurisdictional aquatic resources under Corps authority.
- ☐ I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps, and the JD would be used to avoid and minimize impacts to jurisdictional aquatic resources and as an initial step in a future permitting process.
- ☐ I intend to construct/develop a project or perform activities on this parcel which may require authorization from the Corps; this request is accompanied by my permit application and the JD is to be used in the permitting process.
- ☐ I intend to construct/develop a project or perform activities in a navigable water of the U.S. which is included on the district Section 10 list and/or is subject to the ebb and flow of the tide.
- ☐ A Corps JD is required in order to obtain my local/state authorization.
- ☐ I intend to contest jurisdiction over a particular aquatic resource and request the Corps confirm that jurisdiction does/does not exist over the aquatic resource on the parcel.
- ☐ I believe that the site may be comprised entirely of dry land.
- ☐ Other *(provide details below)*:

6. Type of determination being requested:

- ☐ I am requesting an approved JD.
- ☐ I am requesting a preliminary JD.
- ☐ I am requesting a "no permit required" letter as I believe my proposed activity is not regulated.
- ☐ I am requesting a verification of an aquatic resources delineation but I am not requesting a JD.
- ☐ I am unclear as to which JD I would like to request and require additional information to inform my decision.

7. Typed or Printed Name:

Daytime Phone No.:

Company Name:

Email Address:

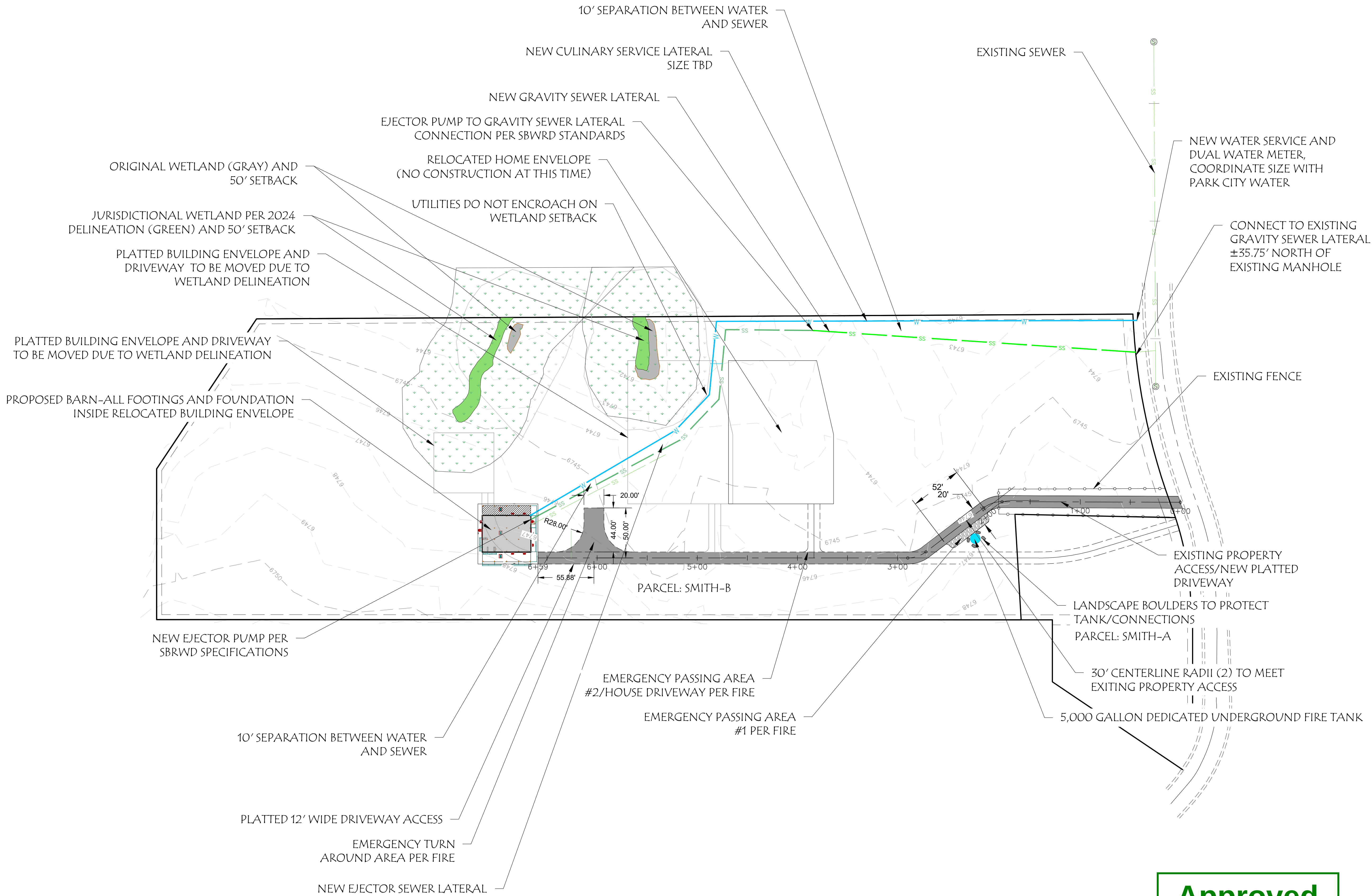
Address:

By signing below, you are indicating that you have the authority, or are acting as the duly authorized agent of a person or entity with such authority, to and do hereby grant Corps personnel right of entry to legally access the site if needed to perform the JD. Your signature shall be an affirmation that you possess the requisite property rights to request a JD on the subject property.

Signature:

Date:

3/26/2025
D:\TEMP\4480_DRAFT\2023\Center_South_Barn_Park_City_Design_Base_Febuary_Update.dwg



Approved
03/27/2025 by mowens
Park City Fire Service District

SHEET NOTES

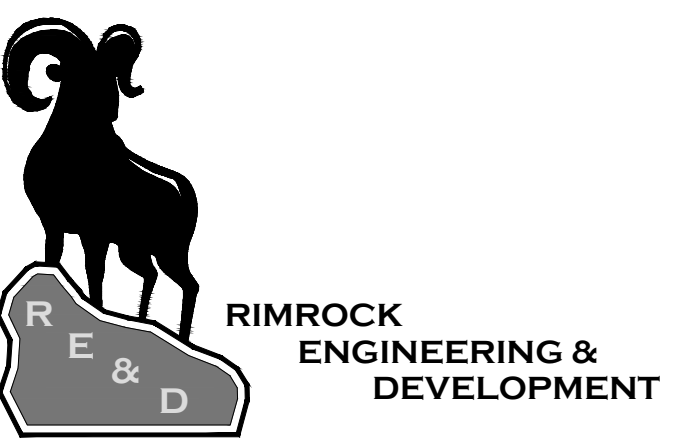
1.

SHEET LEGEND

PWR	EXIST POWER
G	EXIST GAS
W	EXIST WATER
IRR	EXIST IRRIGATION
SS	EXIST SEWER
TEL	EXIST TELEPHONE
FO	EXIST FIBER OPTIC
X	EXIST FENCE
---	EXIST EDGE OF ROAD
---	EXIST MAJOR CONTOUR
---	EXIST MINOR CONTOUR
---	EXIST DITCH FLOW LINE
---	NEW EDGE OF ROAD
---	NEW MAJOR CONTOUR
---	NEW MINOR CONTOUR
---	NEW DITCH FLOW LINE
---	NEW PROPERTY LINE
---	PROPERTY BOUNDARY
---	UTILITY EASEMENT

PLAN REVISIONS

A.	



CAD TECH: XXX	CALL BLUE STAKES PRIOR TO DIGGING
DESIGNER: XXX	
Q&A: XXX	

PROJECT NAME

PARK CITY BARN

SHEET NAME

SITE PLAN

PLAN SUBMITTAL:	PERMIT
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REVIEW SET 3/26/25	SHEET NUMBER 1.1
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Planning Commission Staff Report



Subject: 7900 Royal Street
Application: PL-25-06392
Author: Virgil Lund, Planner II
Date: April 9, 2025
Type of Item: Conditional Use Permit

Recommendation

(I) Review the Conditional Use Permit (CUP) for a Vehicle Control Gate for the Double Eagle Condominiums, (II) conduct a public hearing, and (III) consider approving the CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant: Double Eagle at Silver Lake HOA
Applicant Representative: Canyon Engineering, Gus Sharry

Location: 7900 Royal Street

Zoning District: Residential Development, Sensitive Land Overlay

Adjacent Land Uses: Resort, Multi-Family Dwellings

Reason for Review: The Planning Commission reviews and takes Final Action on Vehicle Control Gates in the Residential Development Zoning District.¹

CUP	Conditional Use Permit
LMC	Land Management Code
MPD	Master Planned Development
PUD	Planned Unit Development

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

Summary

The Applicant proposes to construct a Vehicle Control Gate at the Double Eagle Condominiums. Double Eagle Condominiums are located at 7900 Royal Street in the Residential Development (RD) Zoning District. Land Management Code (LMC) [§ 15-15-1](#) defines Vehicle Control Gate: “Any gate, barrier, or other mechanism to limit vehicular Access on or across a Street.”

¹ LMC [§ 15-2.13-2\(B\)](#)



Figure 1: Proposed Gate Location, Highlighted in Yellow

Background

On March 24, 1993, the Planning Commission approved an 18-unit Master Planned Development (MPD) for the Double Eagle Condominiums.

On December 16, 1993, the City Council approved the Phase I Double Eagle Condominium Plat. The plat was recorded April 6, 1994 (Summit County Recorder Entry No. [401792](#)).

On June 8, 1995, the City Council approved Ordinance [95-30](#) for the Phase II Double Eagle Condominiums. The Phase II Plat was recorded June 12, 1995 (Summit County Recorder Entry No. [431507](#)).

Both Phase I and Phase II of Double Eagle Condominiums were developed as Planned Unit Developments (PUDs).

On October 27, 1999, the Planning Commission approved a Vehicle Control Gate for Knoll Estates (Exhibit C). On January 14, 2004, the Planning Commission approved a Vehicle Control Gate for the Sterlingwood Court Condominiums (Exhibit D).

The map below shows the existing Vehicle Control Gates for Knoll Estates, Bald Eagle,

and Sterlingwood Court:



Figure 2: Existing Vehicle Control Gates Shown in Red, Proposed Gate in Blue

Analysis

(I) The proposed Vehicle Control Gate complies with LMC § 15-2.13 Residential Development Zoning District.

Vehicle Control Gates are a Conditional Use in the RD Zoning District.²

² LMC [§ 15-2.13-2\(B\)\(39\)](#)

Setbacks

- Front Setback: 20 Feet³
 - Complies: The proposed Vehicle Control Gate is 44 feet five inches from the Front Lot Line.
- Side Setbacks: 12 Feet⁴
 - Complies: The proposed Vehicle Control Gate is 17 feet from the North Lot Line and greater than 100 feet from the South Lot Line.
 - Fences, walls, and retaining walls not more than six feet tall are allowed within the Side Setback.⁵ The Applicant proposes a four-foot fence extending off the proposed Vehicle Control Gate that will encroach three feet six inches into the Side Setback.
- Rear Setbacks: 15 Feet⁶
 - Complies: The proposed Vehicle Control Gate is greater than 100 feet from the Rear Lot Line.



Figure 3: Applicant's Photo Showing the Proposed Vehicle Control Gate

Vegetation Protection

The proposed Vehicle Control Gate will not impact any Significant Vegetation.

³ LMC [§ 15-2.13-3\(B\)](#)

⁴ LMC [§ 15-2.13-3\(F\)](#)

⁵ LMC [§ 15-2.13-3\(G\)\(7\)](#)

⁶ LMC [§ 15-2.13-3\(D\)](#)

(II) The Planning Commission should consider whether the Vehicle Control Gate complies with the review criteria for Vehicle Control Gates found in LMC [§ 15-4-19](#).

1. **The Applicant demonstrated a need for a Vehicle Control Gate to effectively control an ongoing health, safety, and welfare situation or in unique circumstances, to mitigate traffic, parking congestion, or through traffic on Streets within a neighborhood.**
 - a. The Applicant proposes the Vehicle Control Gate to prevent unauthorized parking, traffic and vehicle drop offs within the condominiums. See Exhibit B, Applicant's Narrative for the Applicant's reasoning and purpose for the Vehicle Control Gate.
2. **The private Street is a cul-de-sac and not a through Street. The proposed Vehicle Control Gate does not impact traffic circulation through the neighborhood.**
 - a. LMC [§ 15-15-1](#) defines Cul-De-Sac: "A local Street with only one outlet and an Area for the safe and convenient reversal of traffic."⁷
 - b. Double Eagle drive is a Cul-De-Sac as defined above, and the proposed Vehicle Control Gate will not impact traffic circulation through the neighborhood.



Figure 4: Double Eagle Drive Cul-De-Sac

⁷ LMC [§ 15-15-1](#)

3. The private Street serves primarily Single-Family Dwellings or Duplex residences with individual or shared driveways.

- a. The Double Eagle Condominiums contain 17 condominium units (five Triplexes and one Duplex) with individual driveways and a shared parking garage.

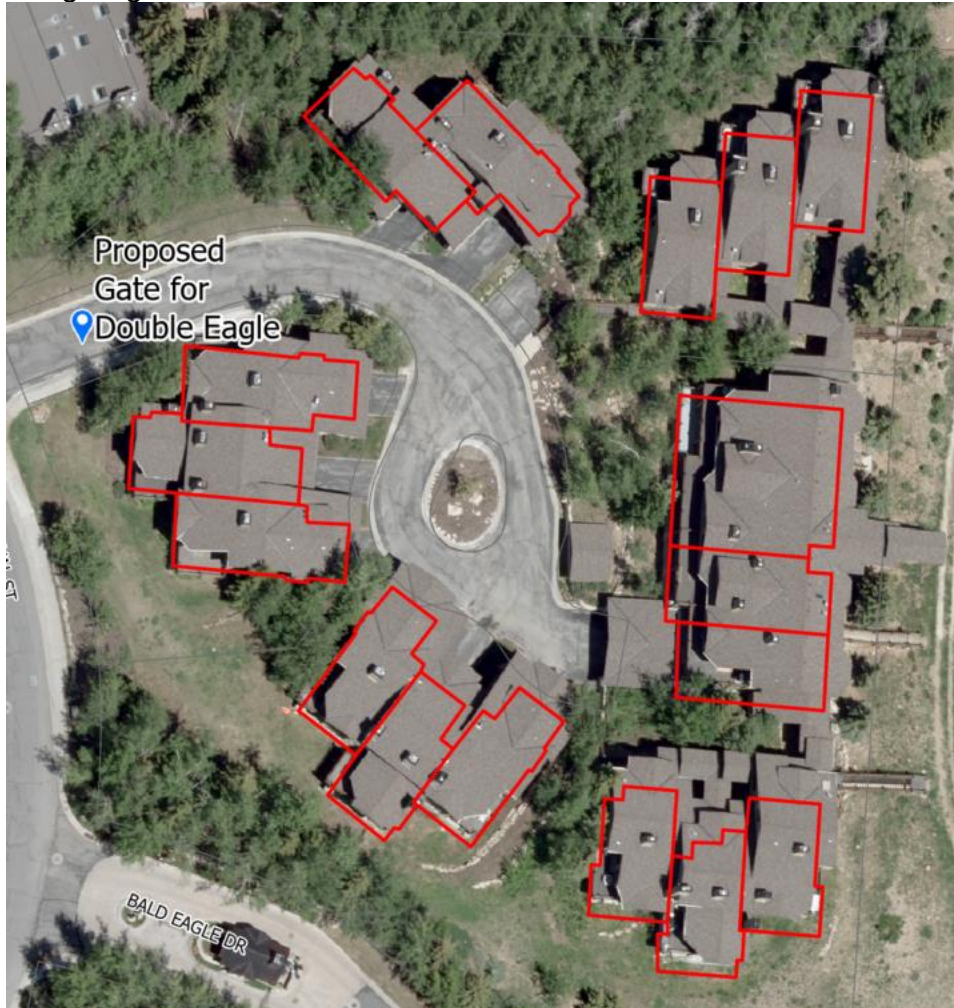


Figure 5: Double Eagle Condominium Unit Breakdown, Shown in Red

4. There is a major traffic or parking generator or Use, such as the ski area base at lower and upper Deer Valley Resort and Park City Mountain Resort, within a nine-hundred-foot walking distance of the private Street entrance and there is evidence of spill over parking or other vehicular activity on a regular basis throughout the season.

- a. Silver Lake Village is approximately 958 feet walking distance from the Double Eagle Condominiums. There is an existing ski run and mountain bike trail approximately 322 feet from the condominiums with a pedestrian walkway for access. The Applicant argues that the existing ski run and mountain bike trails that are accessible from Double Eagle are creating traffic and parking issues within the condominiums. The Applicant states

that even though the proposed gate is slightly over 900 feet walking distance to Silver Lake Village, there is still an immense amount of pressure on Parking Spaces and unauthorized vehicles are observed on a regular basis parking within the Development. See Exhibit B, Applicant's Narrative for evidence of spillover parking and other vehicular activity occurring on a regular basis within the condominiums. The Knoll Estates Vehicle Control Gate is approximately 840 feet, walking distance, from Silver Lake Village. The Sterlingwood Vehicle Control Gate is approximately 600 feet, walking distance, from Silver Lake Village. The map below shows the walking distance to Silver Lake Village and the distance to the existing ski run and mountain bike trails from the proposed Vehicle Control Gate:

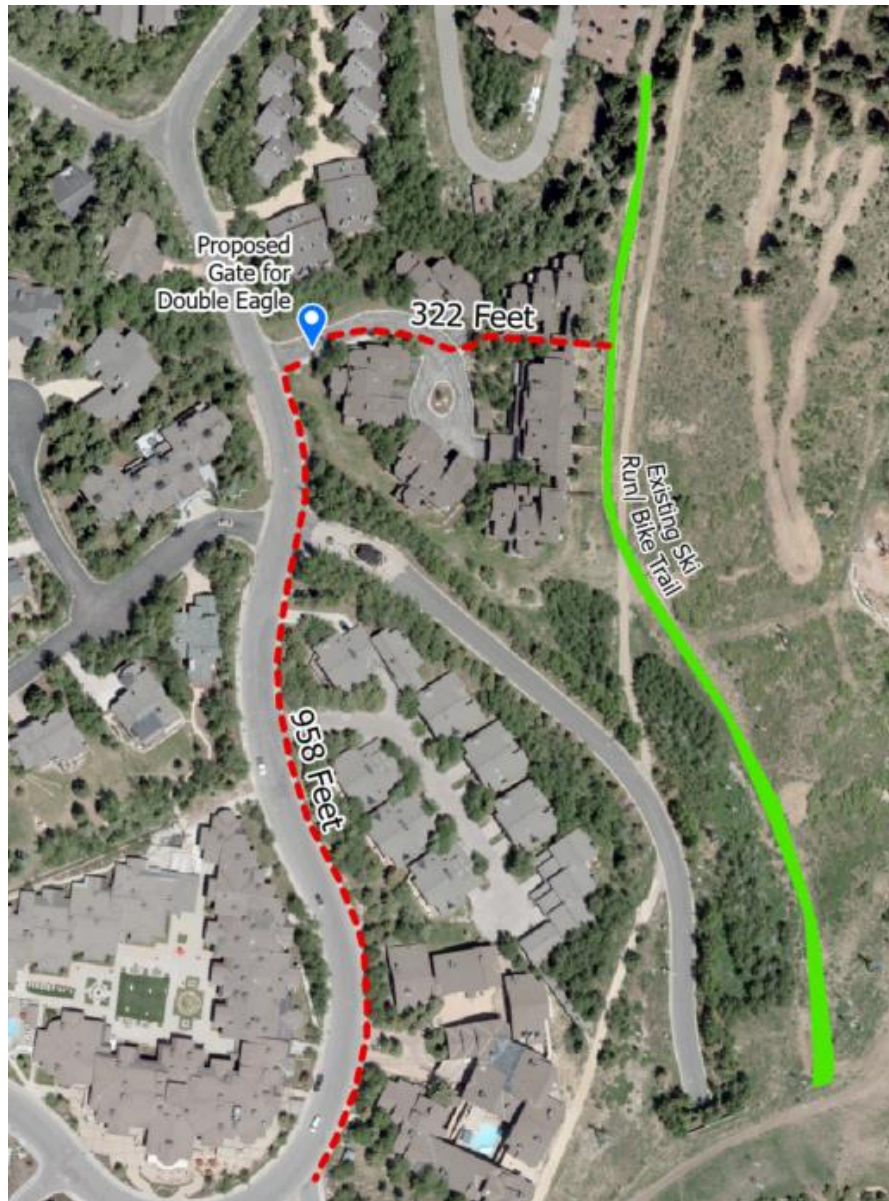


Figure 6: Walking Distances

The Planning Commission review criteria for Vehicle Control Gates were added to the LMC after the approval of the Knoll Estates and Sterlingwood Court Vehicle Control Gates. The Knoll Estates and Sterlingwood Court Vehicle Control Gates were reviewed only under the CUP criteria found in LMC [§ 15-1-10\(E\)](#), and the Vehicle Control Gate criteria (specifically the 900-foot walking distance standard) were not considered for those approvals. The Planning Commission expressed concern after the Knoll Estates and Sterlingwood Court approvals that there would be an increase in proposals for Vehicle Control Gates, so specific criteria and standards for Vehicle Control Gates were added to the LMC to adequately mitigate any impacts from additional proposed gates throughout the City.

Staff requests the Planning Commission discuss whether there is a major traffic generator within 900 feet of the Vehicle Control Gate and if the proposal complies with LMC [§ 15-4-19\(D\)](#).

- 5. The Vehicle Control Gate is located outside of the City Right-of-Way and maintains all Setbacks of the zone.**
 - a. The Vehicle Control Gate is located within the private road, Double Eagle Drive, and maintains all Setbacks of the zoning district (see Setbacks section above).
- 6. The Vehicle Control Gate does not impact existing utility easements.**
 - a. There is an existing public utility easement located on Double Eagle Drive. The Development Review Committee reviewed the proposal and requires Conditions of Approval.
 - b. The Engineering Department requires the Applicant to record an Encroachment Agreement prior to building permit issuance.
 - c. The Water Department requires the Applicant to move the water meters to the island of the Cul-De-Sac and to abandon the third water meter vault at the main line and all other existing vaults.
 - d. See Conditions of Approval 3 and 4.
- 7. The Vehicle Control Gate is designed to permit unimpeded pedestrian, bicycle and equestrian Access through the neighborhood and to existing public trails and walkways. A minimum gap of four feet shall be allowed for these non-vehicular Uses.**
 - a. The Applicant proposes to maintain a four-foot, eight-inch gap between the Vehicular Control Gate and the fence for non-vehicular uses.

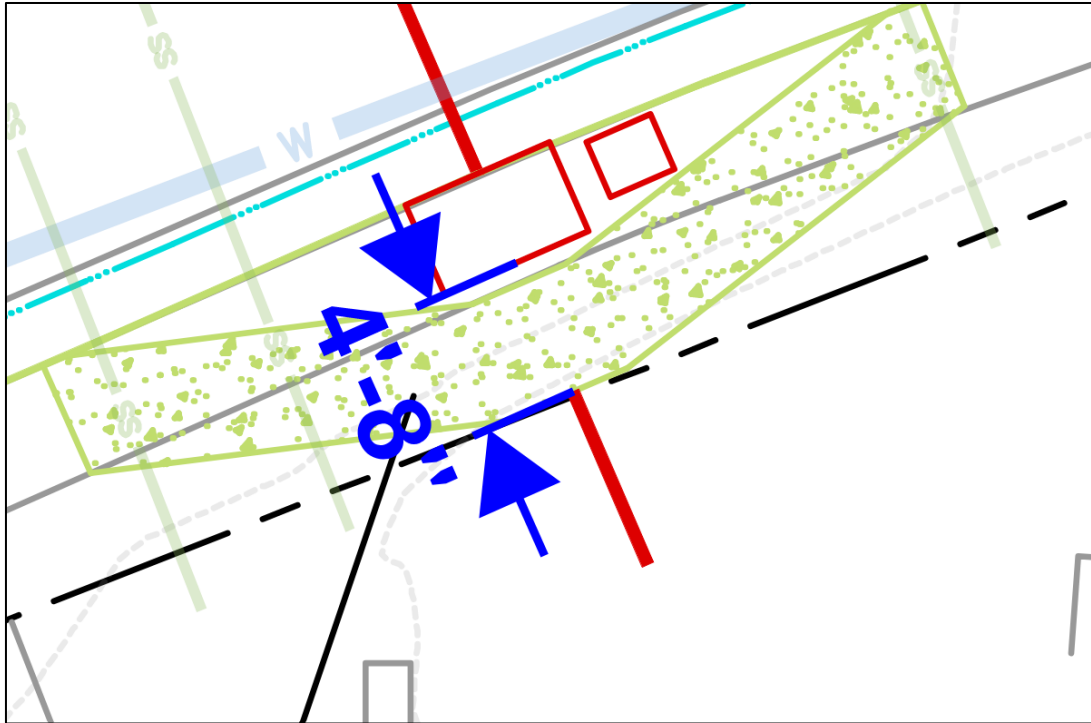


Figure 7: Pedestrian Access

8. The Vehicle Control Gate is designed to be minimal in height, scale, and mass to accomplish the goal of preventing unauthorized vehicle traffic, parking, and/or other impacts on the neighborhood.
 - a. There shall be a minimum bottom clearance of two feet from the bottom of the gate rail to the road surface.
 - i. Complies, see image below.

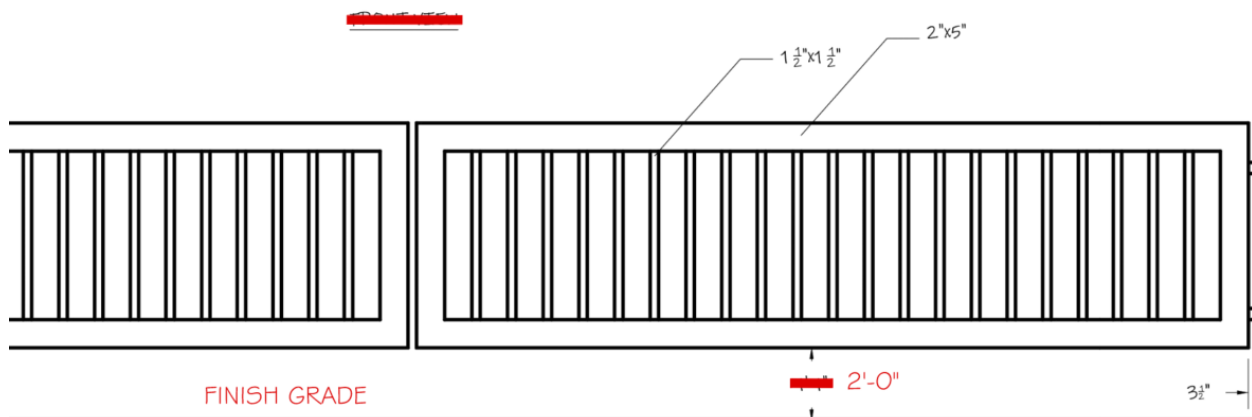


Figure 8: Two-Foot Clearance from Road Surface

- b. **The gate shall be no more than 36 inches in height from the bottom rail to the top rail, although allowance may be made for decorative elements. Design and materials shall result in a visually open gate.**
 - i. Complies, see image below.

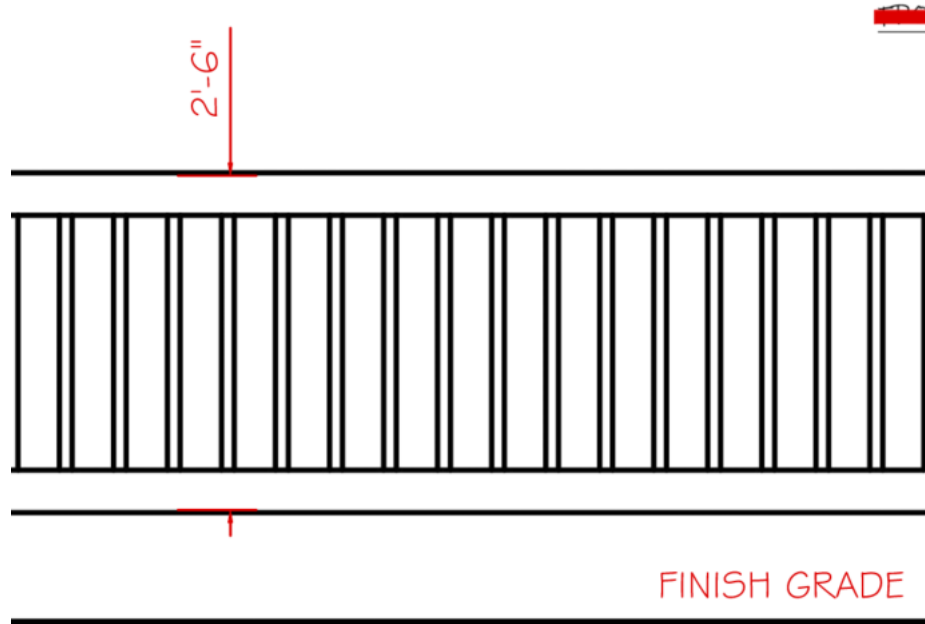


Figure 9: Bottom to Top Rail Measurement

- c. **Any walls associated with the entry gate shall be pedestrian in scale and shall generally not exceed a height of five feet. Column elements may be added for architectural interest, but these column elements shall not exceed a height of nine feet.**
 - i. No additional walls are proposed, and the column elements for the Vehicle Control Gate measure five feet from Final Grade.
- 9. The method of Access for emergency, service, and delivery vehicles shall meet all requirements of the Planning, Engineering, and Building Departments and the Fire Marshall prior to issuance of a Building Permit for the gate construction.**
- a. On March 13, 2025, the Park City Fire Marshal and Park City Fire District Chief approved the proposed Vehicle Control Gate.
 - b. The Development Review Committee reviewed the proposal on February 4, 2025 and requires conditions of approval:
 - i. The Engineering Department requires the Applicant to record an Encroachment Agreement prior to building permit issuance.
 - ii. The Water Department requires the Applicant to move the water meters to the island of the Cul-De-Sac and to abandon the third water meter vault at the main line and all other existing vaults.
- 10. Any signs associated with the gate and/or walls are subject to the Park City Sign Code and require a separate sign permit.**

- a. No signs are proposed with this CUP application.
- 11. **A Vehicle Control Gate management plan shall be submitted for Planning Commission approval to address times and situations when the gate will be closed. Applicants shall agree to leave the gate open at all times, except as specified in the approved management plan.**
 - a. The Applicant proposes to keep the gate closed at all times. Residents, guests, vendors, emergency vehicles and all city-authorized personnel would have access codes. The pedestrian access gate would remain open at all times.

(III) The proposal complies with the Sensitive Land Overlay requirements.

The proposed Vehicle Control Gate will be constructed on existing pavement and will not impact any sensitive lands. The Double Eagle Condominiums have an approved Master Planned Development and condominium plat that considered sensitive land overlay requirements.

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

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

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

CUP Review Criteria	Analysis of Proposal
Size and location of the Site	Complies: The proposed Vehicle Control Gate will be located outside of city-owned Right-of-Way and complies with all zoning district Setbacks.
Traffic considerations including capacity of the existing Streets in the Area	Complies: See Exhibit B, Applicant's Narrative, for a detailed description of the traffic spillover from Silver Lake Village and the request for a Vehicle Control Gate.
Utility capacity, including Storm Water run-off	Complies: The Development Review Committee reviewed the proposal on February 4, 2025 and confirmed the proposal conforms with the requirements for utility

	capacity.
Emergency vehicle Access	Complies: The Development Review Committee reviewed the proposal on February 4, 2025 and confirmed the proposal conforms with the requirements for emergency vehicle Access.
Location and amount of off-Street parking	Complies: No Off-Street parking for the condominiums will be impacted by the proposal. The Vehicle Control Gate will reduce unauthorized parking in the condominiums.
Internal vehicular and pedestrian circulation system	Complies: The proposed Vehicle Control Gate maintains a four-foot eight-inch-wide unlocked gate for non-vehicular uses.
Fencing, Screening, and landscaping to separate the Use from adjoining Uses	Complies: The Applicant proposes a four-foot-tall fence extending off the proposed Vehicle Control Gate that will encroach three feet six inches into the Side Setback.
Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots	No Required Mitigation. No Buildings are proposed to be constructed with this CUP.
Useable Open Space	Complies: The proposed Vehicle control Gate will not reduce the amount of Open Space required from the MPD or Subdivision plats.
Signs and Lighting	Complies: No signs or exterior lighting are proposed with this CUP.
Physical Design and Compatibility with Surrounding Structures	Complies: The proposed Vehicle Control Gate complies with the architectural and massing requirements found in LMC § 15-4-19(H) .
Noise, Vibration, Odors, Steam, or Other Mechanical Factors	Recommended Condition of Approval: The Vehicle Control Gate must comply with the Noise Ordinance found in Municipal Code Chapter 6-3 <i>Noise</i> .
Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas	Complies: The Applicant will provide access to all delivery and service vehicles. No changes are proposed to the trash and recycling pickup areas.

Expected Ownership and Management	Complies: The Vehicle Control Gate will be owned, operated, maintained and managed by the Double Eagle Condominiums Homeowners Association.
Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, and Park City Soils Ordinance, Steep Slopes, and Appropriateness of the Proposed Structure to the Existing Topography of the Site	Complies: The proposed Vehicle Control Gate is not located on or near any Steep Slopes, Physical Mine Hazards, or environmentally sensitive lands. The proposed Vehicle Control Gate is not located within the Park City Soils Ordinance Boundary and is in an appropriate location to the existing topography.
Reviewed for Consistency with the Goals and Objectives of the Park City General Plan	Complies: The Upper Deer Valley section of the General Plan outlines that future improvements within the area should focus on a comfortable visitor experience (p. 291). The proposed Vehicle Control Gate helps to control traffic in the neighborhood and prevent through traffic at the Double Eagle Condominiums.

(V) The Development Review Committee reviewed the proposal on February 4, 2025 and requires Conditions of Approval.⁸

- The Engineering Department requires the Applicant to record an Encroachment Agreement prior to building permit issuance.
- The Water Department requires the Applicant to move the water meters to the island of the Cul-De-Sac and to abandon the third water meter vault at the main line and all other existing vaults.

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 26, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 26, 2025. The *Park Record* published courtesy notice on March 26, 2025.⁹

Public Input

Public input is attached as Exhibit E.

⁸ The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

⁹ LMC [§ 15-1-21](#)

Alternatives

The Planning Commission may:

- Approve the CUP for a Vehicle Control Gate at the Double Eagle Condominiums;
- Deny the CUP for a Vehicle Control Gate at the Double Eagle Condominiums and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Final Action Letter

Exhibit B: Applicant's Narrative

Exhibit C: Knoll Estates Vehicle Control Gate Final Action Letter

Exhibit D: Sterlingwood Court Vehicle Control Gate Final Action Letter

Exhibit E: Public Input

Exhibit F: Proposed Plans



Planning Department

April 9, 2025

Canyon Engineering
7900 Royal Street

CC: Double Eagle at Silver Lake HOA

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 7900 Royal Street

Zoning District: Residential Development, Sensitive Land Overlay

Application: Conditional Use Permit

Project Number: PL-25-06392

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: April 9, 2025

Project Summary: The Applicant proposes to install a Vehicle Control Gate at the Double Eagle at Silver Lake Condominiums.

Action Taken

On April 9, 2025, the Planning Commission conducted a public hearing and approved the Vehicle Control Gate according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The Applicant proposes to construct a Vehicle Control Gate at the Double Eagle Condominiums.
2. Double Eagle Condominiums are located at 7900 Royal Street in the Residential Development (RD) Zoning District.
3. Land Management Code (LMC) § 15-15-1 defines Vehicle Control Gate: "Any gate, barrier, or other mechanism to limit vehicular Access on or across a Street."
4. On March 24, 1993, the Planning Commission approved an 18-unit Master Planned Development (MPD) for the Double Eagle Condominiums.



Planning Department

5. On December 16, 1993, the City Council approved the Phase I Double Eagle Condominium Plat. The plat was recorded April 6, 1994 (Recorder Entry No. 401792).
6. On June 8, 1995, the City Council approved Ordinance 95-30 for the Phase II Double Eagle Condominiums. The Phase II Plat was recorded June 12, 1995 (Summit County Recorder Entry No. 431507).
7. Both Phase I and Phase II of Double Eagle Condominiums were developed as Planned Unit Developments (PUDs).
8. On October 27, 1999, the Planning Commission approved a Vehicle Control Gate for Knoll Estates. On January 14, 2004, the Planning Commission approved a Vehicle Control Gate for the Sterlingwood Court Condominiums.
9. The proposed Vehicle Control Gate complies with LMC § 15-2.13 Residential Development Zoning District.
 - a. Vehicle Control Gates are a Conditional Use in the RD Zoning District.
 - b. Front Setback: 20 Feet.
 - i. Complies: The proposed Vehicle Control Gate is 44 feet five inches from the Front Lot Line.
 - c. Side Setback: 12 Feet.
 - i. Complies: The proposed Vehicle Control Gate is 17 feet from the North Lot Line and greater than 100 feet from the South Lot Line.
 - ii. Fences, walls, and retaining walls not more than six feet tall are allowed within the Side Setback. The Applicant proposes a four-foot fence extending off the proposed Vehicle Control Gate that will encroach three feet six inches into the Side Setback.
 - d. Rear Setback: 15 Feet.
 - i. Complies: The proposed Vehicle Control Gate is greater than 100 feet from the Rear Lot Line.
 - e. Vegetation Protection
 - i. The proposed Vehicle Control Gate will not impact any Significant Vegetation.
10. The Planning Commission should consider whether the Vehicle Control Gate complies with the review criteria for Vehicle Control Gates found in LMC § 15-4-19.
 - a. The Applicant demonstrated a need for a Vehicle Control Gate to effectively control an ongoing health, safety, and welfare situation or in



Planning Department

unique circumstances, to mitigate traffic, parking congestion, or through traffic on Streets within a neighborhood.

- i. The Applicant proposes the Vehicle Control Gate to prevent unauthorized parking, traffic and vehicle drop offs within the condominiums.
- b. The private Street is a cul-de-sac and not a through Street. The proposed Vehicle Control Gate does not impact traffic circulation through the neighborhood.
 - i. LMC § 15-15-1 defines Cul-De-Sac: “A local Street with only one outlet and an Area for the safe and convenient reversal of traffic.”
 - ii. Double Eagle drive is a Cul-De-Sac as defined above, and the proposed Vehicle Control Gate will not impact traffic circulation through the neighborhood.
- c. The private Street serves primarily Single-Family Dwellings or Duplex residences with individual or shared driveways.
 - i. The Double Eagle Condominiums contain 17 condominium units (five Triplexes and one Duplex) with individual driveways and a shared parking garage.
- d. There is a major traffic or parking generator or Use, such as the ski area base at lower and upper Deer Valley Resort and Park City Mountain Resort, within a nine-hundred-foot walking distance of the private Street entrance and there is evidence of spill over parking or other vehicular activity on a regular basis throughout the season.
 - i. Silver Lake Village is approximately 958 feet walking distance from the Double Eagle Condominiums. There is an existing ski run and mountain bike trail approximately 322 feet from the condominiums with a pedestrian walkway for access.
 - ii. The Applicant argues that the existing ski run and mountain bike trails that are accessible from Double Eagle are creating traffic and parking issues within the condominiums. The Applicant states that even though the proposed gate is slightly over 900 feet walking distance to Silver Lake Village, there is still an immense amount of pressure on Parking Spaces and unauthorized vehicles are observed on a regular basis parking within the Development.
 - iii. The Knoll Estates Vehicle Control Gate is approximately 840 feet, walking distance, from Silver Lake Village. The Sterlingwood



Planning Department

Vehicle Control Gate is approximately 600 feet, walking distance, from Silver Lake Village.

- iv. The Planning Commission review criteria for Vehicle Control Gates were added to the LMC after the approval of the Knoll Estates and Sterlingwood Court Vehicle Control Gates. The Knoll Estates and Sterlingwood Court Vehicle Control Gates were reviewed only under the CUP criteria found in LMC § 15-1-10(E), and the Vehicle Control Gate criteria (specifically the 900-foot walking distance standard) were not considered for those approvals. The Planning Commission expressed concern after the Knoll Estates and Sterlingwood Court approvals that there would be an increase in proposals for Vehicle Control Gates, so specific criteria and standards for Vehicle Control Gates were added to the LMC to adequately mitigate any impacts from additional proposed gates throughout the City.
- e. The Vehicle Control Gate is located outside of the City Right-of-Way and maintains all Setbacks of the zone.
 - i. The Vehicle Control Gate is located within the private road, Double Eagle Drive, and maintains all Setbacks of the zoning district.
- f. The Vehicle Control Gate does not impact existing utility easements.
 - i. There is an existing public utility easement located on Double Eagle Drive. The Development Review Committee reviewed the proposal and requires Conditions of Approval.
 - ii. The Engineering Department requires the Applicant to record an Encroachment Agreement prior to building permit issuance.
 - iii. The Water Department requires the Applicant to move the water meters to the island of the Cul-De-Sac and to abandon the third water meter vault at the main line and all other existing vaults.
- g. The Vehicle Control Gate is designed to permit unimpeded pedestrian, bicycle and equestrian Access through the neighborhood and to existing public trails and walkways. A minimum gap of four feet shall be allowed for these non-vehicular Uses.
 - i. The Applicant proposes to maintain a four-foot, eight-inch gap between the Vehicular Control Gate and the fence for non-vehicular uses.



Planning Department

- h. The Vehicle Control Gate is designed to be minimal in height, scale, and mass to accomplish the goal of preventing unauthorized vehicle traffic, parking, and/or other impacts on the neighborhood.
 - i. There shall be a minimum bottom clearance of two feet from the bottom of the gate rail to the road surface.
 - ii. The gate shall be no more than 36 inches in height from the bottom rail to the top rail, although allowance may be made for decorative elements. Design and materials shall result in a visually open gate.
 - iii. Any walls associated with the entry gate shall be pedestrian in scale and shall generally not exceed a height of five feet. Column elements may be added for architectural interest, but these column elements shall not exceed a height of nine feet.
- i. The method of Access for emergency, service, and delivery vehicles shall meet all requirements of the Planning, Engineering, and Building Departments and the Fire Marshall prior to issuance of a Building Permit for the gate construction.
 - i. On March 13, 2025, the Park City Fire Marshal and Park City Fire District Chief approved the proposed Vehicle Control Gate.
 - ii. The Development Review Committee reviewed the proposal on February 4, 2025 and requires conditions of approval.
 - 1. The Engineering Department requires the Applicant to record an Encroachment Agreement prior to building permit issuance.
 - 2. The Water Department requires the Applicant to move the water meters to the island of the Cul-De-Sac and to abandon the third water meter vault at the main line and all other existing vaults.
- j. Any signs associated with the gate and/or walls are subject to the Park City Sign Code and require a separate sign permit.
 - i. No signs are proposed with this CUP application.
- k. A Vehicle Control Gate management plan shall be submitted for Planning Commission approval to address times and situations when the gate will be closed. Applicants shall agree to leave the gate open at all times, except as specified in the approved management plan.
 - i. The Applicant proposes to keep the gate closed at all times. Residents, guests, vendors, emergency vehicles and all city-



Planning Department

authorized personnel would have access codes. The pedestrian access gate would remain open at all times.

11. The proposal complies with the Sensitive Land Overlay requirements.
 - a. The proposed Vehicle Control Gate will be constructed on existing pavement and will not impact any sensitive lands. The Double Eagle Condominiums have an approved Master Planned Development and condominium plat that considered sensitive land overlay requirements.
12. The proposal, 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. Size and location of the Site.
 - i. The proposed Vehicle Control Gate will be located outside of city-owned Right-of-Way and complies with all zoning district Setbacks.
 - d. Traffic considerations including capacity of the existing Streets in the Area.
 - e. Utility capacity, including Storm Water run-off.
 - i. The Development Review Committee reviewed the proposal on February 4, 2025 and confirmed the proposal conforms with the requirements for utility capacity.
 - f. Emergency vehicle Access
 - i. The Development Review Committee reviewed the proposal on February 4, 2025 and confirmed the proposal conforms with the requirements for emergency vehicle Access.
 - g. Location and amount of off-Street parking.



Planning Department

- i. No Off-Street parking for the condominiums will be impacted by the proposal. The Vehicle Control Gate will reduce unauthorized parking in the condominiums.
- h. Internal vehicular and pedestrian circulation system.
 - i. The proposed Vehicle Control Gate maintains a four-foot eight-inch-wide unlocked gate for non-vehicular uses.
- i. Fencing, Screening, and landscaping to separate the Use from adjoining Uses.
 - i. The Applicant proposes a four-foot-tall fence extending off the proposed Vehicle Control Gate that will encroach three feet six inches into the Side Setback.
- j. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots.
 - i. No Buildings are proposed to be constructed with this CUP.
- k. Useable Open Space.
 - i. The proposed Vehicle control Gate will not reduce the amount of Open Space required from the MPD or Subdivision plats.
- l. Signs and Lighting.
 - i. No signs or exterior lighting are proposed with this CUP.
- m. Physical Design and Compatibility with Surrounding Structures.
 - i. The proposed Vehicle Control Gate complies with the architectural and massing requirements found in LMC § 15-4-19(H).
- n. Noise, Vibration, Odors, Steam, or Other Mechanical Factors.
 - i. The Vehicle Control Gate must comply with the Noise Ordinance found in Municipal Code Chapter 6-3 Noise.
- o. Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas.
 - i. The Applicant will provide access to all delivery and service vehicles. No changes are proposed to the trash and recycling pickup areas.
- p. Expected Ownership and Management.
 - i. The Vehicle Control Gate will be owned, operated, maintained and managed by the Double Eagle Condominiums Homeowners Association.
- q. Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, and Park City Soils Ordinance, Steep



Planning Department

Slopes, and Appropriateness of the Proposed Structure to the Existing Topography of the Site.

- i. The proposed Vehicle Control Gate is not located on or near any Steep Slopes, Physical Mine Hazards, or environmentally sensitive lands. The proposed Vehicle Control Gate is not located within the Park City Soils Ordinance Boundary and is in an appropriate location to the existing topography.
 - r. Reviewed for Consistency with the Goals and Objectives of the Park City General Plan.
 - i. The Upper Deer Valley section of the General Plan outlines that future improvements within the area should focus on a comfortable visitor experience. The proposed Vehicle Control Gate helps to control traffic in the neighborhood and prevent through traffic at the Double Eagle Condominiums.
13. The Development Review Committee reviewed the proposal on February 4, 2025 and requires Conditions of Approval.
- a. The Engineering Department requires the Applicant to record an Encroachment Agreement prior to building permit issuance.
 - b. The Water Department requires the Applicant to move the water meters to the island of the Cul-De-Sac and to abandon the third water meter vault at the main line and to abandon all other existing vaults.
14. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 26, 2025.
15. Staff mailed courtesy notice to property owners within 300 feet on March 26, 2025. The Park Record published courtesy notice on March 26, 2025.

Conclusions of Law

- 1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.13 *Residential Development Zoning District*, Section 15-4-19 *Review Criteria for Vehicle Control Gates*, and Section 15-1-10, *Conditional Use Review Process*.
- 2. The Use will be compatible with surrounding Structures in use, scale, mass, and circulation.
- 3. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval



Planning Department

1. Final building plans and construction details shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed April 9, 2025, 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 Engineering Department requires the Applicant to record an Encroachment Agreement prior to building permit issuance.
4. The Water Department requires the Applicant to move the water meters to the island of the Cul-De-Sac and to abandon the third water meter vault at the main line and all other existing vaults.
5. The Vehicle Control Gate must comply with the Noise Ordinance found in Municipal Code Chapter 6-3 *Noise*.

If you have questions or concerns regarding this Final Action Letter, please call 385-481-2036 or email virgil.lund@parkcity.org

Sincerely,

Sarah Hall
Planning Commission Chair

CC: Virgil Lund

NARRATIVE AND LOCATION MAPS

Vehicle Control Gate - Conditional Use Permit

Summary & Narrative

Double Eagle at Silver Lake
Park City, Utah
Project No. 2415

SUMMARY

Municipal Code Reference: section 15-4-19
Zoning district: RD
Access class: private
Residential units served: 18 condominiums
Access length: 300 linear feet (cul-de-sac)
Access name: Double Eagle Drive
Access surface, existing: asphalt concrete pavement; proposed: heated portland cement concrete pavement
Proposed gate: keypad and magnetic sensor control; 23-foot clear access width

NARRATIVE

The subject gate is proposed in an effort to eliminate unauthorized parking and vehicle movements, and enhance security at the site. The site is located in the heart of Silver Lake Village where pressure on parking spaces is significantly elevated. See attached Deer Valley winter trail map for location overview. Similar vehicle control measures exist in the neighborhood at Bald Eagle, Sterlingwood and The Knoll.

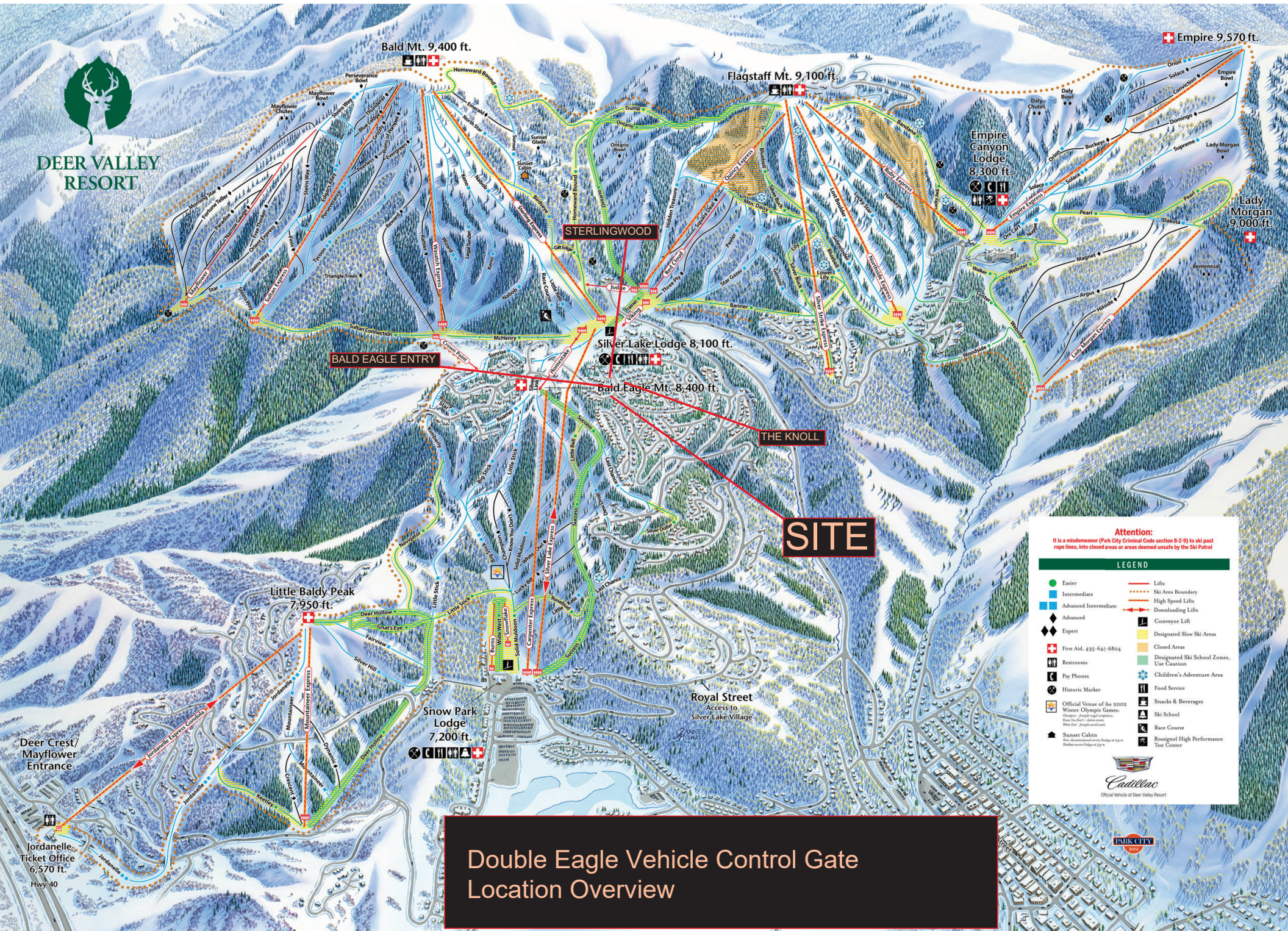
Unauthorized vehicles have been observed parking on site on a regular basis in areas internal to the proposed gate. This includes vehicles parking on the sidewalk and around the cul-de-sac. Further, unauthorized cyclists have been shuttled in vehicles up to the cul-de-sac. From there, the cyclists drag their bikes up the exterior stairway to access the rear of the property, damaging the stairway. All of this creates an untenable situation in terms of access for first responders, owners, guests, delivery drivers, and service contractors.

Also, on January 11, 2023, a trespassing vehicle entered Double Eagle Drive from Royal Street, proceeded some 120 linear feet into the site, then turned and crashed into condominium unit no. 1 (see attached police report and photo of damage). And on February 20, 2023, a trespassing individual broke into condominium unit no. 3 through a window (see attached police report), endangering a young resident inside. Clearly, a gate would go a long way toward preventing or discouraging such occurrences / behavior.

The heated pavement component of the proposed project would also reduce snow removal equipment vehicle trips on neighborhood roads and eliminate stored snow along the access perimeter.

Lighting on gate pillars would be soft and shielded, providing a well marked entry without excessive glare. The proposal would emit no noise, pollutants or odors.

The proposed gate would be located so that the existing public ski trail easement on the west side of the site adjacent the Royal Street right-of-way would remain unobstructed.



Double Eagle Vehicle Control Gate
Location Overview

Attention:
It is a misdemeanor (Park City Criminal Code section 8-2-8) to ski past rope lines, into closed areas or areas deemed unsafe by the Ski Patrol

LEGEND

Easier	Lifts
Intermediate	Ski Area Boundary
Advanced Intermediate	High Speed Lifts
Advanced	Downloading Lifts
Expert	Conveyor Lift
First Aid, 435-641-6804	Designated Slow Ski Areas
Restrooms	Closed Areas
Pay Phones	Designated Ski School Zones, Use Caution
Historic Marker	Children's Adventure Area
Official Venue of the 2002 Winter Olympic Games	Food Service
Sunset Cabin	Snacks & Beverages
	Ski School
	Race Course
	Regional High Performance Test Center

Cadillac
Official Vehicle of Deer Valley Resort



proposed gate location

DOUBLE EAGLE
2000 RD. AT SUMMIT EAST

Vehicle Control Gate - Conditional Use Permit

Summary & Planning Commission Review Criteria

Double Eagle at Silver Lake

Park City, Utah

Project No. 2415

SUMMARY

Municipal Code Reference: section 15-4-19

Zoning district: RD

Access class: private

Residential units served: 18 condominiums

Access length: 300 linear feet (cul-de-sac)

Access name: Double Eagle Drive

Access surface, existing: asphalt concrete pavement; proposed: heated portland cement concrete pavement

Proposed gate: keypad and magnetic sensor control; 23-foot clear access width

PLANNING COMMISSION REVIEW CRITERIA

(criteria in black, proposal in blue)

A. The Applicants demonstrated a need for a Vehicle control Gate to effectively control an ongoing health, safety, and welfare situation or in unique circumstances, to mitigate traffic, parking congestion, or through traffic on Streets within a neighborhood.

Unauthorized vehicles have been observed parking on site on a regular basis in areas internal to the proposed gate. This includes vehicles parking on the sidewalk and around the cul-de-sac. Further, unauthorized cyclists have been shuttled in vehicles up to the cul-de-sac. From there, the cyclists drag their bikes up the exterior stairway to access the rear of the property, damaging the stairway. All of this creates an untenable situation in terms of access for first responders, owners, guests, delivery drivers, and service contractors.

Also, on January 11, 2023, a trespassing vehicle entered Double Eagle Drive from Royal Street, proceeded some 120 linear feet into the site, then turned and crashed into condominium unit no. 1 (see attached police report and photo of damage). And on February 20, 2023, a trespassing individual broke into condominium unit no. 3 through a window (see attached police report), endangering a young resident inside. Clearly, a gate would go a long way toward preventing or discouraging such occurrences / behavior.

B. The private Street is a cul-de-sac and not a through Street. The proposed Vehicle Control Gate does not impact traffic circulation through the neighborhood.

Double Eagle Drive is a private cul-de-sac. The proposed gate would not impact traffic circulation through the neighborhood as there is adequate stacking distance in front of the gate. Conversely, the proposed gate is close enough to Royal Street so as to deflect would-be trespassers before they decide to enter Double Eagle Drive. With respect to internal circulation, the gate would be located well away from all internal driveways.

C. The private Street serves primarily single family or duplex residences with individual or shared driveways.

Double Eagle Drive serves 18 private condominium units accessed via short shared driveways connected to Double Eagle Drive.

D. There is a major traffic or parking generator or Use, such as the ski area base at lower and upper Deer Valley Resort and Park City Mountain Resort, within a nine hundred foot (900') walking distance of the private Street entrance and there is evidence of spill over parking or other vehicular activity on a regular basis throughout the season.

Double Eagle is located within Silver Lake Village and is served by a public ski trail easement.

Unauthorized vehicles have been observed parking on site on a regular basis within the area to be protected by the proposed gate.

E. The Vehicle Control Gate is located outside of the City Right-of-Way and maintains all Setbacks of the zone.

The proposed gate is located approximately 44 feet outside the city right-of-way and approximately 64 feet from the edge of pavement along Royal Street. Front setback in zone RD is twenty feet. Gates are not mentioned in LMC 15-2.13-3.

F. The Vehicle Control Gate does not impact existing utility easements.

The proposed gate would be located within a public utilities easement. The gate opening width would be adequate to access all utilities within the easement. Gate pillars and mechanical operators would be located so as not to interfere with existing utility lines.

Agreements with PCMC, utility companies and districts would be executed assigning the Double Eagle HOA as responsible for removal and replacement of heated pavement in the event existing utility mains and or services require repair or replacement. A separate heat zone has been incorporated into design to isolate area within the Royal Street right-of-way, the proposed gate, and nearby existing sanitary sewer laterals.

G. The Vehicle Control Gate is designed to permit unimpeded pedestrian, bicycle and equestrian Access through the neighborhood and to existing public trails and walkways. A minimum gap of four feet (4') shall be allowed for these non-vehicular Uses.

Adjacent the Vehicle Control Gate, an unlocked pedestrian gate providing four-foot clear width is proposed.

H. The Vehicle Control Gate is designed to be minimal in height, scale, and mass to accomplish the goal of preventing unauthorized vehicle traffic, parking, and/or other impacts on the neighborhood. There shall be a minimum bottom clearance of two feet (2') from the bottom of the gate rail to the road surface. A diagonal structural support may cross through the two foot (2') opening to provide additional structural strength for the cantilevered gate (see illustration) and keep the overall gate mass to a minimum. The gate shall be no more than thirty-six inches (36") in height from the bottom rail to the top rail, although allowance may be made for decorative elements. Design and materials shall result in a visually open gate. Any walls associated with the entry gate shall be pedestrian in scale and shall generally not exceed a height of five feet (5'). Column elements may be added for architectural interest, but these column elements shall not exceed a height of nine feet (9').

The proposed gate would measure 30 inches from top to bottom with bottom rail located two feet above the access drive surface. Gate aesthetics would match the proposed fence segments at either side of gate. Column elements would take the form of 5-foot tall stone pillars, one each side. There are no proposed walls associated with the gate.

I. The method of Access for emergency, service, and delivery vehicles shall meet all requirements of the Planning, Engineering, and Building Departments and the Fire Marshall prior to issuance of a Building Permit for the gate construction.

Gate operation as follows:

FOR OWNERS

Entry: transponder opens gate;

Exit: magnetic loop opens gate;

FOR ALL OTHERS

Entry: keypad code opens gate;

Exit: magnetic loop opens gate;

Gate code to be provided to PCMC and first responders, and to other authorized parties.

J. Vehicle Control Gates on private Streets are not permitted in all zones. Gates on private Streets are allowed as a Conditional Use in the following Zoning Districts: ROS, E-40, E, and RD.

The subject site is located in zoning district RD.

K. Any signs associated with the gate and/or walls are subject to the Park City Sign Code and require a separate sign permit.

The existing monument sign that reads "DOUBLE EAGLE 7900 ROYAL STREET EAST" will remain. The proposed gate and reconfigured landscape boulders are designed to integrate with this sign. No other signs are proposed at this juncture.

L. A Vehicle Control Gate management plan shall be submitted for Planning Commission approval to address times and situations when the gate will be closed. Applicants shall agree to leave the gate open at all times, except as specified in the approved management plan.

As a matter of HOA policy, the gate would be left open between 8 AM and 5 PM daily.



January 27, 2025

To: Park City Municipal Corporation

Re: Application from Double Eagle Homeowners Association for exterior gate

Alpine Ski Properties has been the manager of Double Eagle Homeowners Association for more than twenty years. We are on-site at the property most days for several hours. We regularly and repeatedly witness unauthorized vehicles entering the driveway for no valid reason, creating dangerous situations for vehicles and pedestrians.

In the summer, the problem is primarily bicyclists. Individual bicyclists park in the common parking spaces, then drag their bikes up the outside stairs to access the trails. Commercial bike touring companies bring vans of twelve to fifteen mountain bikers at a time. They use the area for set-up and orientation, which takes a significant amount of time. They cause damage to the stairs and log railings and they yell and cheer, creating noise which disturbs the residents. We have repeatedly asked them not to do this, but we are blatantly ignored.

On the way out, bicyclists fly through the complex without regard for owners who are on-foot, often with children or grandchildren, or walking their dogs.

In the winter, skiers park in the common spaces to access the trails and in the evenings, people park when going to the restaurants at Silver Lake.

Both the winter skiers and the summer bikers park and leave their cars for several hours even though there are No Parking signs posted. Due to parking regulations, we cannot tow an unauthorized vehicle without giving 24 hours' notice, at which point, the vehicle has left. We put notices on windshields and tell people it's private property, but they ignore us or rudely respond to us.

Another problem is people who are lost or sight-seeing. This happens year-round. We often see cars pull into the cul-de-sac, look around and then leave. They mainly appear to be tourists sight-seeing but they cause congestion in a cul-de-sac that is already quite small. This in turn creates a dangerous situation for owners, their children and pets who are outside walking. In the winter, snowbanks impede visibility, making the situation even more dangerous for vehicles and pedestrians who have the right to feel safe on their property.

While a formal traffic study has not been done, we estimate that there is usually a couple of unauthorized vehicles every hour during the daytime and evening hours. It's worse in the peak tourist seasons and subsides in the spring and fall. The unnecessary traffic creates property

damage and dangerous situations which jeopardize the safety and security of the owners. A gate would undoubtedly help to reduce the impact of this unauthorized use.

Please don't hesitate to contact me if you'd like further information.

Sincerely,

Kerry Cunningham, CEO, Alpine Ski Properties, Inc.

POLICE REPORT

INCIDENT DATE: January 11, 2023



Park City Police Dept

Officer Report for Incident 23-00746

Nature: Injury Accident
Location: DRVLY

Address: 7900 ROYAL ST E # 1; #1
Park City UT 84060

Offense Codes: TAPI

Received By: Wood R

How Received: T

Agency: PCPD

Responding Officers: JACKSON D, COMER K, FOUST J, SNELSON D

Responsible Officer: JACKSON D

Disposition: ACC 01/12/23

When Reported: 19:10:51 01/11/23

Occurred Between: 19:10:39 01/11/23 and 19:18:57 01/11/23

Assigned To:

Detail:

Date Assigned: **/**/**

Status:

Status Date: **/**/**

Due Date: **/**/**

Complainant: 344611

Last: Parkman

First: Peyton

Mid:

DOB: [REDACTED]

Dr Lic:

Address:

Race:

Sex:

Phone: (334)782-1496

City: ,

Offense Codes

Reported: TAPI Traffic Accident, Pers Injury

Observed: TAPI Traffic Accident, Pers Injury

Additional Offense: TAPI Traffic Accident, Pers Injury

Circumstances

NIGHT Night (6 p.m.-6 a.m.)

Responding Officers:

JACKSON D

COMER K

FOUST J

SNELSON D

Unit :

3K38

3K22

3K16

3K12

Responsible Officer: JACKSON D

Received By: Wood R

How Received: T Telephone

When Reported: 19:10:51 01/11/23

Judicial Status:

Misc Entry:

Agency: PCPD

Last Radio Log: **/**/**

Clearance: LF Long Form Report

Disposition: ACC Date: 01/12/23

Occurred between: 19:10:39 01/11/23

and: 19:18:57 01/11/23

Modus Operandi:

Description :

Method :

STATE OF UTAH)
County of Summit) ss.

I the undersigned, Clerk of the Park City Police Dept., State of Utah, Summit County, Park City Municipal Department do hereby certify that the annexed and foregoing is a true and full copy of an original document on file in my office as such clerk.

Witness my hand and seal of said Police Dept. This 10
day of November 2024
by Tami Womik

11/06/24

Involvements

Date	Type	Description	Relationship
01/17/23	Name	Parkman, Peyton	Complainant
01/11/23	Name	Grundhofer, Jerry ALAN	Owner
01/11/23	Name	Parkman, Richard Brent	Driver
01/11/23	Name	GRUNDHOFER, KATHLEEN ANN	Owner
01/11/23	Vehicle	RED 2022 CHRY PACIFICA UT	Damaged

Narrative

Park City Police Narrative

Park City Police Report Nature: Traffic Accident w/ Injuries

Case Number: 23-00746

Reporting Officer: D Jackson

Assisting Officer(s): D Snelson, J Foust

Attachments:

Photos

On January 11, 2023, I responded to 7900 Royal Street Unit 1 for the report of a traffic accident with injuries. While in route to the address I was advised a vehicle had run into a garage door. It was also reported the driver, Richard Parkman, had lost consciousness for a brief period of time.

I arrived on scene and found the vehicle still partially inside the garage. Richard and other occupants had exited the vehicle. I was advised Richard was in the ambulance, that was on scene, being evaluated by EMS. I began to investigate the incident by taking pictures of the damage. I then requested the insurance information for the vehicle. I also went to the ambulance and asked Richard for his driver license.

I conducted a records check of the vehicle and Richard. I found the vehicle was a rental through Budget Rent A Car. I also found that Richard had a valid license. I returned Richard's license to him as he had decided to be transported to the ER.

I asked Richard to tell me what happened prior to being transported. Richard stated he was driving and making the turn. He then remembered a plate of stuff he had bought falling and then the next thing he knew, his head was being held up by family and they were telling him to put his foot on the brake. Richard stated he did not know how the accident happened. During my time speaking with Richard, I did not detect the presence of impairment from alcohol or drugs. I then left Richard to be transported by EMS.

The vehicle was able to be removed from the garage and it was still operable. The vehicle was retained by Richard's family. I provided a driver exchange form to the family with the case number on it. I also returned the rental agreement I was provided that belonged to the vehicle.

Additional records were checked to locate the owner of the home. It was determined the home was owned by Jerry and Kathleen Grundhofer. Attempts were made to contact Jerry and Kathleen but were unsuccessful. We were able to contact a family member to try and reach them but they were unsuccessful as well. I remained on scene for a brief time in hopes they would return.

At approximately 2030 hours, Jerry and Kathleen returned to the home. I contacted them and informed them of the incident. I also provided a copy of the driver exchange form to Jerry. I answered any questions they had prior to leaving the scene.

There is nothing further to report.

D Jackson

16733

Wed Jan 11 21:22:16 2023

Responsible LEO:

Approved by:

Date

Vehicles**Vehicle Number:** 91228**License Plate:** T551BX**State:** UT**Vehicle Year:** 2022**Make:** CHRY Chrysler**Color:** RED /**Vehicle Type:** 05 Sport Utility Vehicle**License Type:** PC Regular Passenger Automobile**Expires:** 09/30/23**VIN:** [REDACTED]**Model:** PACIFICA**Doors:** 0**Value:** \$0.00**Owner:****Last:****First:****Mid:****DOB:** **/**/****Dr Lic:****Address:****Race:****Sex:****Phone:****City:** ,**Agency:** PCPD Park City Police Department**Date Recov/Rcvd:** **/**/****Officer:** JACKSON D**Area:****UCR Status:** DDV Destroyed/Damaged/Vandalized**Wrecker Service:****Local Status:****Storage Location:****Status Date:** 01/11/23**Release Date:** **/**/****Comments:**

Name Involvements:**Owner :** 344304**Last:** GRUNDHOFER**DOB:** [REDACTED]**Race:** W **Sex:** F**First:** KATHLEEN**Dr Lic:** [REDACTED]**Phone:** () -**Mid:** ANN**Address:** 7900 ROYAL ST E # 1**City:** Park City, UT 84060**Owner :** 291672**Last:** Grundhofer**DOB:** [REDACTED]**Race:** W **Sex:** M**First:** Jerry**Dr Lic:** [REDACTED]**Phone:** (702)266-6288**Mid:** ALAN**Address:** 7900 ROYAL ST E # 1**City:** Park City, UT 84060**Driver :** 344303**Last:** Parkman**DOB:** [REDACTED]**Race:** W **Sex:** M**First:** Richard**Dr Lic:** [REDACTED]**Phone:** (334)303-2321**Mid:** Brent**Address:** 5610 TROTMAN DR**City:** Montgomery, AL 36116**Complainant :** 344611**Last:** Parkman**DOB:** [REDACTED]**Race:** **Sex:****First:** Peyton**Dr Lic:****Phone:** (334)782-1496**Mid:****Address:****City:** ,

Driver Information Exchange

Page 1 of 1

Case Number 23-00746	Officer JACKSON D
Date & Time of Accident 01/11/2023 19:10:51	Badge Number 07585

Location of Accident		
City or Town PARK CITY	County 43	Road Where Accident Occurred 7900 ROYAL ST E # 1
Mile Post Information		

Vehicle # 1							
Year (YYYY) 2022	Make CHRY	Model PACIFICA	Body Type 25	Color RD			
VIN [REDACTED]			Disposition of Vehicle 01				
License Plate Number T551BX		Plate State UT	Plate Expiration (MM/YY) 09/23	Drivers License Number [REDACTED]		DL State [REDACTED]	
Driver: Last PARKMAN	First RICHARD	Initial B	Driver Address (Street, City, State, Zip)		Driver Phone Number 3343032321		Age
Owner: Last BUDGET RENT A C	First	Initial	Owner Address (Street, City, State, Zip)		Owner Phone Number 8015752500		Ins. Appears Valid ☐ YES ☐ NO
☐ Same As Driver		Insurance Company PROGRESSIVE		Agency/Agent that Sold Policy PROGRESSIVE	Phone (888) 671-4405	Policy Number 902795139	Effective Date 01/11/2023
							Exp. Date 02/01/2023

Vehicle #							
Year (YYYY)	Make	Model	Body Type	Color			
VIN			Disposition of Vehicle				
License Plate Number		Plate State	Plate Expiration (MM/YY)	Drivers License Number		DL State	
Driver: Last	First	Initial	Driver Address (Street, City, State, Zip)		Driver Phone Number		Age
Owner: Last	First	Initial	Owner Address (Street, City, State, Zip)		Owner Phone Number		Ins. Appears Valid ☐ YES ☐ NO
☐ Same As Driver		Insurance Company		Agency/Agent that Sold Policy	Phone	Policy Number	Effective Date
							Exp. Date

This REPORTABLE crash is filed under case number **23-00746**

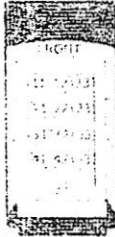
Please refer to this case number should you need further information. Providing your insurance company with the case number may help to expedite your insurance claim.

If you need a copy of the accident report within 10 days, contact the following agency:

Agency Name PARK CITY POLICE DEPARTMENT		
Address 2060 PARK AVE		
City PARK CITY	State UT	Zip Code 84060
Phone Number (435)615-5500		

We recommend you notify your insurance company IMMEDIATELY of this accident. Settlement of any claims you have is a civil law matter.

02	TIME	Date of Crash Month <u>01</u> Day <u>11</u> Year <u>2023</u>	Military Time <u>19:10:51</u>										
25	LOCATION	PLACE WHERE CRASH OCCURRED: <u>43</u> COUNTY CODE City or Town of Jurisdiction <u>PARK CITY</u>										Case Number <u>23-00746</u>	
If crash was outside city limits Indicate distance from city limits or nearest town _____ Miles <u>N</u> <u>S</u> <u>E</u> <u>W</u> of _____ City or Town										Latitude <u>40.625549</u> Longitude <u>-111.487569</u>			
ROAD NAME: <u>7900 ROYAL ST E # 1</u> Street Name or Highway Number										REPORTABLE CRASH ☒ Yes ☐ No			
00		1. AT THE INTERSECTION WITH _____ 2. IF NOT AT INTERSECTION <u>200</u> Feet ☐ <u>N</u> <u>S</u> <u>E</u> <u>W</u> of <u>ROYAL STREET AND 7900</u> <u>N</u> <u>S</u> <u>E</u> <u>W</u> of Mile Point _____ Nearest intersection, street, house no., landmark Be sure to complete if road has mile point										03	
00	1	VEH #	VIN #	PLATE NUMBER	STATE	EXP DATE	COLOR	MAKE	MODEL	YEAR			
				<u>T551BX</u>	<u>UT</u>	<u>09/23</u>	<u>RD</u>	<u>CHRY</u>	<u>PACIFICA</u>	<u>2022</u>			
96	4	DRIVER		FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP		PHONE				
				<u>RICHARD</u>	<u>B</u>	<u>PARKMAN</u>	<u>5610 TROTMAN DR MONTGOMERY AL 36116</u>		<u>3343032321</u>				
96	4	DRIVER LICENSE		STATE	NUMBER	CLASS	ENDORSEMENT(S)	STATUS	DATE OF BIRTH	AGE	CHARGES	CITATION #	
				<u>AL</u>	<u>[REDACTED]</u>	<u>D</u>		<u>01</u>	<u>[REDACTED]</u>	<u>48</u>			
00	5	OWNER		FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP		PHONE				
				<u>BUDGET RENT A CAR</u>						<u>641 N 3800 WEST SALT LAKE CITY UT 84124</u>		<u>8015752500</u>	
00	5	COMMERCIAL VEHICLE INFO											
		☐ Same As Owner											
00	5	CARRIER											
		☐ Same As Owner											
00	5	USDOT # _____ CVSA INSPECTION # _____ GCMR/GVWR (check one) ☐ 10,001 - 26,000 lbs. ☐ 10,000 lbs or LESS ☐ MORE THAN 26,000 lbs. HAZ MAT RELEASED ☐ YES ☐ NO HAZ MAT PLACARD DISPLAYED ☐ YES ☐ NO HAZ MAT PLACARD # or NAME - CLASS _____											
12	6	1ST TRAILER LICENSE PLATE # _____ STATE _____ EXP DATE _____ 2ND TRAILER LICENSE PLATE # _____ STATE _____ EXP DATE _____ 3RD TRAILER LICENSE PLATE # _____ STATE _____ EXP DATE _____											
00	6	SPEED <u>20</u> POSTED <u>15</u> POSTED ADVISORY <u>10</u> EST TRAVEL <u>10</u> EST IMPACT <u>10</u> ESTIMATED BY: ☒ Passenger ☐ Officer ☐ Driver ☐ Crash Reconstruction SEQUENCE OF EVENTS (Codes 01, 69-96) FIRST EVENT <u>85</u> SECOND EVENT <u>66</u> THIRD EVENT <u>96</u> FOURTH EVENT <u>96</u> MOST HARMFUL EVENT For VEHICLE (Use codes 00, 07-69) <u>66</u>											
00	6	VEHICLE DAMAGE ☒ \$1 - \$2499 ☐ NO DAMAGE ☐ \$2500 or more INSURANCE COMPANY <u>PROGRESSIVE</u> EFFECTIVE DATE <u>01/11/2023</u> EXPIRATION DATE <u>02/23</u> POLICY NUMBER <u>902795139</u>											
12	7	INSURANCE APPEARS VALID ☒ YES ☐ NO AGENCY/AGENT THAT SOLD POLICY <u>PROGRESSIVE</u> ADDRESS _____ Phone <u>8886714405</u>											
02	7	VEH # _____ VIN # _____ PLATE NUMBER _____ STATE _____ EXP DATE _____ COLOR _____ MAKE _____ MODEL _____ YEAR _____											
02	8	DRIVER FIRST INITIAL LAST _____ STREET, CITY, STATE, ZIP _____ PHONE _____											
02	8	DRIVER LICENSE STATE NUMBER _____ CLASS _____ ENDORSEMENT(S) _____ STATUS _____ DATE OF BIRTH _____ AGE _____ CHARGES _____ CITATION # _____											
04	9	OWNER FIRST INITIAL LAST _____ STREET, CITY, STATE, ZIP _____ PHONE _____											
		☐ Same As Driver											
04	9	COMMERCIAL VEHICLE INFO											
		☐ Same As Owner											
05	9	USDOT # _____ CVSA INSPECTION # _____ GCMR/GVWR (check one) ☐ 10,001 - 26,000 lbs. ☐ 10,000 lbs or LESS ☐ MORE THAN 26,000 lbs. HAZ MAT RELEASED ☐ YES ☐ NO HAZ MAT PLACARD DISPLAYED ☐ YES ☐ NO HAZ MAT PLACARD # or NAME - CLASS _____											
05	10	1ST TRAILER LICENSE PLATE # _____ STATE _____ EXP DATE _____ 2ND TRAILER LICENSE PLATE # _____ STATE _____ EXP DATE _____ 3RD TRAILER LICENSE PLATE # _____ STATE _____ EXP DATE _____											
05	10	SPEED <u>20</u> POSTED <u>15</u> POSTED ADVISORY <u>10</u> EST TRAVEL <u>10</u> EST IMPACT <u>10</u> ESTIMATED BY: ☒ Passenger ☐ Officer ☐ Driver ☐ Crash Reconstruction SEQUENCE OF EVENTS (Codes 01, 69-96) FIRST EVENT <u>85</u> SECOND EVENT <u>66</u> THIRD EVENT <u>96</u> FOURTH EVENT <u>96</u> MOST HARMFUL EVENT For VEHICLE (Use codes 00, 07-69) <u>66</u>											
12	10	VEHICLE DAMAGE ☐ \$1 - \$2499 ☐ NO DAMAGE ☐ \$2500 or more INSURANCE COMPANY _____ EFFECTIVE DATE _____ EXPIRATION DATE _____ POLICY NUMBER _____											
96	12	INSURANCE APPEARS VALID ☐ YES ☐ NO AGENCY/AGENT THAT SOLD POLICY _____ ADDRESS _____ Phone _____											
96	13	Work Zone? ☐ Yes ☒ No ☐ Unknown Damage to Property Other than Vehicles (Name object and state nature) <u>DAMAGE TO GARAGE DOOR</u>											
96	13	Workers Present? ☐ Yes ☒ No ☐ Unknown Name and Address of Owner of Object Struck <u>JERRY GRUNDHOFFER</u> <u>7900 ROYAL ST E; #1PARK CITY UT 84060</u> PROPERTY DAMAGE ESTIMATE ☒ \$2500 or more ☐ \$1 - \$2499											
WITNESSES													
Name _____ Address _____ Phone _____													
Name _____ Address _____ Phone _____													
Law Enforcement Activity Time Notified of Crash <u>19:10:51</u> Arrived at Scene <u>19:20:00</u> Date Notified of Crash <u>01/11/2023</u> Investigation Completed <u>01/11/2023</u> USE MILITARY TIME													
☒ ORIGINAL REPORT ☐ ADDITIONAL PERSONS REPORT ☐ SUPPLEMENTAL REPORT ☐ AMENDED REPORT													
State Law Requires a Reportable Crash Report to be Forwarded to Dept. of Public Safety Within 10 Days Following Completion of Investigation. Mail ORIGINAL REPORT TO: Driver License Division, 4501 South 2700 West, P.O. Box 30560, Salt Lake City, Utah, 84130-0560													

**SEATING POSITION**

11 - Front Left, Motorcycle Driver
12 - Front Center
13 - Front Right
18 - Front Row Other
21 - 2nd Row Left, Motorcycle Passenger
22 - 2nd Row Center
23 - 2nd Row Right
28 - 2nd Row Other

31 - 3rd Row Left
32 - 3rd Row Center
33 - 3rd Row Right
38 - 3rd Row Other
41 - 4th Row Left
42 - 4th Row Center
43 - 4th Row Right
48 - 4th Row Other

50 - Sleep Section of Cab (Truck)
51 - Other passenger in enclosed passenger or cargo area
52 - Other passenger in unenclosed passenger or cargo area
54 - Trailing Unit
55 - Riding on vehicle exterior
56 - Seating Position 11, Not Driver

57 - Right Side Driver
97 - Other
99 - Unknown

EMS Time Called: 19:12:00

EMS Time Arrived: 19:20:00

Towed Status
Vehicle # 1 01

TOWED BY:

Towed Status
Vehicle #

TOWED BY:

Person Type	Seating Position	Sex	Level	Area	Injury	Transported By	Safety Equipment	Safety Equipment 2	Correct Use	Air Bag Deployed	Ejection	Ejection Path	Ejection Cause	Extrication	Location	Action	Contributing Circumstances	Contributing Circumstances 2	Origin / Destination	Incident Responder	Condition	Distraction	Speed Related	Alcohol/Drug Use Suspected	Alcohol/Drug Test	Test Results	Drug Positive Test Results 1	Drug Positive Test Results 2	Drug Positive Test Results 3
VEH # 1	DRIVER																												
00	01	11	M	02	99	02	01		04	01	00	96		01			15	00			02	96	01	00	00	96			
24	VEH #	DRIVER																											
24	VEH #	DRIVER																											
	VEH	Name																											
	#	Address																											
	VEH	Name																											
	#	Address																											
25	VEH	Name																											
02	#	Address																											
26	VEH	Name																											
02	#	Address																											
27	VEH	Name																											
03	#	Address																											

DESCRIBE WHAT HAPPENED
(Refer to Vehicle by Number)

Vehicle 1 was turning onto the private drive off Royal Street. As it did the driver lost consciousness and the vehicle accelerated into the garage door of 7900 Royal Street Unit 1. No injuries reported from the impact. EMS responded to assess the driver. The driver was transported to Park City Medical Center for evaluation. The vehicle was able to be moved from the garage and was retained by the family of the driver.

JACKSON

D

07585

PARK CITY POLICE DEPA

23-00746

01/11/2023

OFFICER'S NAME

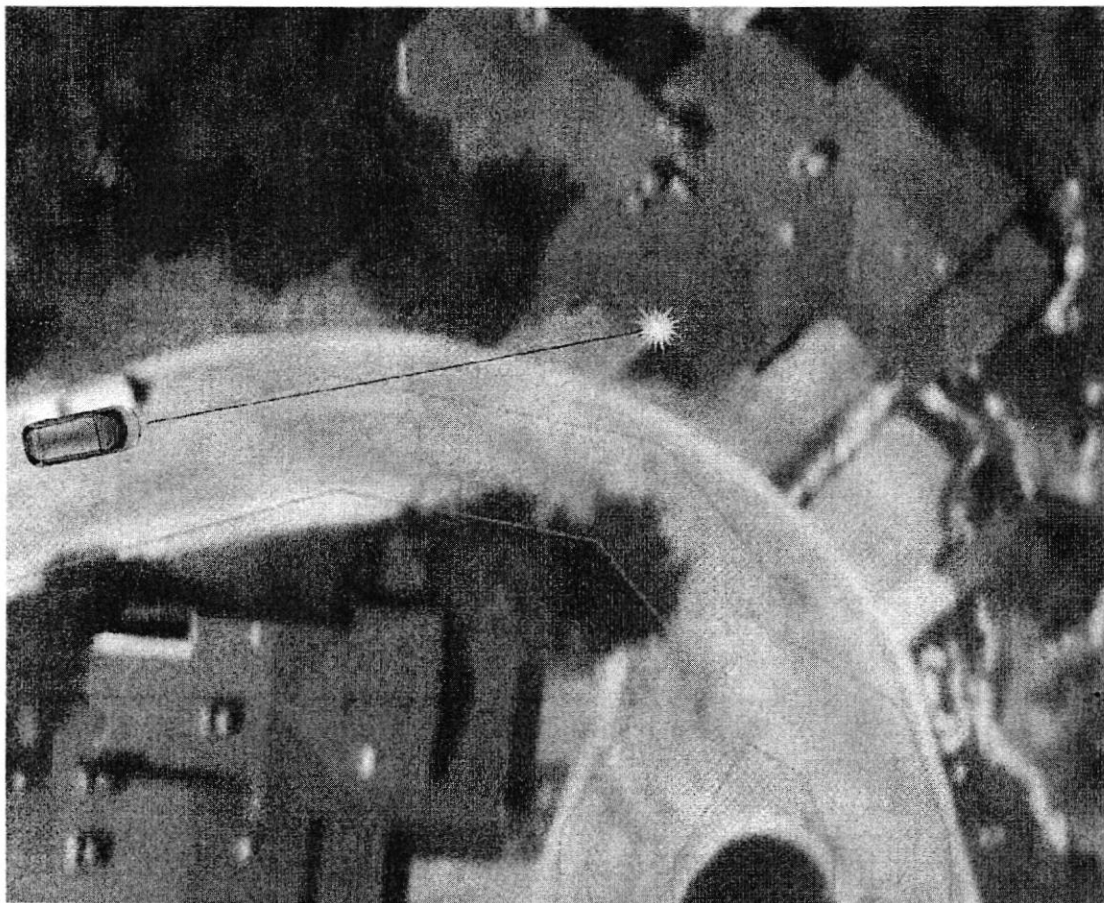
I.D. #

DEPARTMENT

CASE NUMBER

DATE OF REPORT

DIAGRAM of CRASH ☐ No Diagram - Reason: _____





POLICE REPORT

INCIDENT DATE: February 20, 2023



Police Department

October 24, 2024

Brett Cunningham
Alpine Ski Properties
PO Box 684289
Park City UT 84060

Dear Brett,

After having reviewed the request, and pursuant to Title 63G, Chapter 2, Government Records Access and Management Act, it is my intent to deny in part and to grant in part the request. Trespassing Case 23-03258 has been classified as protected pursuant to Utah Code Ann. § 63G-2-305(10)(a)-(c). The request for access to a portion of that record is granted:

- The Department classifies the record as public pursuant to Utah Code Ann. § 63G-2-301(3)(g).
- Redacted portions of the record include victim/witness identification the City classifies as private pursuant to Utah Code Ann. § 63G-2-302(2)(d) and protected pursuant to Utah Code Ann. § 63G-2-305(10)(d).

You may appeal this decision to the City Manager by filing a notice of appeal within 30 days of the date of this letter to:

Matthew Dias
City Manager
Park City Municipal Corporation
445 Marsac Avenue, P.O. Box 1480
Park City, UT 84060-1480
matt.dias@parkcity.org

The appeal must include your name, mailing address, phone number, and a statement of the relief sought. The appeal may also include a short statement of facts, reasons, and legal authority in support of the appeal.

Sincerely,

Tami Wolnik
Records Clerk – Park City Police Department



Park City Police Dept

Officer Report for Incident 23-03258

Nature: Trespassing
Location: DRVLY

Address: 7900 Royal St E; 3
Park City UT 84060

Offense Codes: TRES
Received By: Fairchild E How Received: 9 Agency: PCPD
Responding Officers: JACKSON D, WARE K, ROLLINS S
Responsible Officer: WARE K Disposition: INA 06/08/23
When Reported: 04:06:11 02/20/23 Occurred Between: 04:05:57 02/20/23 and 04:20:56 02/20/23

Assigned To: Detail: Date Assigned: **/**/**
Status: Status Date: **/**/** Due Date: **/**/**

Complainant: 346428
Last: gillman First: leslie Mid:
DOB: **/**/** Dr Lic: Address: 7900 Royal St E; #3
Race: Sex: Phone: (610)331-4079 City: Park City, UT 84060

Offense Codes

Reported: TRES Trespass of Real Property
Additional Offense: TRES Trespass of Real Property

Observed:

Circumstances

LT20 Residence or Home
NIGHT Night (6 p.m.-6 a.m.)
BM99 Unknown Bias

Responding Officers: Unit :
JACKSON D 3K38
WARE K 3K24
ROLLINS S 3K13

Responsible Officer: WARE K
Received By: Fairchild E
How Received: 9 911 Line
When Reported: 04:06:11 02/20/23
Judicial Status: IC
Misc Entry: Invest

Agency: PCPD
Last Radio Log: **/**/** **/**/**
Clearance: INA Inactive - CASE CLOSED
Disposition: INA Date: 06/08/23
Occurred between: 04:05:57 02/20/23
and: 04:20:56 02/20/23

Modus Operandi: Description : Method :

10/24/24

Involvements

Date	Type	Description	Relationship
-------------	-------------	--------------------	---------------------

Narrative

Park City Police Narrative

Park City Police Report Nature: Criminal Mischief / Trespassing
Case Number: 23-03258
Reporting Officer: Ware
Assisting Officer(s): Jackson, Rollins
Attachments:

Witness Statements
Body Camera Footage
Photographs

Synopsis:

A male shattered the window of an occupied residence and then entered. The male suspect was seen by the residents. The male suspect fled from the house and was not located.

Source:

Leslie Gillin called police to report this incident.

Summary:

I was dispatched to a report of a male who broke into the home of the caller. Information was received that a male entered the house after breaking a window. After the residents saw the male he fled out the front door.

I arrived on scene at 7900 Royal Street #3. I made contact with Stephen Gillin, his wife Leslie Gillin, and their son, T. I was directed to the downstairs of the home. I saw a shattered window in the family room area. The window is on the side of the room that faces the hot tub lower balcony area.

Stephen Gillin told me he heard something break so he went to go downstairs. His son T. was in the basement alone. As Stephen got to the stair way leading to the main level of the home he saw a black male with a bald head exiting the front door. The male was wearing a black sweater with white writing on the back. Stephen went to the door and looked out to see where the male went. Stephen did not see the male up the stair way or down the stairway from his residence. His unit is located at the top of a flight of wooden stairs that leads from the parking lot below. The stairs then lead further up to unit #4 and #5.

Teddy told me he heard banging on the window in the family room. He had been sleeping before he heard this. The window then shattered. T. went to hide in the closet. Then a black male appeared in the door way of his bed room. The male turned on the light and saw T. The male said he didn't know anyone was here and that he was sorry for breaking the window. The male then left the room. T. told the man to leave.

T. described the male as having average height but described the man as being fat. The male looked to be in his fifties and he had a bald head. He was wearing a black sweater with words written on the front possibly dealing with the NBA Allstar game.

It was reported that the male made no threats to the family and had no weapon on

him.

I looked out on the back porch where the hot tub is located. This is the area the suspect entered the home from. I could see new shoe tracks in the snow that led from the side of the building to the porch. The tracks then appear to show the person jumped from the snow, over the railing, and then onto the porch. There were thin wavy ridged show prints on the broken glass. The same prints were found on the other side of the hot tub as if the suspect had first attempted to go past the porch area to the back of the next unit which is #4. It is likely the suspect first arrived on the back porch of #3, then went toward the back porch of #4, came back to #3, and then broke into the window.

By the account from the family the suspect then walked up the stairs inside the home and exited out the front door as if the home were familiar.

I made contact with the occupants of #4. These individuals were a Caucasian family. They reported to me that they heard banging coming from #3. They were waking up anyway because they were going to leave to catch a airplane home. They said they did not see anything outside and nobody attempted to get into their unit.

I made contact at #5. There was a Caucasian female there who said she did not hear anything and she had been asleep until I arrived. Her doors were checked at her request.

I made contact at #2, which is down near the parking lot. This is a Caucasian couple who reported hearing nothing. Officers did check the outside of the unit and found no fresh show prints.

Officers did not make contact at #1, however, it is known that an elderly couple reside here and they do have a Ring camera that may have captured any vehicle that could be involved in this incident wither coming into the parking lot or leaving.

Injuries:

No injuries were reported to officers. There was no sign of blood near the window.

Actions Taken:

I left a case number with Stephen. I also left two witness statements for he and his son to complete at a later time.

I told Stephen that the suspect was not located and it is likely that he fled the area. I told him that I would be in the parking lot for the rest of the morning and that day shift will be made aware of this incident in case he needed anything from police. I asked Stephen to get an estimate for the damage to his window and window frame.

Evidence/Property:

A window and the window screen were damaged. The value of the window and screen are not known at this time. The victim will gather this information so the report could be updated at a later date.

End Report:

10/24/24

This is a criminal mischief and trespassing report. No positive ID on the suspect was made, however, a description of the suspect was provided by the victims.

Responsible LEO:

Approved by:

Date



Department of Community Development
Engineering • Building Inspection • Planning

December 29, 1999

Rich Pittam
Architectural Design West
1795 Sidewinder Drive Suite 201
Park City UT 84060

NOTICE OF PLANNING COMMISSION ACTION

Project Name 7901 Royal Street East, The Knoll Estates

Project Description CUP for entrance gate

Date of Meeting October 27, 1999

Action Taken By Planning Commission Approved in accordance with the findings of fact and conclusions of law as outlined in the staff report and the conditions of approval as listed below.

Conditions of Approval

1. All standard project conditions shall apply.
2. The proposed central tower element shall be reduced in height to 9'.
3. Prior to issuance of a building permit, the gate locking mechanism shall meet Building Code and Fire/Police requirements for emergency vehicle access and shall be approved by the Chief Building Official.
4. A lighting and landscaping plan compatible with the existing landscaping shall be submitted to and approved by the Planning Department prior to issuance of any building permit.
5. Architectural elevations for the gate and wall shall be approved by the Planning Department prior to issuance of a building permit. The pedestrian gap shall be a minimum of 4' wide, and the bottom gate clearance shall be 2'. A diagonal structural support may cross through the 2' opening to provide additional structural strength for a cantilevered gate. The architectural look of the gate is not approved by the Planning Commission. The center element will be revised and approved by Staff.
6. A Construction Mitigation Plan (CMP) submitted to and approved by the Community Development Department is required prior to issuance of a building permit for the gate or walls.
7. Approval of this Conditional Use Permit is valid for one year from the date of Planning Commission approval.
8. A financial guarantee for the value of all public improvements and landscaping to be completed shall be provided to the City prior to building permit issuance. All public

Rich Pittam
Page two
December 29, 1999

improvements shall be completed according to City standards and accepted by the City Engineer prior to release of this guarantee.

9. All new signs shall meet the requirements of the sign code and require a separate sign permit to be approved by the Community Development Department.
10. The gate will remain open except for holidays and weekends and other times in accordance with a time plan approved by the Community Development Department.

Please call me at 615-5066 if you have questions.

Sincerely,

Kirsten A. Whetstone, AICP
City Planner

KAW/rr



Department of Community Development
Engineering • Building Inspection • Planning

January 16, 2004

Sterlingwood HOA
PO Box 680580
Park City, UT 84068

NOTICE OF PLANNING COMMISSION ACTION

<u>Project Name</u>	Sterlingwood Condominiums – Vehicular Entry Gate
<u>Project Description</u>	Conditional Use Permit to allow a Gate in the RD Zone.
<u>Date of Meeting</u>	January 14, 2004

Action Taken By Planning Commission Approved in accordance with the findings of fact and conclusions of law outlined in the staff report. The conditions of approval are listed below.

Conditions of Approval

1. Prior to issuance of a building permit, an approved plan for access for residents, emergency vehicles, real estate, deliveries, construction activity, and maintenance purposes will be required.
2. Prior to issuance of a building permit, the gate locking mechanism shall meet Building Code and Fire/ Police requirements for emergency vehicle access and shall be approved by the Chief Building Official.
3. Prior to issuance of a building permit, the Planning Department will review and approve and operations and management plan. This plan will describe at minimum, hours and times of operation, as well as finalize who will be responsible for day-to-day operations of the gate. Failure to comply with the operations and management plan may result in enforcement action by the City.
4. A review by the Planning Commission of the gate may be conducted one-year after the installation to ensure compliance with the final operations and management plan.
5. Lighting and landscaping plans, compatible with the existing landscaping, shall be submitted to and approved by the Planning Department prior to issuance of any building permit.
6. Architectural elevations for the gate and wall shall be approved by the Planning Department prior to issuance of a building permit. The pedestrian gap shall be a minimum of 4' wide and the bottom gate clearance shall be 2'.
7. A Construction Mitigation Plan (CMP) submitted to and approved by the Community Development Department is required prior to issuance of a building permit for the gate

or walls.

8. No part of the gate or its posts, fences, or other devices may interfere with any utility easement.
9. A financial guarantee, for the value of all public improvements and landscaping to be completed, shall be provided to the City prior to building permit issuance. All public improvements shall be completed according to City standards and accepted by the City Engineer prior to release of this guarantee.
10. Any new signs shall meet the requirements of the Sign Code and require a separate Sign Permit to be approved by the Community Development Department.
11. The gate will remain open, except for holidays, weekends, special events at Deer Valley, and other times in accordance with a time plan approved by the Community Development.

Please note, this approval will expire one year from the date of the approval. If I can be of further assistance, please contact me.

Thank You,



Jonathan Weidenhamer
Planner

Cc: Megan Ryan, Cathy Wade (Blooming Property Management)

Date: March 13, 2025

Dear Mr Lund,

I'm an owner at Double Eagle in Silver Lake. As I likely cannot attend the planning meeting on April 9th, I'm writing to advocate for our permit for the driveway gate.

I own unit #3 which is located halfway up the first main staircase coming up from the driveway. The way this staircase is situated, it's the natural one an unauthorized person would tend toward. My unit experiences first-hand the safety and security issues stemming from unauthorized parking, and ski and bike vendors using our stairs for mountain access. People literally carry their bicycles right past my front door.

We have a very wide public access easement all along the West side of our property that will remain open to Hikers, Bikers and Skiers. Just the other day I saw some skiers who came down that easement - exactly as they should, and why the easement is in place.

Given that public mountain access is provided via the easement around the West side, and the planned gate will not block or impact that easement access in any way, I strongly urge the Planning Department to support our permit request.

Thank you for your consideration

Keith Moss

Date: March 13, 2025

We are hoping that the gate for Double Eagle will be approved for several reasons, the first being safety and security. Even though there is a wide area of public access right next to our property, there are always unauthorized people, bikes, skiers, vendors, etc. cutting through our driveway and property. This makes it dangerous when we are driving in or out of the parking area and also just trying to walk out of our condo to get to the stairs, elevator, or street. We have even seen vans filled with bikers parking and cutting through our property which is very upsetting and dangerous not to mention tearing up our stairs and landscaping. Unfortunately alot of these people are not friendly and can be rude when asked to move or when pointing out the No parking signs. Our driveway is small and so having so many unauthorized people in where they shouldn't be creates an untenable situation. A gate would be a good solution and so we are hoping very much that it gets approved. We believe there is a meeting on April 9 but will not be there that week which is why we are emailing you with our thoughts and comments.

Thank you, Susan and Hugh Morris Double Eagle 18 homeowners

Date: March 15, 2025

Dear Mr. Lund,

I am an owner at Double Eagle in Silver Lake.

As you know we are trying to add a gate to our entrance.

It will be important to point out that we have a very wide public access easement all along the west side of our property that will remain open to Hikers, Bikers and Skiers. We are requesting the approval of the gates on our driveway due to many issues. The main being safety and security as many use our cul de sac for unauthorized parking and drop offs of skiers and bikers to use our stairs.

Thank you for your consideration in this matter.

Sincerely,

Kieran Goodwin

Date: March 17, 2025

Dear Mr. Lund,

I own unit #10 at Double Eagle in the Silver Lake area of Deer Valley located in Park City. The HOA for our complex has submitted an application for an exterior gate to our property. I have owned my unit for the last 5 years and I have been a strong proponent in favor of installing a gate on our property. I regularly witness unauthorized vehicles entering the property, cyclists using our private staircase that we have to pay to maintain and repair from over-use (in particular bicycles), and people parking on our street which is private and not designed to have street parking as people seem to ignore signage. We are typically left without recourse and feel that it is a violation of private property rights. Due to the fact that most properties around us have existing gates, the public seems to feel that our complex is different since it doesn't have a gate and therefore feel justified to use it for public parking and access. We would greatly appreciate your approval.

Sincerely,

Karen Fontanella

Date: March 20, 2025

Hello Virgil,

My name is Rose Hajjar and I am the owner of Double Eagle # 17. I have owned this property for 20 years and love this property and Deer Valley. I call Deer Valley my happy place, my place to find peace...until a recent encounter I had over the summer.

My property has a private 2 car garage. I was in the garage with my on leash dog. A van pulled up by the stairs to unload a truck full of mountain bikers and an off leash dog jumped out of the van and charged us. Needless to say it shook me up as I wasn't expecting a dog fight in my garage.

Once their dog was under control I approached the driver and had a heated conversation about him trespassing on private property and the damage he was doing to our stairs with the large groups of mountain bikers and their cleated shoes.

Instead of being apologetic he was confrontational and felt he was entitled to use our stairs. I showed him the private property signs and told him he could access the mountain from different spots but he just wanted to fight. He would not tell me his company name and continued with his rough attitude. The bikers rode off and he drove away.

I was very uncomfortable and felt threatened at my home...this is not ok.

The vans pulling into our driveway are numerous throughout the summer and winter. It's a popular drop off for bikers and skiers plus we get cars parking even with no parking signs posted.

The bottom line is DOUBLE EAGLE NEEDS A GATE!!!

Thank you for your consideration and hopefully my experience will help you in this approval process.

Regards,

Rose Hajjar

ACCESS IMPROVEMENTS

DOUBLE EAGLE AT SILVER LAKE

PARK CITY, UTAH

SHEET INDEX

1. TITLE SHEET
2. RECORD OF SURVEY & TOPOGRAPHICAL MAP
3. HEATED PAVEMENT PLAN
4. HEATED PAVEMENT ZONE MAP
5. CONSTRUCTION DETAILS - UTILITIES
6. CONSTRUCTION DETAILS - DRAINAGE
7. CONSTRUCTION DETAILS - PAVEMENT
8. CONSTRUCTION DETAILS - STAIRS TO GARAGE
9. CONSTRUCTION DETAILS - ACCESS GATE
10. CONSTRUCTION DETAILS - TRASH ENCLOSURE & BOILER VAULT
11. CONSTRUCTION DETAILS - TRASH ENCLOSURE & BOILER VAULT
12. EROSION & SEDIMENT CONTROL MEASURES

PREFACE

1. THIS DOCUMENT IS INTENDED AS AN INTEGRATED SET OF DRAWING SHEETS THAT TOGETHER DESCRIBE THE WORK. SHEET NUMBER AND TOTAL NUMBER OF SHEETS ARE SHOWN AT LOWER RIGHT CORNER ON EVERY SHEET. REQUIREMENTS ARE SHOWN IN MULTIPLE VIEWS, DETAILS, TABLES AND VIA TEXT THROUGHOUT THE DRAWING SET. AS SUCH, NO ONE SHEET MAY BE CONSIDERED ALONE. FOR CLARITY, EVERY EFFORT HAS BEEN MADE TO AVOID REPETITIVE CALLS. READ AND UNDERSTAND THE ENTIRE DRAWING SET BEFORE COMPILING REVIEW COMMENTS, PROVIDING BIDS, APPLYING FOR PERMITS, OR COMMENCING CONSTRUCTION. FOR A MORE COMPLETE UNDERSTANDING OF DESIGN RATIONALE, A SITE VISIT IS NECESSARY.
2. THIS DOCUMENT IS NOT INTENDED TO DEPICT THE FOLLOWING:
 - LANDSCAPING WHICH WOULD INCLUDE TREE FELLING AND CLEARING, NEW TREES, SHRUBS, PERENNIALS, SOD, AND ASSOCIATED IRRIGATION SYSTEMS.
 - ALL EASEMENTS, ENCUMBRANCES AND ENCROACHMENTS. CONSULT WITH A LICENSED PROFESSIONAL LAND SURVEYOR AND OR TITLE COMPANY.
 - ARCHITECTURAL, MECHANICAL, PLUMBING, OR ELECTRICAL DESIGN. SEE DRAWINGS BY OTHERS.
3. SEE GEOTECHNICAL LETTER REPORT BY IGES, INC., DRAPER, UTAH DATED 10.3.2024.
4. DESIGN INTENT IS TO MATCH FINISH PAVEMENT GRADE WITH EXISTING PAVEMENT GRADE. TO IMPROVE SURFACE DRAINAGE, MINOR DEVIATIONS HAVE BEEN INCORPORATED INTO DESIGN VIA CONSTRUCTION DETAILS AND CALLS.

SITE DATA

PARCEL AREA: 2.53 ± AC
ZONING DISTRICT: RD
EXISTING USE: RESIDENTIAL
WATER SUPPLY: PCMC
SEWAGE DISPOSAL: SBWRD

ELEVATION DATUM

LOCAL DATUM ELEVATIONS IN FEET

REGULATORY

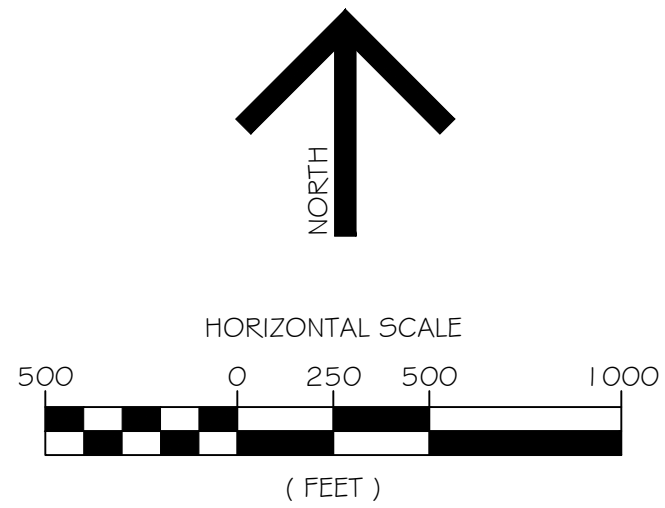
1. AT LEAST THREE FULL BUSINESS DAYS PRIOR TO COMMENCEMENT OF ANY WORK, CALL 811 FOR UNDERGROUND UTILITY MARKING. ALSO, PROVIDE AT LEAST THREE FULL BUSINESS DAYS NOTICE TO APPROPRIATE FEDERAL, STATE, COUNTY, AND MUNICIPAL DEPARTMENTS, UTILITY AND IRRIGATION COMPANIES, AND UTILITY DISTRICTS BEFORE COMMENCING ANY WORK IN THE FIELD.
2. COORDINATE AND OBTAIN ALL CONSTRUCTION PERMITS REQUIRED BY REGULATORY AUTHORITIES.
3. PRIOR TO COMMENCEMENT OF ANY WORK, REVIEW AND FULLY UNDERSTAND ALL CONSTRUCTION REQUIREMENTS, CONDITIONS, AND LIMITATIONS IMPOSED BY PERMITS AND APPROVALS ISSUED BY REGULATORY AUTHORITIES. COMPLY WITH REQUIREMENTS OF SAID PERMITS AND APPROVALS.
4. CONSTRUCT IMPROVEMENTS IN ACCORDANCE WITH STATE, COUNTY, MUNICIPAL, FIRE, AND UTILITY DISTRICT STANDARDS, UNLESS SPECIFIED OTHERWISE. CONTACT CANYON ENGINEERING FOR DETAIL BEYOND THAT SHOWN HEREON.
5. THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA. SEE FEMA FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 49043C 0938D, EFFECTIVE DATE MARCH 23, 2021.
6. THERE ARE NO JURISDICTIONAL WETLANDS ON THE PROPERTY.
7. SEE EXECUTED AGREEMENTS WITH PCMC AND SBWRD REGARDING LIABILITY FOR REMOVAL AND REPLACEMENT OF HEATED PAVEMENT IN THE EVENT EXISTING UTILITY MAINS AND SERVICES REQUIRE REPAIR OR REPLACEMENT.



SILVER LAKE VILLAGE

SITE

VICINITY MAP



COORDINATION

1. NOTIFY ENGINEER OF INTENT TO COMMENCE CONSTRUCTION PRIOR TO BEGINNING ANY WORK, ALLOWING SUFFICIENT TIME FOR LAYOUT COMPUTATIONS AND COORDINATION WITH UTILITIES AND OTHER INVOLVED PARTIES.
2. STAKE LIMITS OF WORK IN THE FIELD PRIOR TO COMMENCEMENT OF CONSTRUCTION. EMPLOY A LICENSED PROFESSIONAL LAND SURVEYOR TO PERFORM CONSTRUCTION LAYOUT OF ALL BUILDING AND SITE IMPROVEMENTS. LOCATIONS OF EXISTING FEATURES OR PROPOSED IMPROVEMENTS DERIVED BY SCALING THESE DRAWINGS MAY NOT BE ACCURATE. PROPERTY LINES SHOWN HEREON ARE APPROXIMATE. SEE REFERENCES HEREON.
3. PROMPTLY NOTIFY ENGINEER UPON DISCOVERY OF ANY UNFORESEEN SURFACE OR SUBSURFACE CONDITIONS THAT MAY IMPACT CONSTRUCTION, INCLUDING BUT NOT LIMITED TO, WATER-SEWER CROSSINGS THAT CANNOT MEET 18" VERTICAL SEPARATION REQUIREMENT DESCRIBED ABOVE.
4. PRIOR TO IMPLEMENTATION, OBTAIN ENGINEER REVIEW AND APPROVAL OF ANY INTENDED REVISION OF THE HORIZONTAL AND/OR VERTICAL LOCATION OF IMPROVEMENTS AS SHOWN.
5. CONSTRUCTION TESTING BY OWNER.

DRY UTILITIES

1. POWER LINES ON SITE MUST BE UNDERGROUND.
2. POWER AND GAS MAIN LOCATIONS SHOWN ARE PRELIMINARY ONLY.
3. COORDINATE WITH ROCKY MOUNTAIN POWER FOR UTILITY-GENERATED SCHEMATIC LAYOUT OF POWER INFRASTRUCTURE / EQUIPMENT. SUBMIT SCHEMATIC TO ENGINEER FOR REVIEW PRIOR TO CONSTRUCTION.
4. COORDINATE WITH ENBRIDGE GAS FOR UTILITY-GENERATED SCHEMATIC LAYOUT OF NATURAL GAS INFRASTRUCTURE / EQUIPMENT. SUBMIT SCHEMATIC TO ENGINEER FOR REVIEW PRIOR TO CONSTRUCTION.
5. WIRED COMMUNICATIONS INFRASTRUCTURE ON SITE MUST BE UNDERGROUND. COORDINATE WITH COMMUNICATIONS PROVIDERS PRIOR TO CONSTRUCTION.

CONSTRUCTION

1. LOCATIONS OF EXISTING UNDERGROUND UTILITIES/OBSTRUCTIONS/SYSTEMS SHOWN HEREON ARE APPROXIMATE ONLY. ALL UTILITIES/OBSTRUCTIONS/SYSTEMS MAY NOT BE SHOWN. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL UNDERGROUND UTILITIES/OBSTRUCTIONS/SYSTEMS, WHETHER OR NOT SHOWN HEREON. CONFIRM LOCATIONS BY POTHOLING, DIRECT MEASUREMENT, OR OTHER MEANS PRIOR TO INSTALLATION OF PROPOSED IMPROVEMENTS.
2. CONTRACTOR IS SOLELY RESPONSIBLE FOR REQUESTING ANY AND ALL INSPECTIONS REQUIRED BY REGULATORY AUTHORITIES. COMMUNICATE DIRECTLY WITH THE INSPECTING AUTHORITY REGARDING SCHEDULE AND CHARACTER OF INSPECTIONS, AND PROVIDE SITE ACCESS FOR INSPECTORS. COMPLETE ALL WORK AS REQUIRED TO MEET INSPECTING AUTHORITY REQUIREMENTS, AND MAINTAIN DOCUMENTATION OF INSPECTION RESULTS.
3. WHERE SHOWN, CONSTRUCTION CALLS ARE INTENDED TO SUMMARIZE AND CLARIFY MAJOR ITEMS OF WORK. THESE CALLS SHOULD NOT BE CONSTRUED AS AN EXHAUSTIVE LISTING OF ALL WORK REQUIRED. CONTACT ENGINEER FOR FURTHER CLARIFICATION.
4. WHERE QUANTITIES OF NEW CONSTRUCTION MATERIALS SUCH AS LENGTH OF PIPE ARE CALLED OUT, QUANTITIES SHOWN ARE APPROXIMATE. ACTUAL QUANTITIES INSTALLED MAY VARY, DEPENDING ON FIELD CONDITIONS ENCOUNTERED.
5. WHERE THE WORD "INSTALL" IS USED HEREON, IT IS INTENDED TO DIRECT CONTRACTOR TO "FURNISH, INSTALL, AND PLACE IN OPERATION" THE COMPONENT REFERRED TO.
6. SAFETY MEASURES, CONSTRUCTION MEANS, METHODS, SEQUENCES AND CONTROL OF WORK ARE RESPONSIBILITY OF CONTRACTOR.
7. INSTALL ALL UTILITIES UNDERGROUND, UNLESS SHOWN OTHERWISE. COORDINATE WITH UTILITY COMPANIES AND INSTALL NECESSARY SLEEVES PRIOR TO PLACEMENT OF FINAL ROAD BASE AND PAVING. INSTALL ALL UTILITIES IN ACCORDANCE WITH THEIR RESPECTIVE COMPANY SPECIFICATIONS.
8. CONTRACTOR IS RESPONSIBLE FOR REPAIR AND/OR REPLACEMENT OF ANY EXISTING UTILITY OR STRUCTURE DAMAGED DURING CONSTRUCTION THAT IS NOT DESIGNATED HEREON FOR DEMOLITION AND/OR REMOVAL. REPAIR DAMAGED UTILITIES/STRUCTURES TO THE SATISFACTION OF THEIR RESPECTIVE OWNERS.
9. WHERE EXISTING UTILITY LINES/STRUCTURES ARE TO BE CUT/BROKEN DOWN/ABANDONED, PLUG/CAP/FILL LINES/STRUCTURES IN ACCORDANCE WITH UTILITY OWNER REQUIREMENTS.
10. WHERE WATER MAIN OR SERVICE CROSSES SANITARY SEWER MAIN OR LATERAL, PROVIDE A MINIMUM OF 18" VERTICAL SEPARATION BETWEEN OUTSIDE OF SEWER PIPE AND OUTSIDE OF WATER PIPE. REGARDLESS OF WHETHER SEWER IS OVER OR UNDER WATER. IF 18" SEPARATION CANNOT BE MAINTAINED DUE TO DESIGN GRADES OF SEWER AND OR FINISH SURFACE, OR DUE TO OTHER CONFLICT, SEWER PIPE WITHIN 10 FEET EITHER SIDE OF CROSSING SHALL BE AS FOLLOWS:
 - a. SCH40 PVC WITH SOLVENT WELD JOINTS;
 - b. JOINTLESS HDPE PIPE.

11. COMPILE AND MAINTAIN CONSTRUCTION RECORD NOTES, MEASUREMENTS, AND DATA SUFFICIENT TO ALLOW A DESIGNATED THIRD PARTY TO PREPARE CONSTRUCTION RECORD DRAWINGS SHOWING ALL IMPROVEMENTS AT A LEVEL OF DETAIL THAT MEETS LOCAL REQUIREMENTS. UPON COMPLETION OF CONSTRUCTION, TRANSMIT CONSTRUCTION RECORD INFORMATION TO PARTY THAT WILL PREPARE CONSTRUCTION RECORD DRAWINGS.
12. REMOVE FROM SITE AND PROPERLY DISPOSE OF ALL DEBRIS, JUNK, RUBBISH AND OTHER NON-BIODEGRADABLE MATERIALS, FILL CONTAINING HAZARDOUS MATERIALS, DEMOLITION PRODUCTS, AND EXCESS CONSTRUCTION MATERIALS / WASTES.
13. IF WATER IS ENCOUNTERED BELOW GRADE, DEWATER EXCAVATIONS TO ALLOW CONSTRUCTION TO PROCEED IN ACCEPTABLY DRY CONDITIONS. PROVIDE ALL WELL POINTS, PUMPS, UNDERDRAINS, DIVERSIONS, DISCHARGE LINES, AND OTHER DEWATERING APPARATUS NECESSARY. BREAK DOWN AND REMOVE DEWATERING APPARATUS UPON COMPLETION OF IMPROVEMENTS AS NECESSARY TO COMPLETE CONSTRUCTION IN ACCORDANCE WITH OWNER REQUIREMENTS.
14. MAINTAIN TEMPORARY FENCING AND PROTECT EXISTING PERMANENT FENCING TO REMAIN SO AS TO DISCOURAGE UNAUTHORIZED ENTRY ONTO SITE FOR THE DURATION OF THE PROJECT.
15. PROVIDE A DETAILED DIGITAL CONSTRUCTION RECORD SURVEY OF ALL HEATED PAVEMENT TUBING AND MANIFOLDS. SURVEY TO INCLUDE IDENTIFICATION OF INDIVIDUAL TUBING ZONES TO FACILITATE EFFICIENT REMOVAL AND REPLACEMENT OF PORTIONS OF HEATED PAVEMENT IF AND AS NECESSARY IN FUTURE.

ABBREVIATIONS

ACP	ASPHALT CONCRETE PAVEMENT
BLDG	BUILDING
CB	CATCH BASIN
CFS	CUBIC FEET PER SECOND
CIP	CAST-IN-PLACE
CL	CENTERLINE
CMH	COMMUNICATIONS MANHOLE
CMF	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY UNIT
CO	CLEANOUT
COMM	COMMUNICATIONS
DIA	DIAMETER
DMH	DRAIN MANHOLE
EG	EXISTING GRADE
EL	ELEVATION
EMH	ELECTRIC MANHOLE
ESHW	ESTIMATED SEASONAL HIGH GROUNDWATER
EX	EXISTING
FDN	FOUNDATION
FE	FLARED END
FG	FINISH GRADE
FPF	FIBERGLASS REINFORCED PLASTIC
GPM	GALLONS PER MINUTE
GW	GROUNDWATER
HDCI	HEAVY DUTY CAST IRON
HDPE	HIGH DENSITY POLYETHYLENE
HP	HIGH POINT
ID	INSIDE DIAMETER
INT	INTERSECTION
INV	INVERT
LD	LONGEST DIMENSION
LF	LINEAR FEET
LDD	LIMIT OF DISTURBANCE
LP	LOW POINT
MDD	MAXIMUM DRY DENSITY
MES	MATCH EXISTING GRADE
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
OD	OUTSIDE DIAMETER
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PJD	PUSH-ON JOINT DUCTILE IRON
PRC	PRECAST REINFORCED CONCRETE
PVC	POLYVINYL CHLORIDE, POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
RCF	REINFORCED CONCRETE PIPE
S	SLOPE
SBED	STREAM BED
SD	STORM DRAIN
SMH	SEWER MANHOLE
SS	SANITARY SEWER, STAINLESS STEEL
TBA	TO BE ABANDONED
TBC	TOP BACK OF CURB
TSD	TO BE DETERMINED
TC	TOP OF CONCRETE
TP	TOP OF
TYP	TYPICAL
UD	UNDERDRAIN
UP	UTILITY POLE
WMH	WATER MANHOLE
WS	WATER SURFACE

ABBREVIATIONS - AGENCY

COE	US ARMY CORPS OF ENGINEERS
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY
PCMC	PARK CITY MUNICIPAL CORPORATION
RMF	ROCKY MOUNTAIN POWER
SBWRD	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
SCCH	SUMMIT COUNTY ENVIRONMENTAL HEALTH
UDOT	UTAH DEPARTMENT OF TRANSPORTATION
WCEH	WASATCH COUNTY ENVIRONMENTAL HEALTH

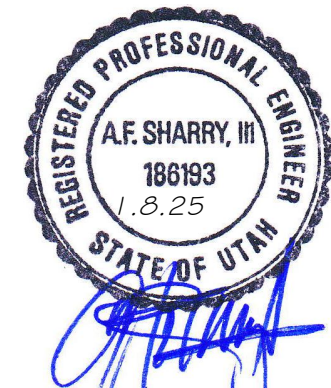
REFERENCES

1. BOUNDARY LINES AND TOPOGRAPHY DEPICTED HEREON PROVIDED BY FERRARI SURVEYING, PARK CITY, UTAH. SEE DRAWING ENTITLED "RECORD OF SURVEY & TOPOGRAPHICAL MAP", DATED 7.30.2024.
2. SEE PLAT ENTITLED "DOUBLE EAGLE AT SILVER LAKE PHASE I" BY THE JACK JOHNSON COMPANY, PARK CITY, UTAH, DATED 3.15.1994, RECORDED 4 G.1994, INSTRUMENT NO. 401792. SEE ALSO PHASE II PLAT RECORDED 6.12.1995, INSTRUMENT NO. 431507.

DRAWING ISSUED FOR

- ☐ PLANNING ☐ CONSTRUCTION
☒ PERMIT ☐ CONSTRUCTION RECORD

THIS DRAWING MAY NOT SHOW CONSTRUCTION DETAILS AND SPECIFICATIONS FOR ALL PROPOSED IMPROVEMENTS, AND MAY NOT IDENTIFY ALL CONSTRUCTION WORK ITEMS AND AREAS OF CONTRACTOR JURISDICTION.

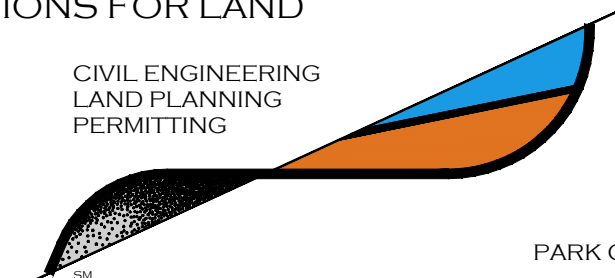


NO.	DATE	BY	CHK	REVISION DESCRIPTION
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CANYON ENGINEERING

SOLUTIONS FOR LAND

CIVIL ENGINEERING
LAND PLANNING
PERMITTING



PO BOX 982131
PARK CITY, UTAH 84098
VOICE: 435.640.7373 EMAIL: GUS@CANYONENG.COM
WWW.CANYONENG.COM

ACCESS IMPROVEMENTS

TITLE SHEET

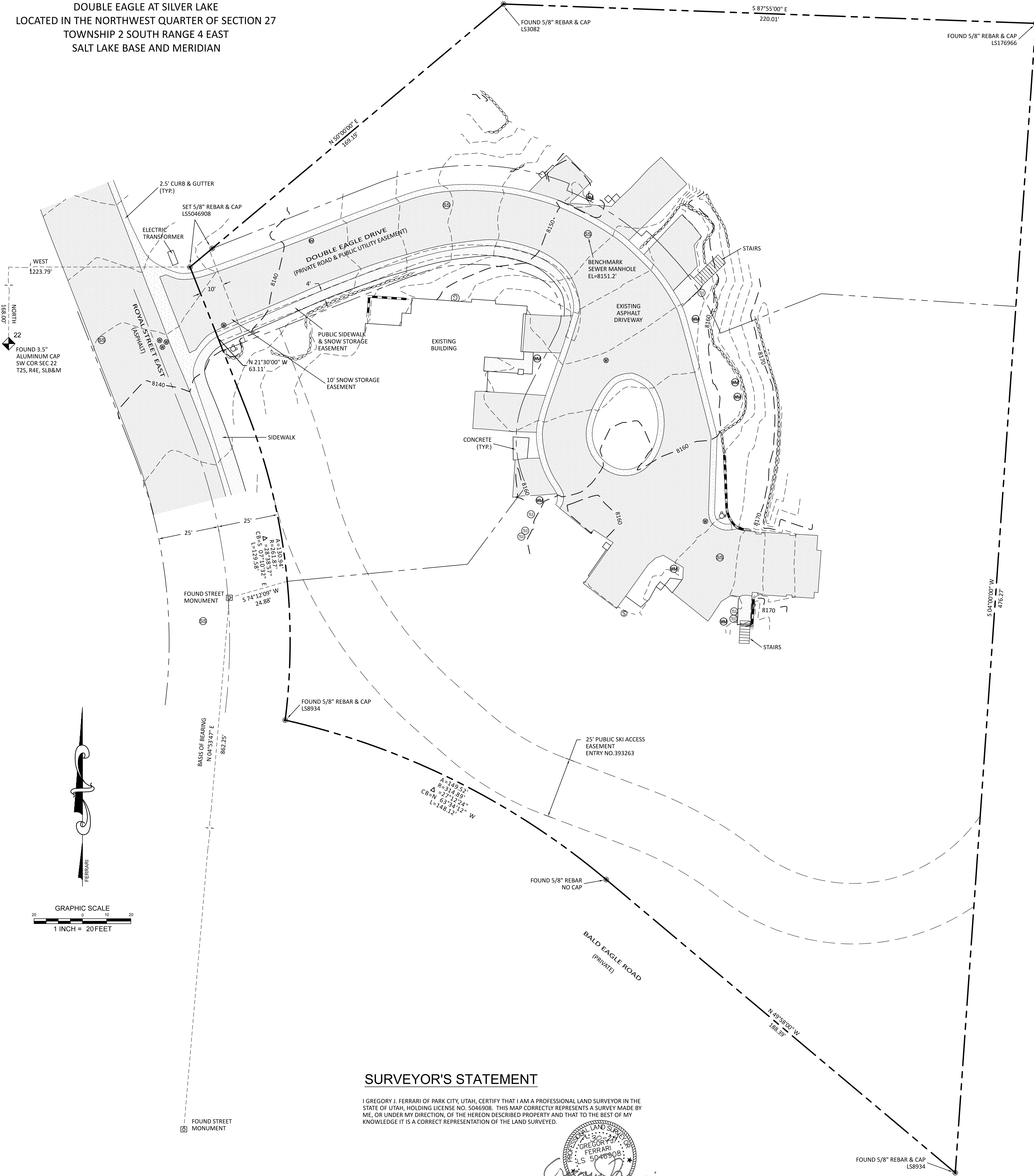
DOUBLE EAGLE AT SILVER LAKE
7900 ROYAL STREET
PARK CITY, UTAH

PREPARED FOR: EMERALD CONSTRUCTORS, INC.
LAGUNA BEACH, CA
PLSS GRID LOCATION: SEC 22 & 27 T2S R4E
S16M

DES. BY: AFS	DATE: JULY 2024	JOB 2415	1 OF 12
CHK. BY: AFS	CANYON ENGINEERING		

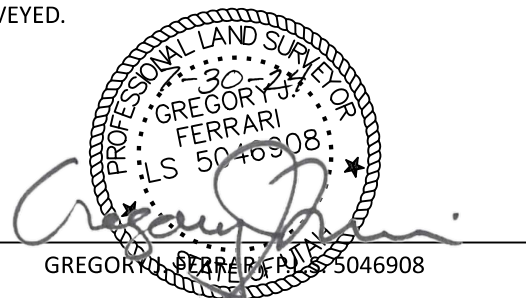
RECORD OF SURVEY & TOPOGRAPHICAL MAP

DOUBLE EAGLE AT SILVER LAKE
LOCATED IN THE NORTHWEST QUARTER OF SECTION 27
TOWNSHIP 2 SOUTH RANGE 4 EAST
SALT LAKE BASE AND MERIDIAN



SURVEYOR'S STATEMENT

I GREGORY J. FERRARI OF PARK CITY, UTAH, CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH, HOLDING LICENSE NO. 5046908. THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME, OR UNDER MY DIRECTION, OF THE HEREON DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE IT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.



AS SURVEYED DESCRIPTION:

BEGINNING AT A POINT NORTH 168.00 FEET AND WEST 1223.79 FEET FROM THE SOUTHWEST CORNER OF SECTION 22, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 50°00'00\"/>

LEGEND:

	CLIENT PROPERTY LINE		PROPERTY CORNER (AS NOTED)
	ADJOINING PROPERTY LINE		FIRE HYDRANT
	CENTERLINE		WATER VALVE
	MAJOR CONTOUR		SEWER MANHOLE
	MINOR CONTOUR		TELEPHONE PEDESTAL
	SNOW STORAGE & SIDEWALK EASEMENT		WATER METER
	SKI EASEMENT		GAS METER
	STACKED ROCK WALL		STREET MONUMENT
	ROCK WALL		GAS VALVE

RECORD OF SURVEY & TOPOGRAPHICAL MAP
DOUBLE EAGLE AT SILVER LAKE
DESL

EMERALD CONSTRUCTORS, INC

DEER VALLEY

SUMMIT COUNTY

UTAH

PROJECT INFORMATION:

CLIENT:	EMERALD CONSTRUCTORS, INC.
PROJECT ADDRESS:	7900 ROYAL STREET PARK CITY, UT 84060
SERIAL NO:	DESL
RECORD INFORMATION:	DOUBLE EAGLE AT SILVER LAKE PHASE I & II AN EXPANDED PLANNED UNIT DEVELOPMENT

NOTES:

- THE PURPOSE OF THIS SURVEY IS TO LOCATE THE BOUNDARIES OF THIS PROPERTY ON THE GROUND AND CREATE A TOPOGRAPHIC MAP AT THE REQUEST OF STEVE SAMUELIAN.
- THE EVIDENCE OF BOUNDARY SHOWN HEREON IS TAKEN FROM RECORD INFORMATION COMPILED FROM DOUBLE EAGLE AT SILVER LAKE PHASE I & II ON FILE AND OF RECORD AT THE OFFICE OF THE SUMMIT COUNTY RECORDER.
- NO INVESTIGATION CONCERNING ENVIRONMENTAL & SUBSURFACE CONDITIONS, OR THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES WHICH MAY AFFECT THE USE OR DEVELOPMENT OF THIS PROPERTY WAS MADE AS A PART OF THIS SURVEY.
- NO INVESTIGATION CONCERNING THE LOCATION OF OR EXISTENCE OF UTILITY SERVICE LINES TO THIS PROPERTY WAS MADE AS A PART OF THIS SURVEY.
- ALL UTILITY LOCATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY DESIGN OR CONSTRUCTION.
- DATE OF FIELD WORK JULY 17, 2024.
- VERTICAL DATUM IS ASSUMED.
- BUILDING SETBACKS MUST BE CONFIRMED WITH THE COUNTY, HOMEOWNER'S ASSOCIATION, ARCHITECTURAL COMMITTEE, OR SIMILAR ADVISORY GROUP, IF ANY.
- THE OWNER OF THE PROPERTY SHOULD BE AWARE OF ANY ITEMS AFFECTING THE PROPERTY THAT MAY APPEAR IN A TITLE INSURANCE REPORT.
- BASIS OF BEARING BETWEEN FOUND MONUMENT SHOWN HEREON.
- A MOUNTAIN FUEL EASEMENT ENTRY NO. 391453 UNDER EXISTING ASPHALT DRIVEWAY TO SERVICE DEVELOPMENT.



P.O. BOX 981142
PARK CITY, UT 84098

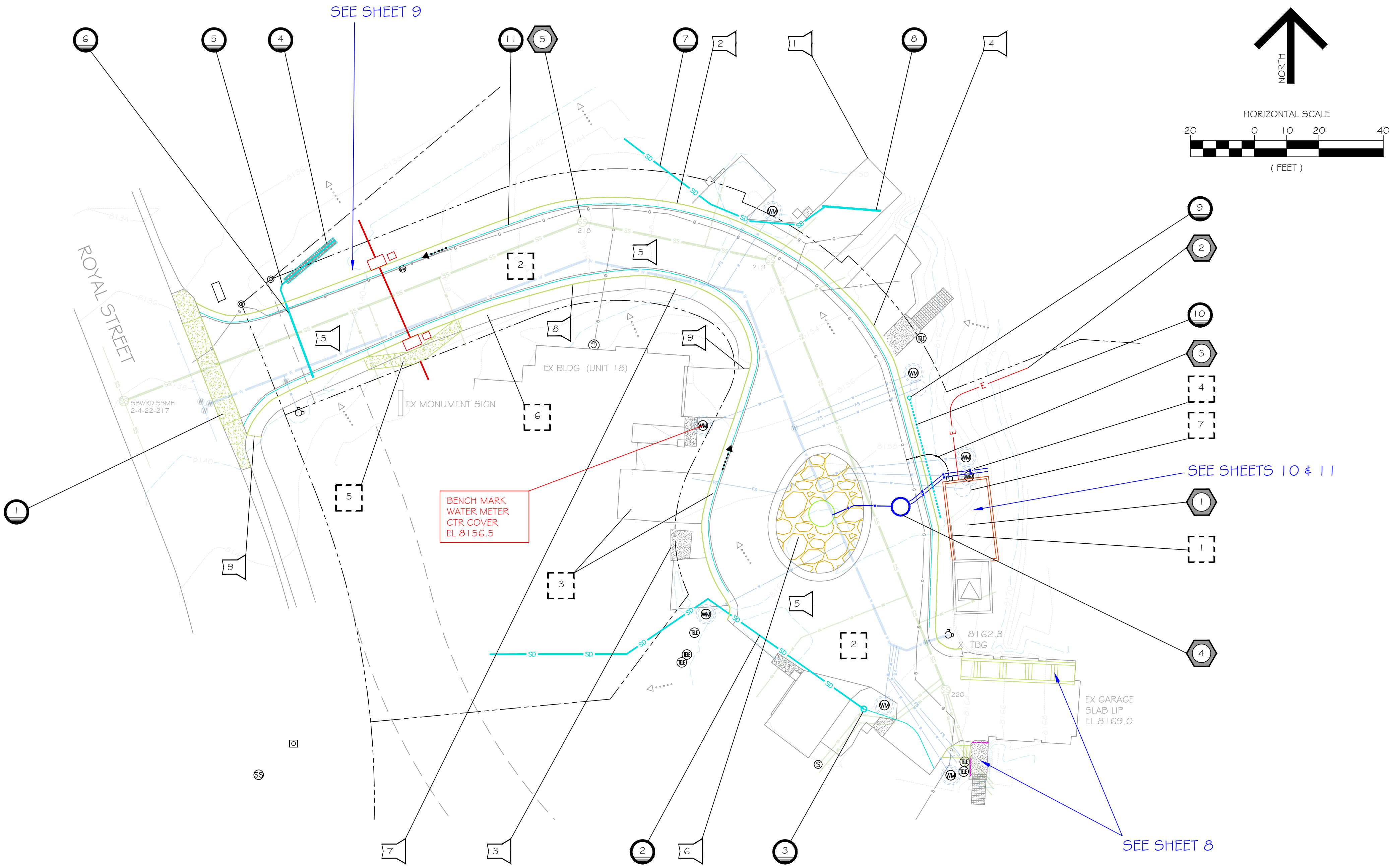
ferrari.surveying@gmail.com

REUSE OF DOCUMENTS
THIS DOCUMENT & THE IDEAS & DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF FERRARI SURVEYING & IS NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF FERRARI SURVEYING.

0
BAR IS ONE INCH ON ORIG. DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST
SCALES ACCORDINGLY

SURVEY BY:	GF-MB-JD
SURVEY DATE:	7-17-24
DESIGN BY:	GF
DRAFTING BY:	GF
CHECKED BY:	GF

XREFS:
DRAWING: DOUBLEEAGLE
DATE: 7-30-24
SCALES:
1:20
HORIZONTAL
2' CONTOURS
VERTICAL
PROJECT NO: 2024.94



LEGEND

EXISTING SURFACE RUNOFF DIRECTION	>
PROPOSED SURFACE RUNOFF DIRECTION	>
EXISTING SPOT GRADE * SURFACE CONTOUR	x 7208.00 --- 7290 T&G ----- 7292
FINISH SPOT GRADE * SURFACE CONTOUR	-6400.0 --- 7270 FG ----- 7276
FINISH GRADE AT TOP * BOTTOM OF WALL	50.0 FG TW 46.8 FG BW
PROPERTY LINE	-----
SETBACK LINE	-----
EASEMENT LIMIT	-----
EX UNDERGROUND GAS LINE	----- G -----
EX UNDERGROUND POWER LINE	----- E -----
EX OVERHEAD WIRE	----- OHW -----
EX UNDERGROUND COMMUNICATIONS	----- CO -----
EX WATER LINE	----- W -----
EX SANITARY SEWER LINE	----- SS -----
EX FIRE WATER LINE	----- FS -----
EX SINGLE WATER METER	○
EX DUPLEX WATER METER	○

UTILITIES KEY NOTES

- POTHOLE AND LOCATE EX BURIED POWER AND COMMUNICATIONS IN VICINITY OF PROPOSED TRASH ENCLOSURE / BOILER VAULT PRIOR TO CONSTRUCTION. COORDINATE WITH ENGINEER REGARDING POTENTIAL CHANGES TO DESIGN.
- PROPOSED BURIED POWER AND COMMUNICATIONS SERVICES. SEE DRY UTILITIES NOTES.
- PROPOSED NATURAL GAS SERVICE AND METER. SEE DRY UTILITIES NOTES.
- HOT TAP EX WATER MAIN. INSTALL TWO-INCH SERVICE LINE AND ONE-INCH DUAL WATER METER - OUTSIDE SETTING. CONNECT NEW ONE-INCH SERVICE LINES TO EX SERVICE LINES NORTH OF TRASH ENCLOSURE. ALL CONNECTIONS WATERTIGHT.
- ADJUST EX SEWER MANHOLE FRAME AND COVER TO FINISH SURFACE (TYP OF 3).
- CONSIDER NECESSARY BURIED UTILITY SLEEVES PRIOR TO COMPLETION OF SUBGRADE WORK. ENSURE SLEEVES ARE IN PLACE AND APPROVED PRIOR TO PLACEMENT OF HARD SURFACE BASE MATERIALS AND OR FINISH LANDSCAPING.

ABBREVIATIONS

ACP	ASPHALT CONCRETE PAVEMENT
BLDG	BUILDING
CB	CATCH BASIN
CPS	CUBIC FEET PER SECOND
CIP	CAST-IN-PLACE
CL	CENTERLINE
CMH	COMMUNICATIONS MANHOLE
CMP	CORRUGATED METAL PIPE
CMU	CONCRETE MASONRY UNIT
CO	CLEANOUT
COMM	COMMUNICATIONS
DIA	DIAMETER
DMH	DRAIN MANHOLE
EG	EXISTING GRADE
EL	ELEVATION
EMH	ELECTRIC MANHOLE
ESHGW	ESTIMATED SEASONAL HIGH GROUNDWATER
EX	EXISTING
FDN	FOUNDATION
FE	FLARED END
FG	FINISH GRADE
FRP	FIBERGLASS REINFORCED PLASTIC
GPM	GALLONS PER MINUTE
GW	GROUNDWATER
HDCI	HEAVY DUTY CAST IRON
HDPE	HIGH DENSITY POLYETHYLENE
HP	HIGH POINT
ID	INSIDE DIAMETER
INT	INTERSECTION
INV	INVERT
LD	LONGEST DIMENSION
LF	LINEAR FEET
LOD	LIMIT OF DISTURBANCE
LP	LOW POINT
MOD	MAXIMUM DRY DENSITY
MEG	MATCH EXISTING GRADE
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
OD	OUTSIDE DIAMETER
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PDI	PUSH-ON JOINT DUCTILE IRON
PRC	PRECAST REINFORCED CONCRETE
PVC	POLYVINYL CHLORIDE, POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
RCP	REINFORCED CONCRETE PIPE
S	SLOPE
SBED	STREAM BED
SD	STORM DRAIN
SMH	SEWER MANHOLE
SS	SANITARY SEWER; STAINLESS STEEL
T&A	TO BE ABANDONED
TBC	TOP BACK OF CURB
TBD	TO BE DETERMINED
TC	TOP OF CONCRETE
TO	TOP OF
TP	TOP OF PAVEMENT
TYP	TYPICAL
UD	UNDERDRAIN
UP	UTILITY POLE
WMH	WATER MANHOLE
WS	WATER SURFACE

ABBREVIATIONS - AGENCY

COE	US ARMY CORPS OF ENGINEERS
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY
PCMC	PARK CITY MUNICIPAL CORPORATION
RMP	ROCKY MOUNTAIN POWER
SBWRD	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
SCCH	SUMMIT COUNTY ENVIRONMENTAL HEALTH
UDOT	UTAH DEPARTMENT OF TRANSPORTATION
WCEH	WASATCH COUNTY ENVIRONMENTAL HEALTH

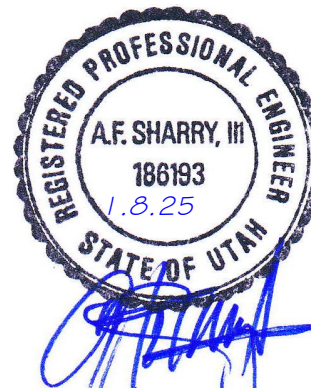
REFERENCES

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DRAWING ISSUED FOR

- | | |
|--|--|
| ☐ PLANNING | ☐ CONSTRUCTION |
| ☒ PERMIT | ☐ CONSTRUCTION RECORD |

THIS DRAWING MAY NOT SHOW CONSTRUCTION DETAILS AND SPECIFICATIONS FOR ALL PROPOSED IMPROVEMENTS, AND MAY NOT IDENTIFY ALL CONSTRUCTION WORK ITEMS AND AREAS OF CONTRACTOR JURISDICTION.



DEMOLITION KEY NOTES

- REMOVE EX PCC WALL TO FACILITATE INSTALLATION OF NEW VAULT
- REMOVE AND PROPERLY DISPOSE OF EX ASPHALT CONCRETE PAVEMENT; APPROXIMATELY 14,100 SF
- REMOVE AND PROPERLY DISPOSE OF EX PORTLAND CEMENT CONCRETE WALKS AND ROLL GUTTER; APPROXIMATELY 3,200 SF
- REMOVE EX DUAL WATER METER; PROTECT EX INFLOW LINE AND DUAL SERVICE LINES FOR RECONNECTION
- RELOCATE EX ROCK RETAINING WALL WHERE IN CONFLICT WITH NEW SIDEWALK
- REMOVE AND PROPERLY DISPOSE OF EX PCC SIDEWALK; APPROXIMATELY 720 SF
- REMOVE EX IRRIGATION WATER METER; PROTECT EX INFLOW LINE FOR RECONNECTION TO NEW METER INSIDE TRASH ENCLOSURE

ACCESS KEY NOTES

- EX EDGE OF ASPHALT PAVEMENT
- EX BACK OF ROLL GUTTER
- EX EDGE PCC WALK
- PROPOSED MAIN ACCESS HEATED PCC PAVEMENT EDGE (TYP); SEE ZONE MAP FOR HEATED DRIVES, WALKS, STAIRS AND LANDINGS
- INSTALL HEATED PCC PAVEMENT. ADJUST GRADE OF VALVE BOX AND MANHOLE FRAMES, COMPLYING WITH UTILITY COMPANY REQUIREMENTS FOR INSET FROM FINISH SURFACE TO RIM
- INSTALL 730 SF HEAVY ROCK PAVERS AROUND 8-FT-DIAMETER TREE SPACE
- INSTALL HEATED PCC PAVEMENT (4-FT-WIDE SIDEWALK INTEGRAL WITH ACCESS, APPROXIMATELY 730 SF)
- INSTALL FLUSH REFLECTORS IN HEATED PAVEMENT, 12 FEET ON CENTER, AT FRONT OF SIDEWALK
- END NEW SIDEWALK

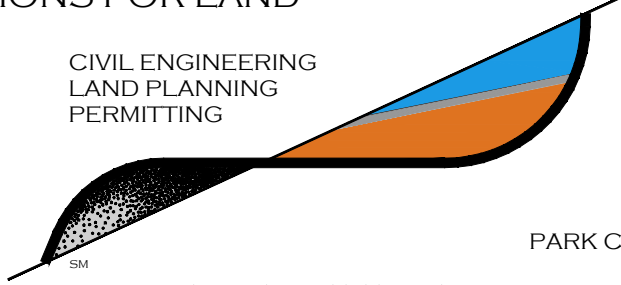
DRAINAGE KEY NOTES

- INSTALL 206 SF 6-FT PCC WATERWAY
- INSTALL 133 LF 4-IN-DIA SDR35 PVC SD AT MIN 5=0.7%. ROUTE SD TO MAXIMIZE PRESERVATION OF EX MATURE TREES
- INSTALL 18-IN-DIA DRAIN BASIN RIM EL 8161.15 4-IN OUT INV EL 8158.00 4-IN IN INV EL 8158.00
- INSTALL MELTWATER EXFILTRATION TRENCH (REQUIRED BY PCMC)
- INSTALL 8 LF 4-IN DIA SDR35 PVC SD
- INSTALL 24 LF TRENCH DRAIN
- INSTALL 70 LF 4-IN DIA SDR35 PVC SD AT MIN 5=0.7%
- INSTALL 16 LF TRENCH DRAIN
- INSTALL 12-IN-DIA DRAIN BASIN RIM EL MATCH BACK OF PCC PAVEMENT EDGE 4-IN IN INV EL BACK OF PCC PAVEMENT EDGE MINUS 18 INCHES
- INSTALL 40 LF 4-IN DIA SDR35 PVC CONDENSATE DRAIN ADJACENT TO NEW HEATED PCC PAVEMENT EDGE
- INTEGRATED GUTTER (TYP) - SEE PAVEMENT DETAILS

DRY UTILITIES

- COORDINATE WITH POWER, COMMUNICATIONS, AND GAS UTILITIES PRIOR TO APPLICATION FOR BUILDING PERMIT. CONFIRM SERVICE LINE LAYOUT WITH EACH UTILITY AND CONFIRM THEY ARE NOT IN CONFLICT WITH EXISTING FACILITIES AND PROPOSED IMPROVEMENTS SHOWN HEREON. PROVIDE BUILDOUT LOADS TO UTILITY COMPANIES. EX SERVICE LINE SIZES MAY NEED TO INCREASE.

CANYON ENGINEERING SOLUTIONS FOR LAND



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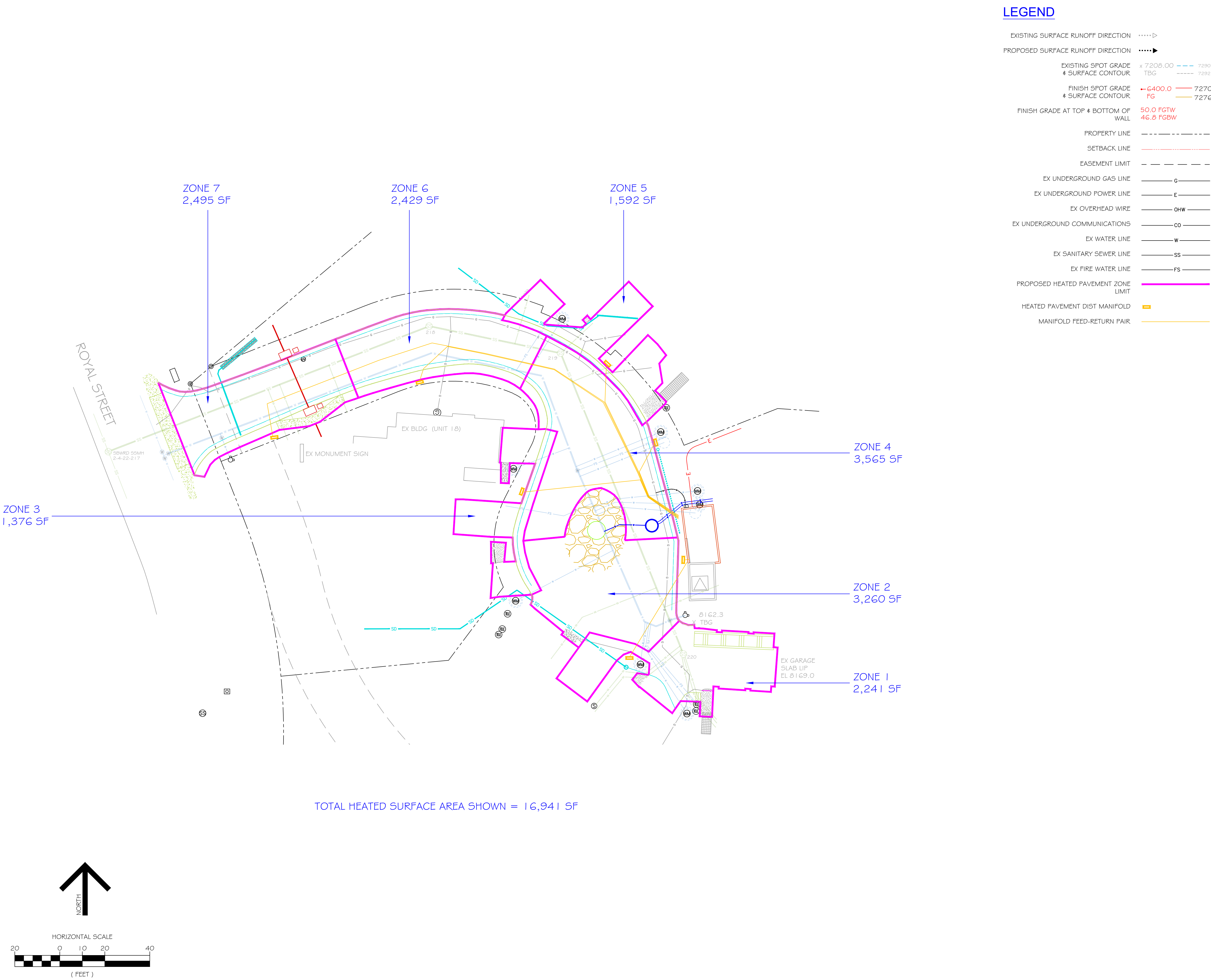
ACCESS IMPROVEMENTS

HEATED PAVEMENT PLAN

DOUBLE EAGLE AT SILVER LAKE
7900 ROYAL STREET
PARK CITY, UTAH

PREPARED FOR:
EMERALD CONSTRUCTORS, INC.
LAGUNA BEACH, CA

PLSS GRID LOCATION:
SEC 22 & 27 T25 R4E
5LB4M



LEGEND

EXISTING SURFACE RUNOFF DIRECTION	>
PROPOSED SURFACE RUNOFF DIRECTION	▶
EXISTING SPOT GRADE	x 7208.00
* SURFACE CONTOUR	TBG 7290 7292
FINISH SPOT GRADE	-6400.0 7270
* SURFACE CONTOUR	FG 7276
FINISH GRADE AT TOP & BOTTOM OF WALL	50.0 FGTW 46.8 FGBW
PROPERTY LINE	-----
SETBACK LINE	-----
EASEMENT LIMIT	-----
EX UNDERGROUND GAS LINE	-----G-----
EX UNDERGROUND POWER LINE	-----E-----
EX OVERHEAD WIRE	-----OHW-----
EX UNDERGROUND COMMUNICATIONS	-----CO-----
EX WATER LINE	-----W-----
EX SANITARY SEWER LINE	-----SS-----
EX FIRE WATER LINE	-----FS-----
PROPOSED HEATED PAVEMENT ZONE LIMIT	-----
HEATED PAVEMENT DIST MANIFOLD	=====
MANIFOLD FEED-RETURN PAIR	=====

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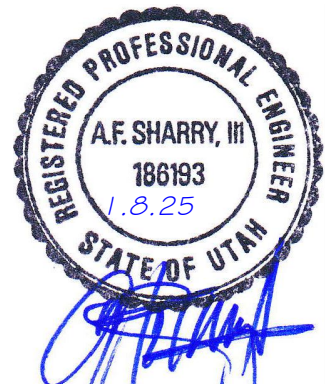
REFERENCES

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DRAWING ISSUED FOR

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- ☐ CONSTRUCTION RECORD

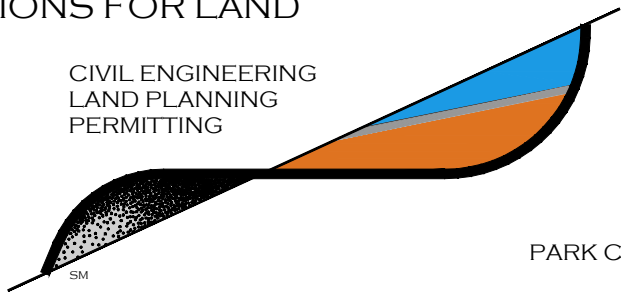
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NO.	DATE	BY	CHK	REVISION DESCRIPTION

CANYON ENGINEERING SOLUTIONS FOR LAND

CIVIL ENGINEERING
LAND PLANNING
PERMITTING



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PARK CITY, UTAH 84098
VOICE: 435.640.7373 EMAIL: GUS@CANYONENG.COM
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ACCESS IMPROVEMENTS

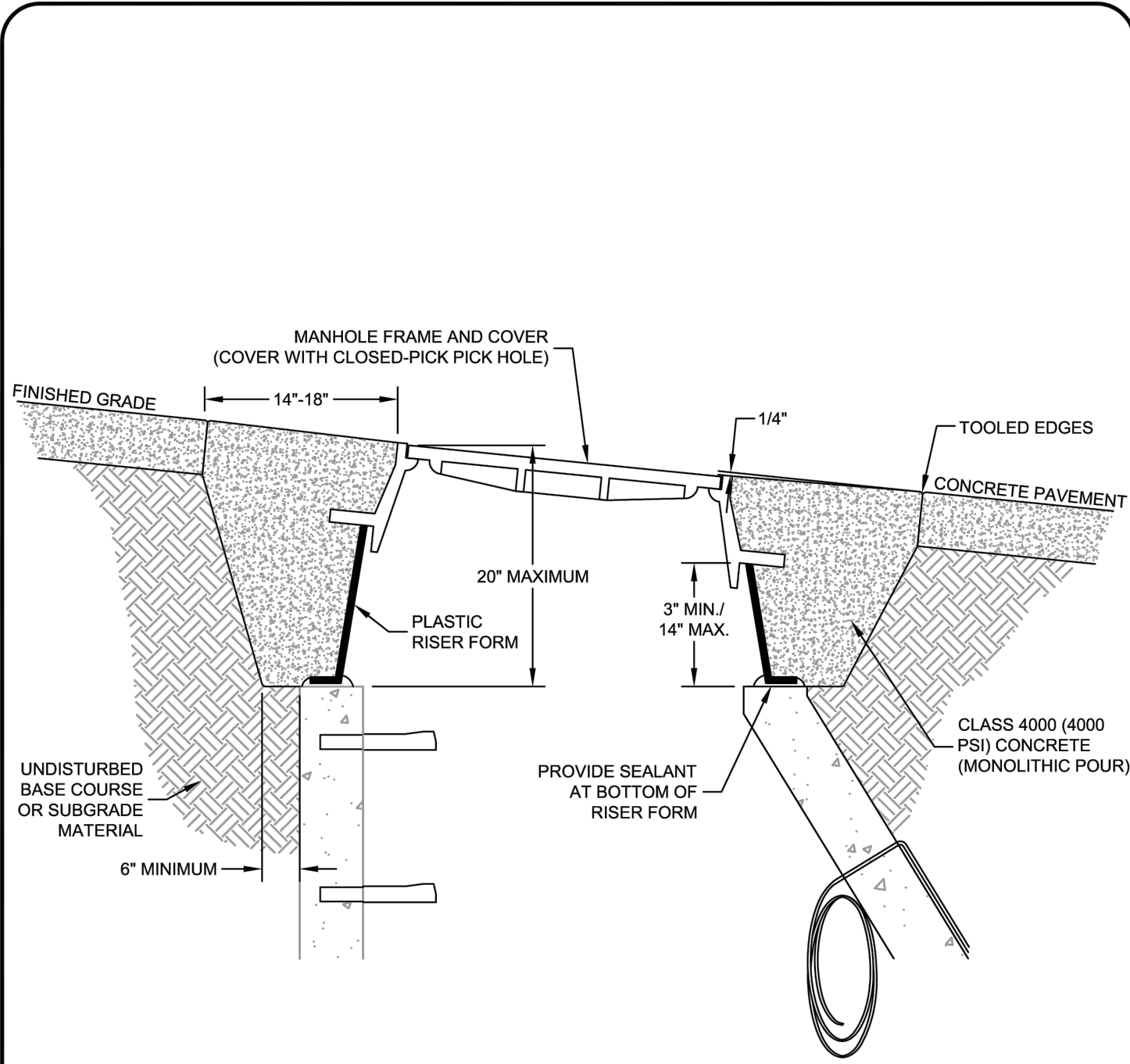
HEATED PAVEMENT ZONE MAP

DOUBLE EAGLE AT SILVER LAKE
7900 ROYAL STREET
PARK CITY, UTAH

PREPARED FOR:
EMERALD CONSTRUCTORS, INC.
LAGUNA BEACH, CA

PLSS GRID LOCATION:
SEC 22 & 27 T2S R4E
5B4M

DES. BY: AFS	DATE: JULY 2024	JOB 2415	4 OF 12
CHK. BY: AFS	CANYON ENGINEERING		



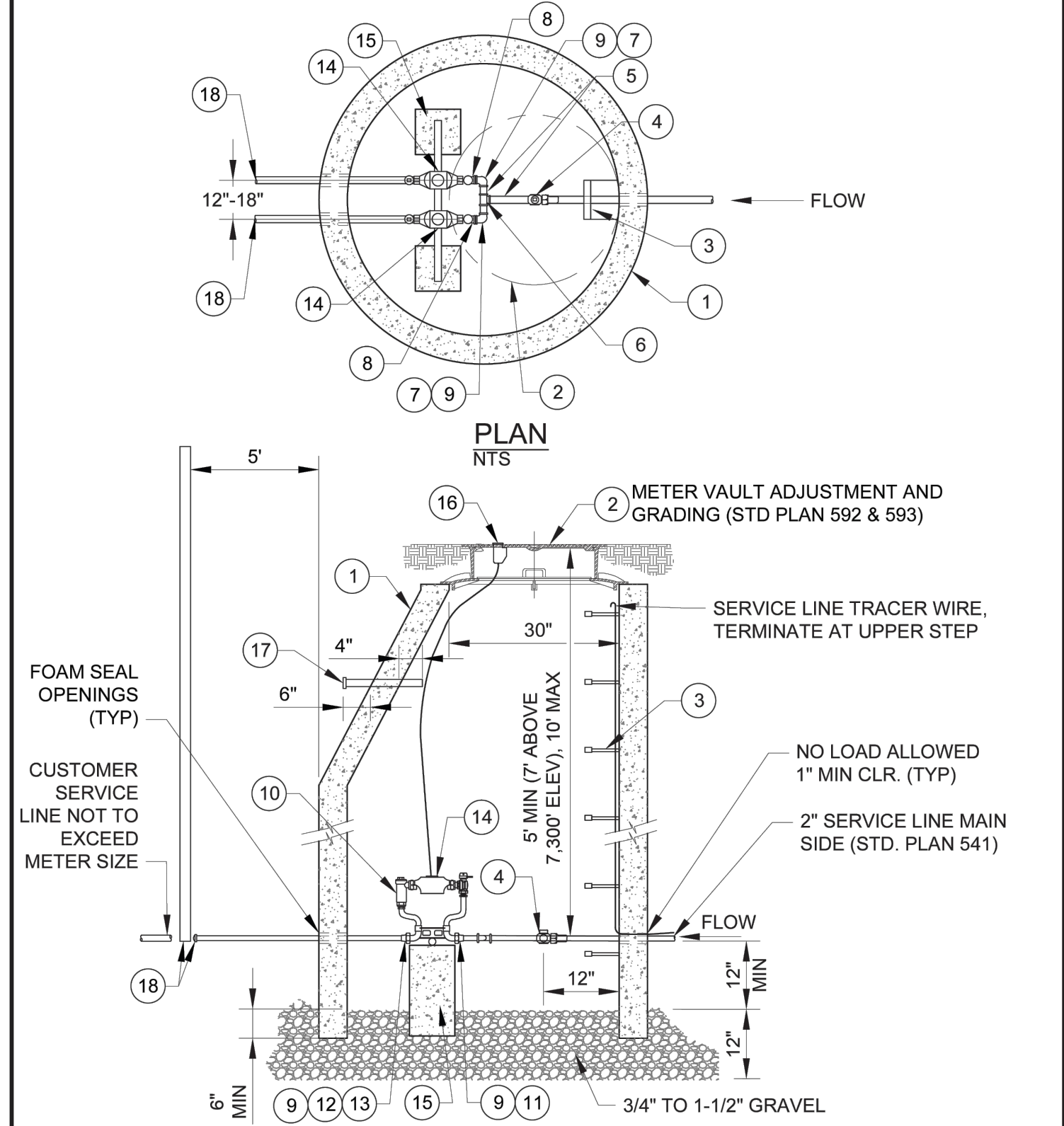
- NOTES:
- MANHOLE ADJUSTMENT SHALL OCCUR AFTER PLACEMENT OF CONCRETE PAVEMENT.
 - BLOCK OUT AREA AROUND MANHOLE ADEQUATE TO ALLOW FOR MANHOLE ADJUSTMENT.
 - DIMENSIONS OF PLASTIC RISER FORM SHALL BE SPECIFIC TO THE DIAMETERS OF THE MANHOLE FRAME AND CONE AND OF THE ADJUSTMENT HEIGHT. PLASTIC RISER FORM SHALL NOT BE CUT VERTICALLY TO ALLOW PLACEMENT OF FRAME.
 - PLASTIC RISER FORM SHALL BE TRIMMED TO MATCH SLOPE OF PAVEMENT AND ALLOW FOR INDICATED DIMENSIONS BELOW FINISHED GRADE.
 - A WATER TIGHT SEAL BETWEEN THE TOP OF CONE AND THE PLASTIC RISER FORM SHALL BE PROVIDED WITH SEALANT. SEALANT SHALL CONSIST OF A CONTINUOUS BEAD THAT COVERS THE ENTIRE WIDTH OF THE BOTTOM FLANGE OF THE PLASTIC RISER FORM. TOP OF MANHOLE CONE SHALL BE CLEAN PRIOR TO PLACEMENT OF SEALANT.
 - CONSOLIDATE CONCRETE TO ELIMINATE ALL VOIDS.
 - MANHOLE FRAMES PLACED IN CONCRETE SIDEWALKS SHALL BE FLUSH WITH SIDEWALK.

Snyderville Basin Water Reclamation District

MANHOLE ADJUSTMENT IN CONCRETE PAVEMENT

STANDARD DETAIL MH-08

Revision Date: 4/20/20



- NOTES:
- REFER TO STD. PLAN 520 FOR GENERAL REQUIREMENTS - METER, METER VAULT, AND SERVICE LINE.
 - REFER TO STD. PLAN 522 S FOR LEGEND ITEMS, APPROVED PARTS LIST, AND DETAIL NOTES.

PARK CITY

PARK CITY MUNICIPAL CORPORATION

WATER

DATE: 03/2024

REV.: 2

3/4" AND 1" DUAL METERS OUTSIDE SETTING

STD. PLAN: 522

LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
1	5" DIA. MANHOLE, PRECAST CONCRETE ECCENTRIC CONE AND WALL SECTIONS		ASTM C 478
2	METER VAULT FRAME AND COVER (STD PLAN 529)		
3	POLYPROPYLENE ENCASED GRADE 60 STEEL STEPS AT 13" C-C, 13-1/2" TREAD WIDTH	M.A. INDUSTRIES OR APPROXIMATE EQUAL	PS2-PFDF
4	2" CURB VALVE	MUELLER	B-25172N
		FORD	B41-666Q
5	2" DIA. BRASS NIPPLE X 6" LENGTH, M.I.P.		
6	2" DIA. BRONZE TEE, F.I.P., THREADED		
7	2" BRONZE 90° ELBOW, F.I.P., THREADED (2 EA)		
8	2" BRASS NIPPLE X 4" LENGTH, M.I.P. (2 EA)		
9	BRONZE BELL REDUCER REQ'D (2 EA)		
	3/4" YOKE: 2" X 3/4"		
	1" YOKE: 2" X 1" DIA.		
	3/4" METER YOKE (2 EA)	MUELLER	5/8"x3/4"x18" B-2404-6AN
		FORD	5/8"x3/4" VBHC72-18W-11-33-NL
10	1" METER YOKE (2 EA)	MUELLER	1"x18" B-2404-6AN
		FORD	1" VBHC74-18W-11-44-NL
11	3/4" OR 1" METER YOKE END CONNECTIONS (2 EA)	MUELLER	MULTI X M.I.P., H-14223N
		FORD	3/4" OR 1" CLOSE BRASS NIPPLE
12	2" x 3/4" OR 1" BRONZE BUSHING (OUTLET) (2 EA)		
13	2" CONNECTION, F.I.P. X CTS (OUTLET) (2 EA)	MUELLER	H-15451N
		FORD	C-14-66-G-NL
14	METER, SUPPLIED AND INSTALLED BY PCMC (2 EA)	SENSUS	IPERL
15	PIPE SUPPORTS, GALVANIZED PIPE SUPPORT ROD AND (2) 16"x8"x8" CMU BLOCK		
16	MXU AND WIRING, SUPPLIED AND INSTALLED BY PCMC		
17	MXU REMOTE LOCATION CONDUIT WITH END CAPS, SCH 40 PVC (STD. PLAN 531)		
18	END CAP AND MARKER, CTS X F.I.P. (OUTLET) (2 EA)	MUELLER	H-15451N AND H-10035N

DETAIL NOTES

- LOCATE METER VAULT PER APPROVED PLANS AND SET METER BOX PLUMB
- SST INSERT STIFFENERS REQUIRED ON ALL CTS TUBING CONNECTION
- USE PIPE DOPE OR TEFLON TAPE ON THREADED FITTINGS
- WAX TAPE ALL BURIED FITTINGS. TRACER WIRE REQUIRED FROM WATER MAIN TO METER

PARK CITY

PARK CITY MUNICIPAL CORPORATION

WATER

DATE: 3/2024

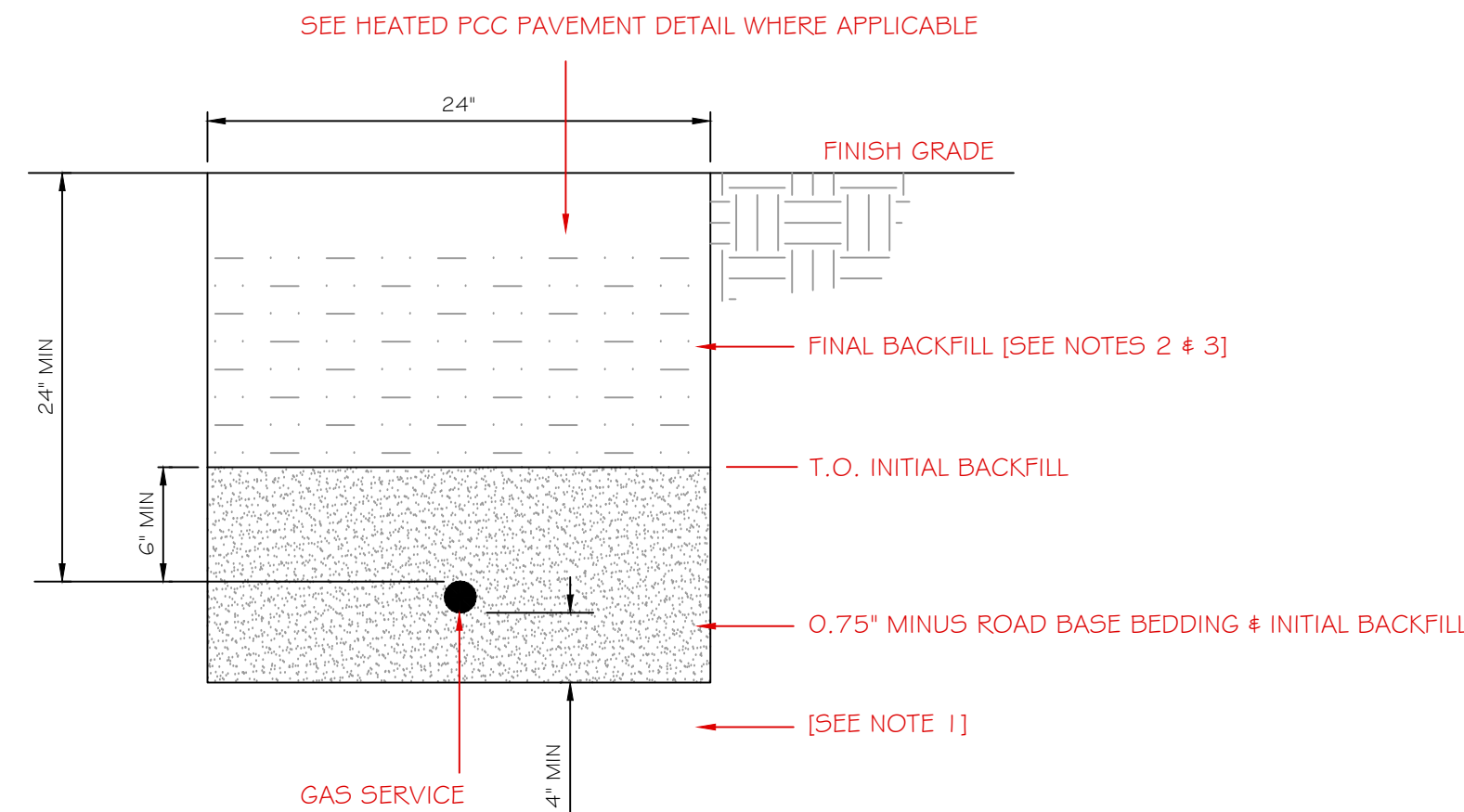
REV.: 2

3/4" AND 1" DUAL METERS OUTSIDE SETTING

STD. PLAN: 522 S

SEWER MANHOLE ADJUSTMENT

TYPICAL CROSS SECTION
NOT TO SCALE



NOTES

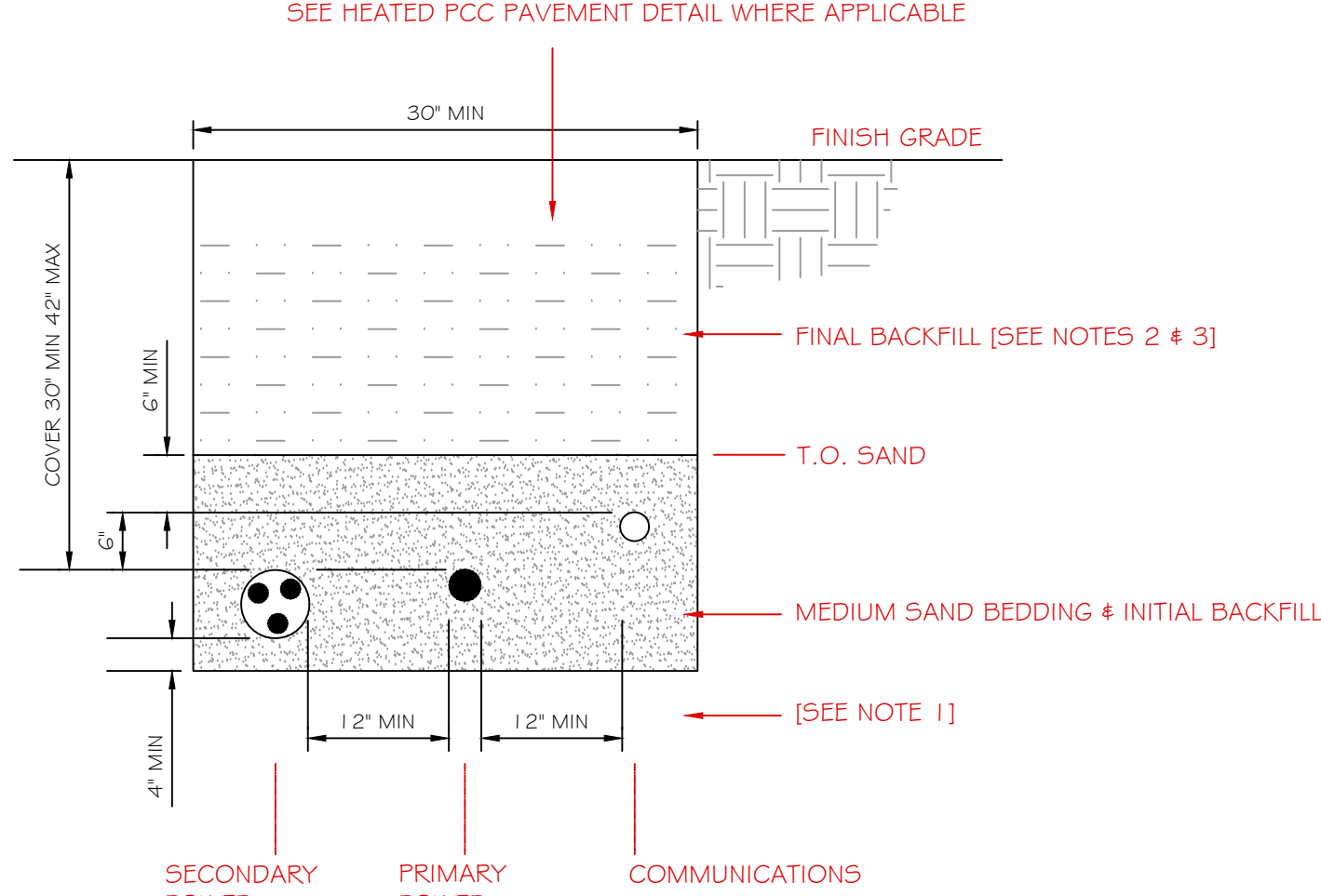
- UNDISTURBED NATURAL SOIL OR SUBGRADE COMPACTED TO 90% MDD.
- UNDER HARD SURFACE IMPROVEMENTS, PLACE 1.5' MINUS ENGINEERED FILL, AT OPTIMUM MOISTURE IN HORIZONTAL 12" DEEP LOOSE LAYERS, COMPACT TO 95% MDD.
- IN PLANTED OR UNIMPROVED AREAS, USE 4-INCH MINUS ON-SITE EXCAVATED MATERIAL, COMPACT TO 85% MDD.
- COORDINATE WITH GAS COMPANY RE WORK SPACE, BENDS, AND EXCAVATION TIMING. EXCAVATION, FINAL BACKFILL MATERIALS, FINAL BACKFILL, AND COMPACTION BY CONTRACTOR. PIPE AND FITTING MATERIALS, PLACEMENT OF BEDDING, PIPE INSTALLATION, AND PLACEMENT OF INITIAL BACKFILL BY GAS COMPANY. OBTAIN GAS COMPANY APPROVAL PRIOR TO FINAL BACKFILLING INSTALLED SERVICE.

GAS SERVICE TRENCH

TYPICAL CROSS SECTION
NOT TO SCALE

ONE-INCH DUAL WATER METER

TYPICAL CROSS SECTION
NOT TO SCALE



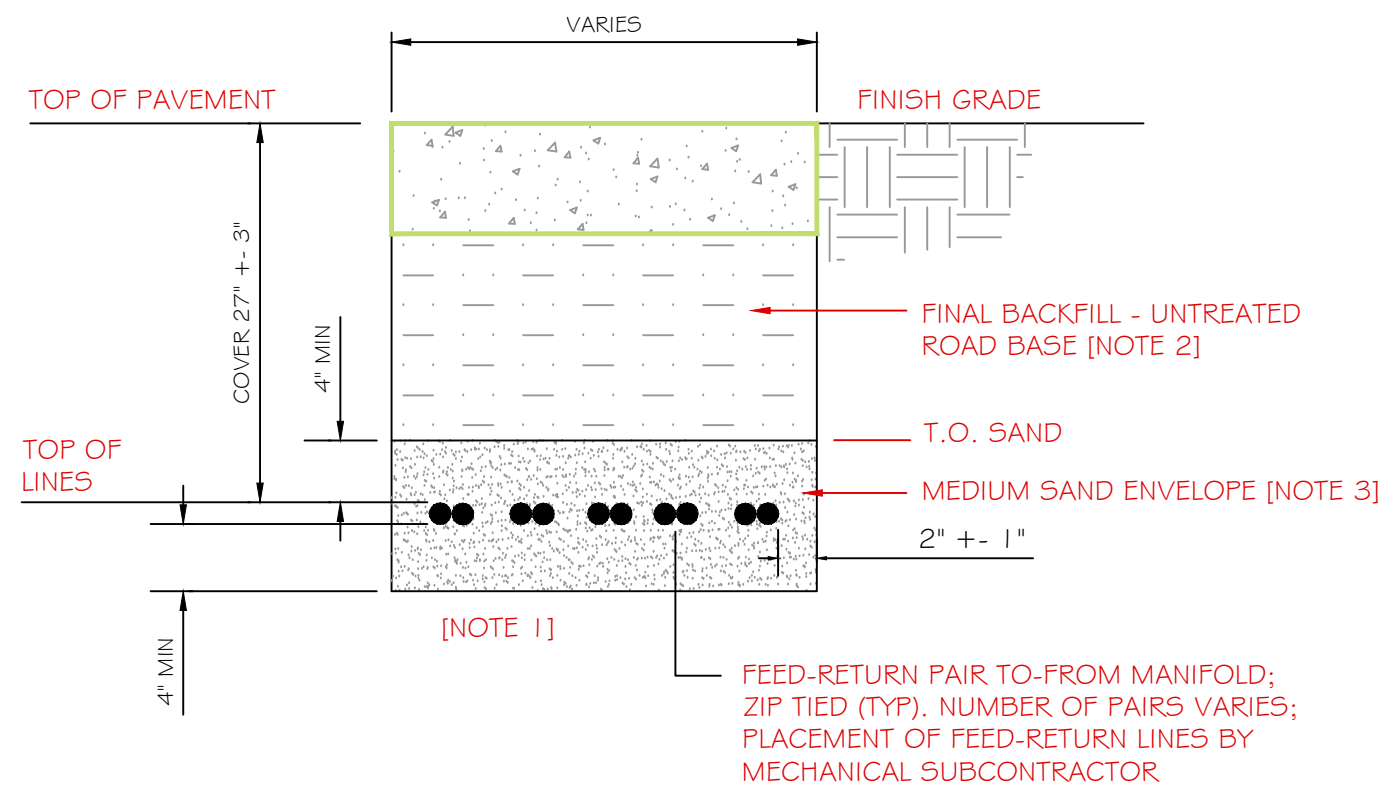
NOTES

- UNDISTURBED NATURAL SOIL OR SUBGRADE COMPACTED TO 95% MDD.
- UNDER HARD SURFACE IMPROVEMENTS, PLACE 1.5' MINUS ENGINEERED FILL, AT OPTIMUM MOISTURE IN HORIZONTAL 12" DEEP LOOSE LAYERS, COMPACT TO 95% MDD.
- IN PLANTED OR UNIMPROVED AREAS, USE 4-INCH MINUS ON-SITE EXCAVATED MATERIAL, COMPACT TO 90% MDD.
- COORDINATE WITH POWER COMPANY ON NUMBER OF CONDUITS AND DIAMETER OF EACH. USE NEMA RATED SCH40 PVC CONDUIT UNLESS DIRECTED OTHERWISE.

UNDERGROUND POWER & COMMUNICATIONS

TYPICAL CROSS SECTION
NOT TO SCALE

NOTE
DETAIL SHOWN ABOVE IS UNEDITED PCMC STANDARD.
SOME CHANGES MAY BE REQUIRED IN FIELD.



NOTES

- UNDISTURBED NATURAL SOIL OR SUBGRADE COMPACTED TO 95% MDD.
- PLACE 1.5' MINUS ENGINEERED FILL, AT OPTIMUM MOISTURE IN HORIZONTAL 12" DEEP LOOSE LAYERS, COMPACT TO 95% MDD.
- MECHANICALLY COMPACT SAND.

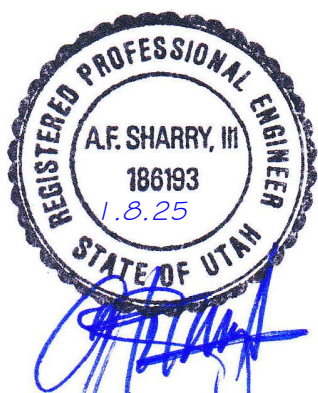
MANIFOLD FEED - RETURN LINES TRENCH

TYPICAL CROSS SECTION
NOT TO SCALE

DRAWING ISSUED FOR

- ☐ PLANNING ☐ CONSTRUCTION
- ☒ PERMIT ☐ CONSTRUCTION RECORD

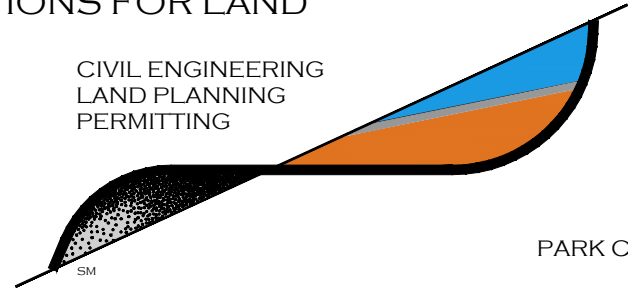
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ACCESS IMPROVEMENTS

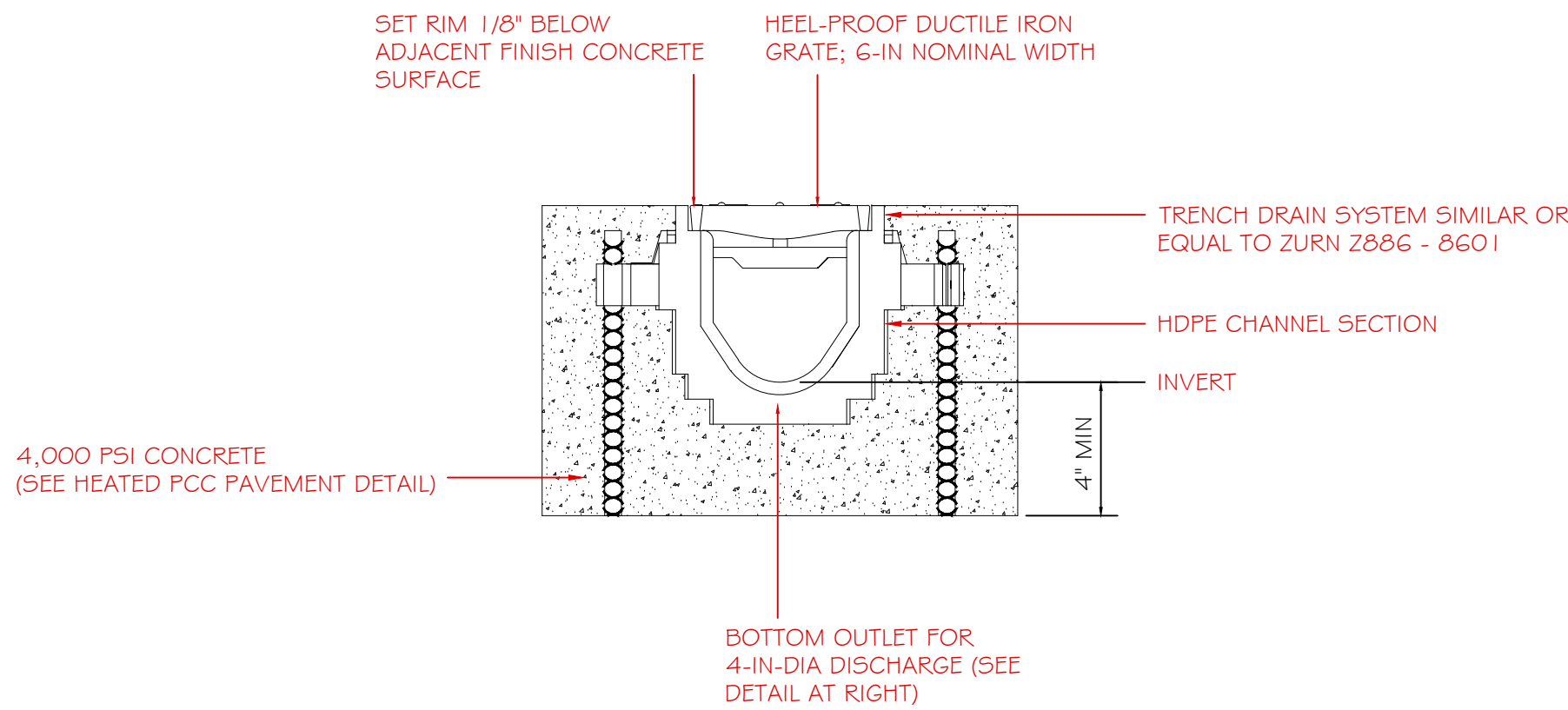
CONSTRUCTION DETAILS UTILITIES

DOUBLE EAGLE AT SILVER LAKE
7900 ROYAL STREET
PARK CITY, UTAH

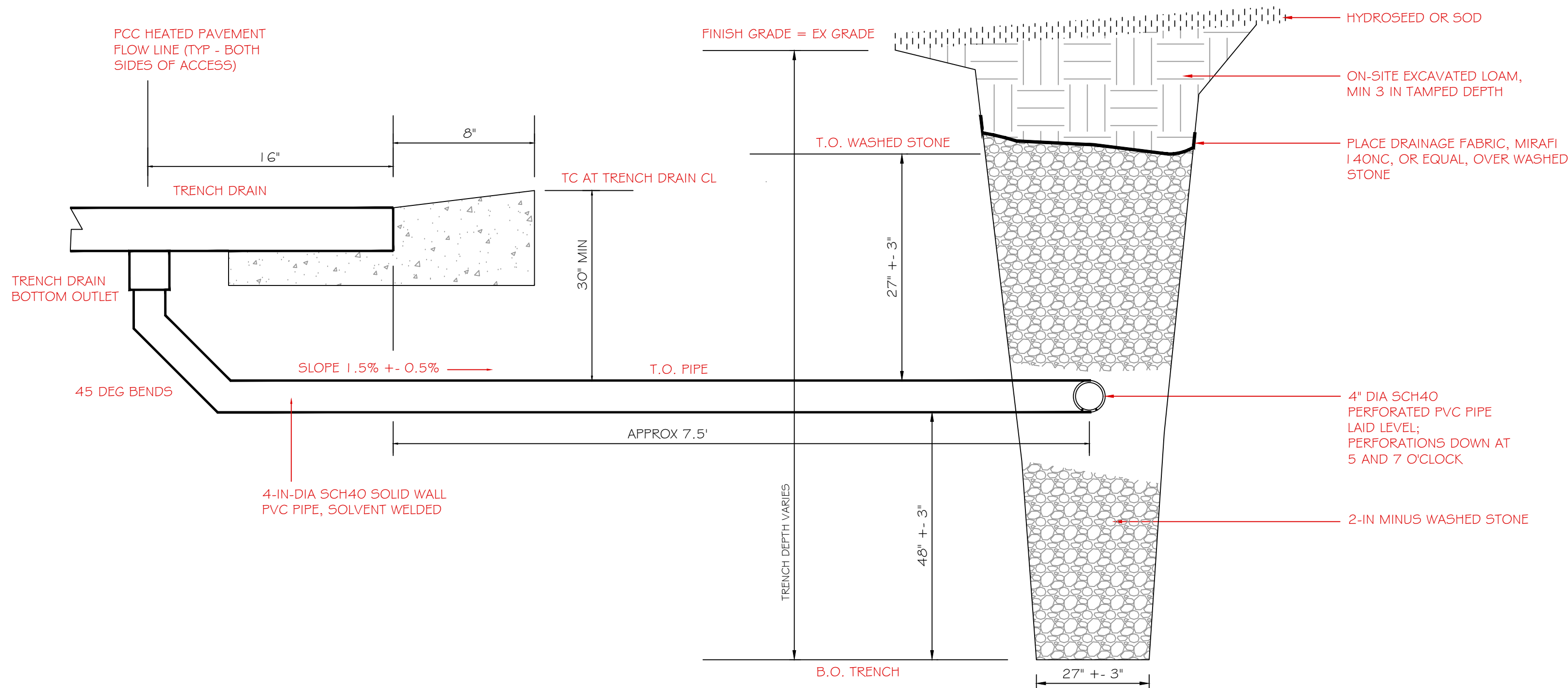
PREPARED FOR:
EMERALD CONSTRUCTORS, INC.
LAGUNA BEACH, CA

PLSS GRID LOCATION:
SEC 22 & 27 T2S R4E
5LB4M

DES. BY: AFS	DATE: JULY 2024	JOB: 2415	5 OF 12
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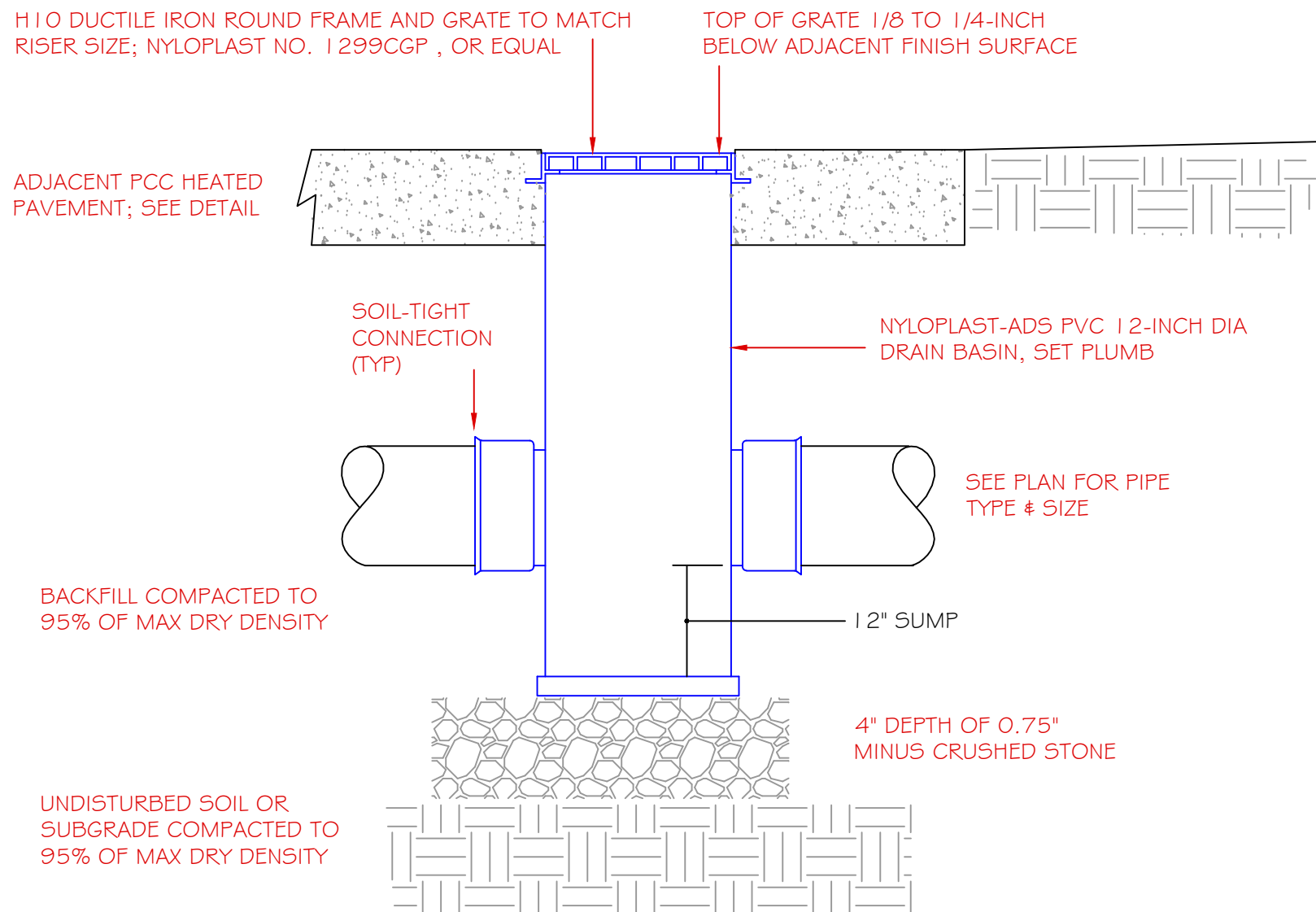


TRENCH DRAIN
TYPICAL CROSS SECTION
NOT TO SCALE



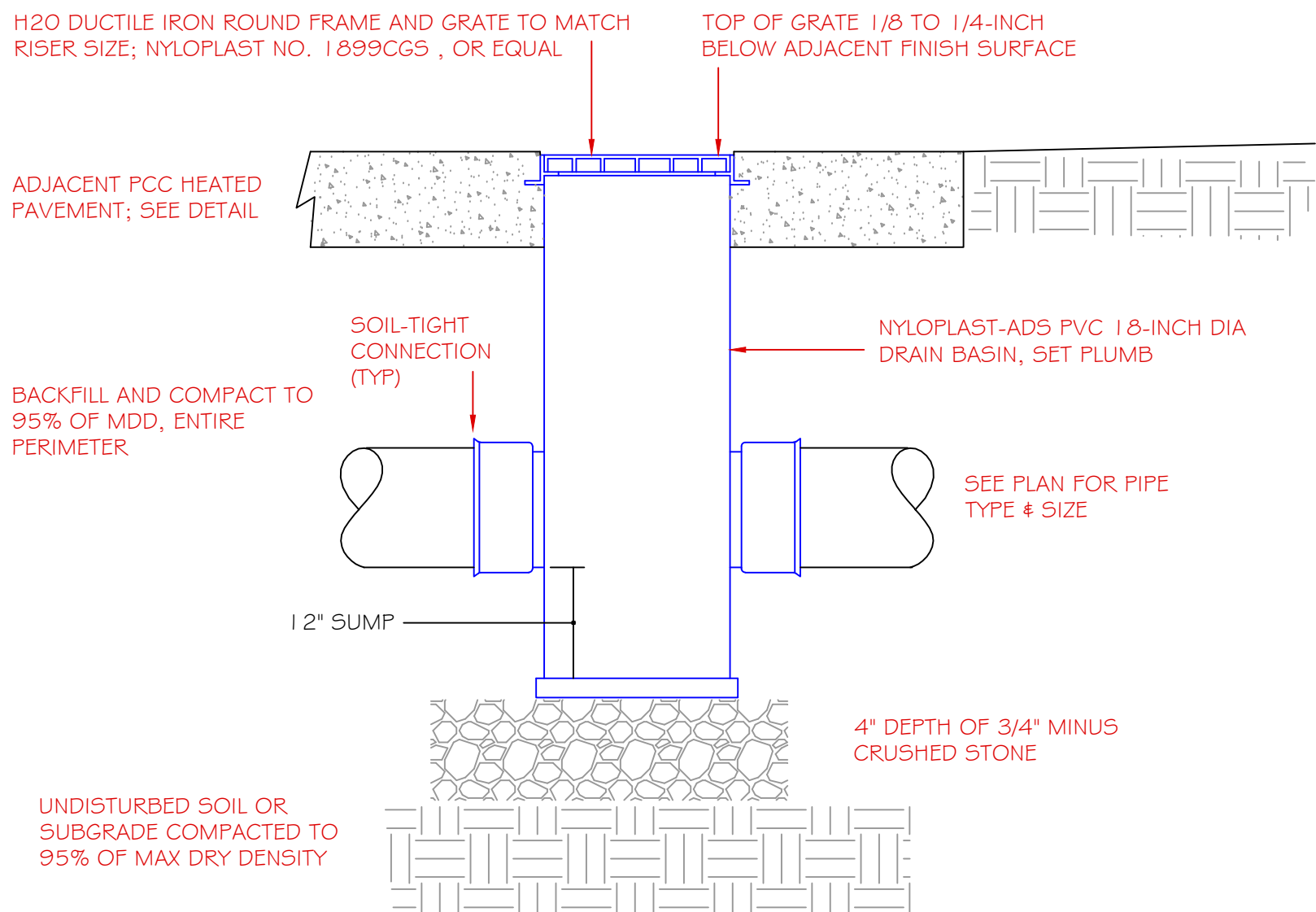
NOTES:
[1] WHERE TRENCH DEPTH EXCEEDS FIVE (5) FEET, LAY BACK SIDE SLOPES OR PROVIDE STRUCTURAL SUPPORT FOR TRENCH WALLS TO ENSURE WORKER SAFETY.

MELTwater EXFILTRATION TRENCH
CROSS SECTION
NOT TO SCALE



NOTES:
[1] FOR FABRICATION, CONTACT NYLOPLAST-ADS @ WWW.ADSPIPE.COM

DRAIN BASIN - H10 LOAD RATED
TYPICAL CROSS SECTION
NOT TO SCALE



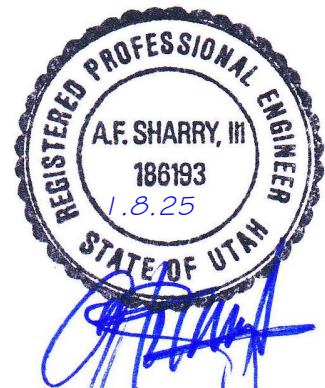
NOTES:
[1] FOR FABRICATION, CONTACT NYLOPLAST-ADS @ WWW.ADSPIPE.COM

DRAIN BASIN - H20 LOAD RATED
TYPICAL CROSS SECTION
NOT TO SCALE

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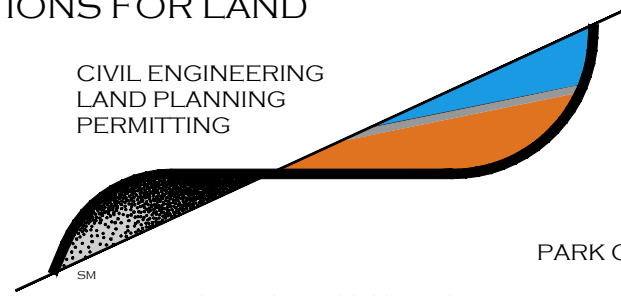
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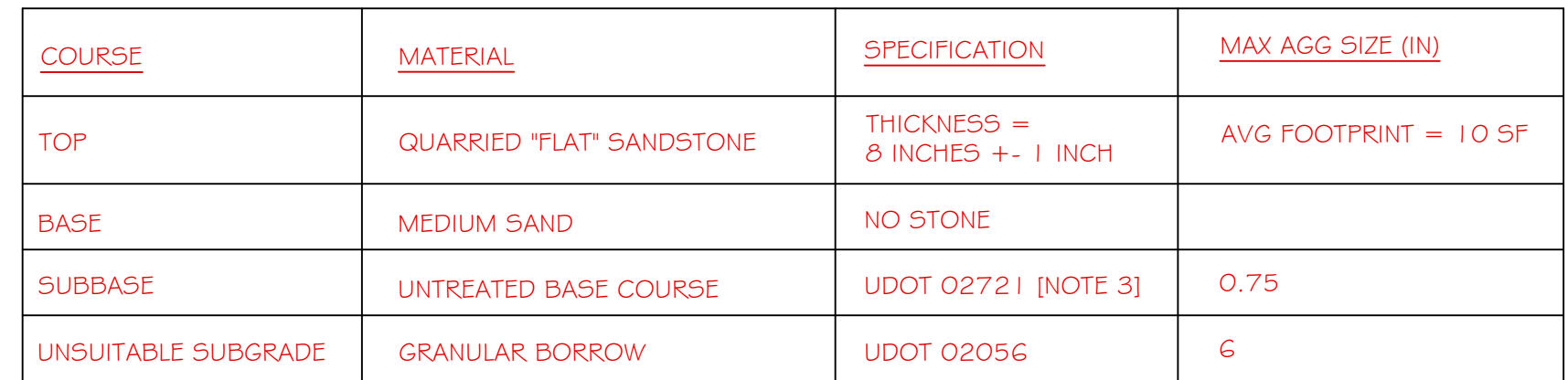
**CONSTRUCTION DETAILS
DRAINAGE**

DOUBLE EAGLE AT SILVER LAKE
7900 ROYAL STREET
PARK CITY, UTAH

PREPARED FOR:
EMERALD CONSTRUCTORS, INC.
LAGUNA BEACH, CA

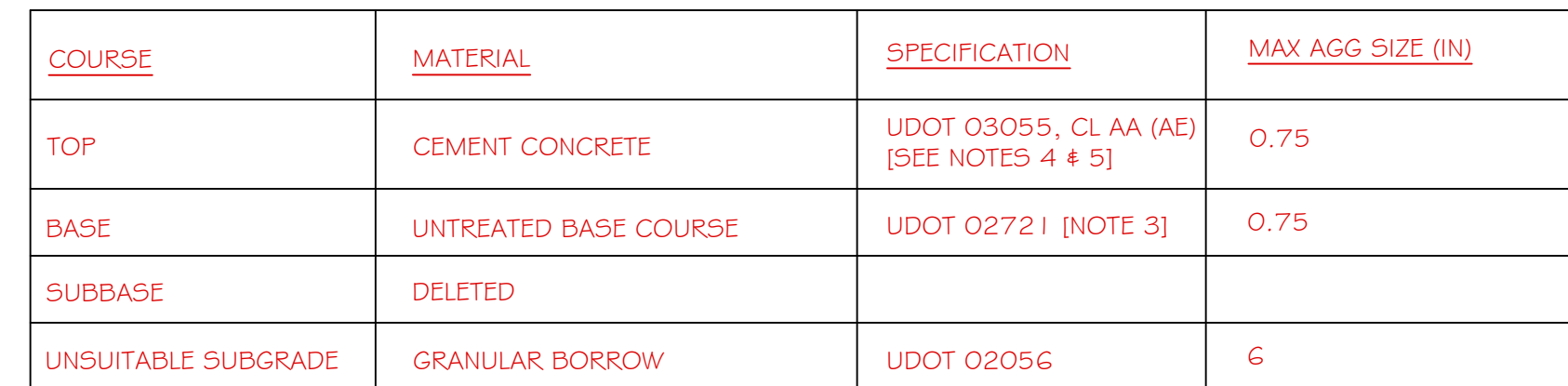
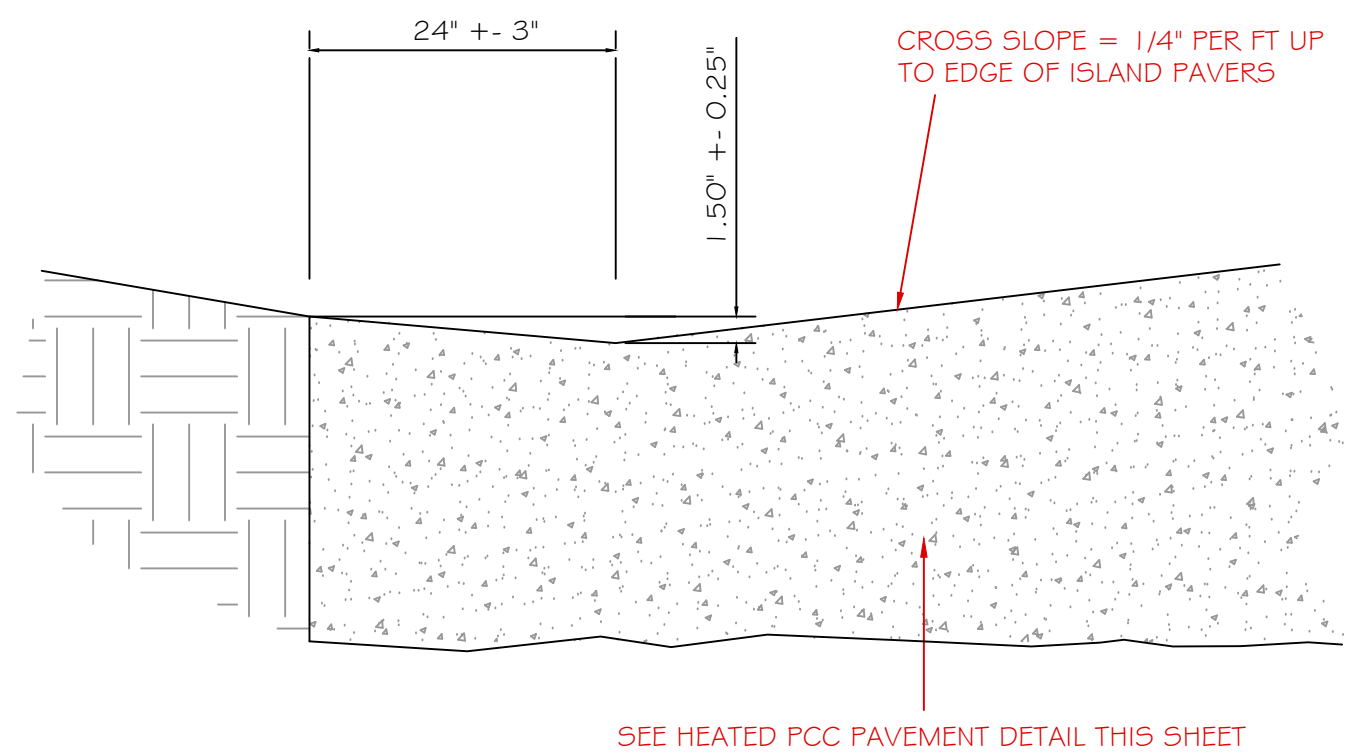
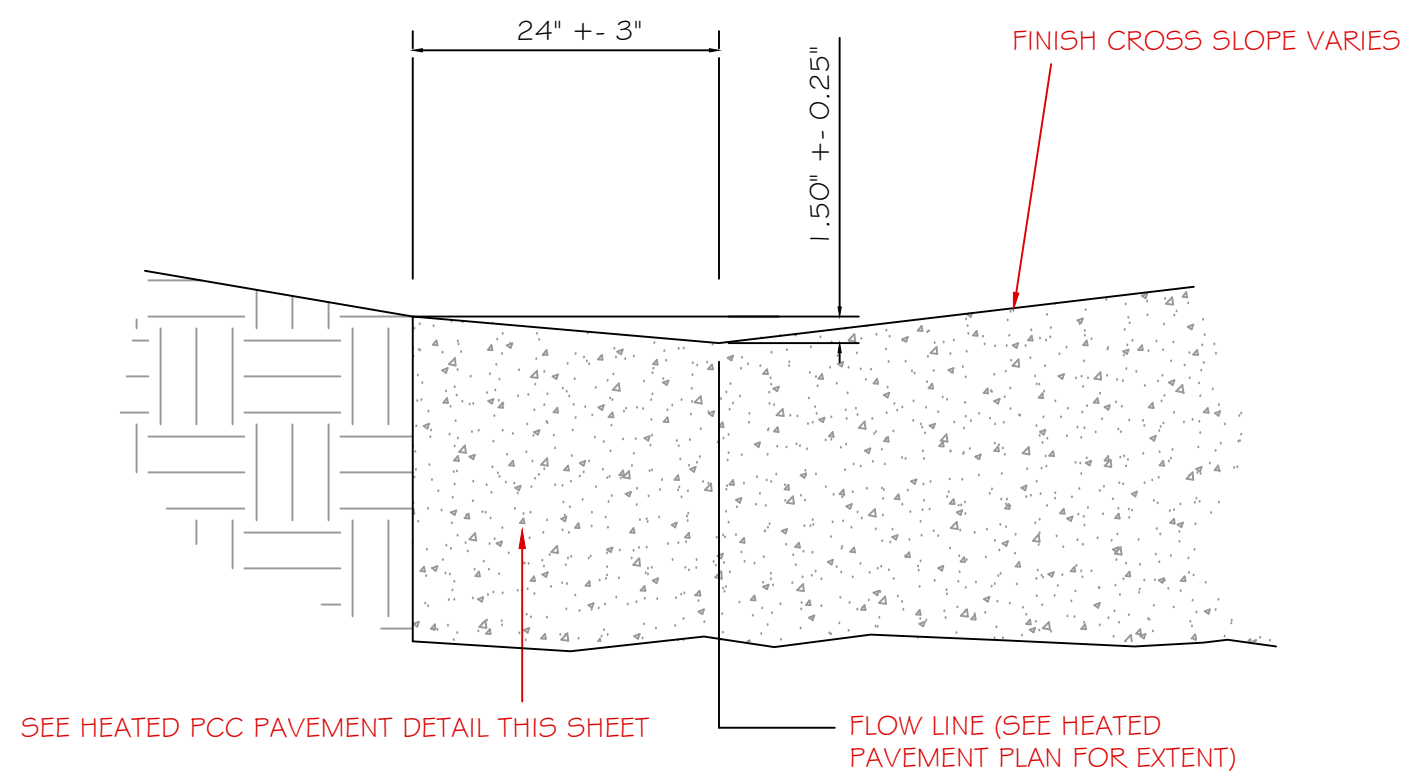
PLSS GRID LOCATION:
SEC 22 & 27 T25 R4E
5LB4M

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NOTES

[1] MECHANICALLY TAMP AFTER PLACEMENT OF TUBING.
[2] COMPACT TO TEST AVERAGE OF 95%, NO TEST LOWER THAN 93%.
[3] CONTRACTOR SHALL INSTALL THE HEATED PC PAVEMENT SYSTEM COMPLETE, FREE FROM FLUID LEAKS, INADEQUATE FLOW AND PRESSURE ZONES, INADEQUATE FLUID TEMPERATURES, SENSOR MALFUNCTION, AND ANY OTHER DEFICIENCIES THAT WOULD HINDER PERFORMANCE. CONTRACTOR SHALL GUARANTEE IN WRITING SYSTEM PERFORMANCE AS AGREED UPON WITH SYSTEM OWNER PRIOR TO CONSTRUCTION FOR A TERM ACCEPTABLE TO SYSTEM OWNER.



NOTES

- [1] SAW CUT CONTROL JOINTS 2 INCHES DEEP, 10-FT-SQUARE PATTERN; INSTALL ISOLATION JOINT AT INTERFACE WITH PCC GUTTER, ONE SIDE OF ACCESS.
- [2] COMPACT TO TEST AVERAGE OF 95%, NO TEST LOWER THAN 93%.
- [3] EXCEPT THAT MAXIMUM PASSING NO. 200 SIEVE SHALL BE 5%.
- [4] CEMENT CONCRETE TO BE POLYPROPYLENE FIBER REINFORCED. COORDINATE WITH OWNER REGARDING COLOR. SUBMIT MIX DESIGN TO ENGINEER PRIOR TO PRODUCTION.
- [5] PREPARE AND INSTALL PER UDOT SPEC 02752, EXCEPT AS SHOWN OTHERWISE HEREON.
- [6] INSTALL MOISTURE TEMPERATURE SENSORS) AND RELATED COMMUNICATIONS.
- [7] CONTRACTOR SHALL INSTALL THE HEATED PCC PAVEMENT SYSTEM COMPLETE, FREE FROM FLUID LEAKS, INADEQUATE FLOW AND PRESSURE ZONES, INADEQUATE FLUID TEMPERATURES, SENSOR MALFUNCTION, AND ANY OTHER DEFICIENCIES THAT WOULD HINDER PERFORMANCE. CONTRACTOR SHALL GUARANTEE IN WRITING SYSTEM PERFORMANCE AS AGREED UPON WITH SYSTEM OWNER PRIOR TO CONSTRUCTION FOR A TERM ACCEPTABLE TO SYSTEM OWNER.

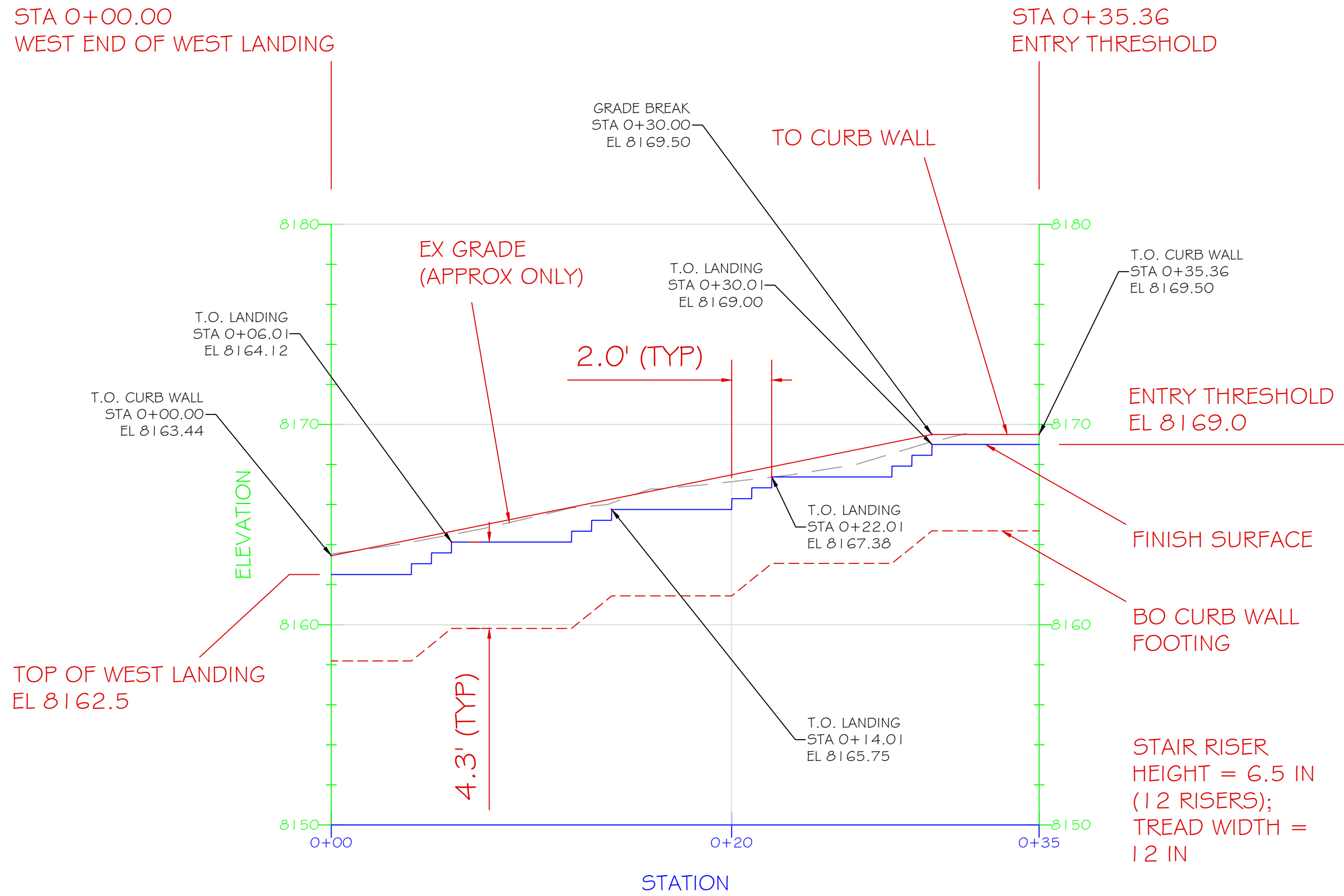


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PLSS GRID LOCATION:
SEC 22 & 27 T2S R4E
SLB4M

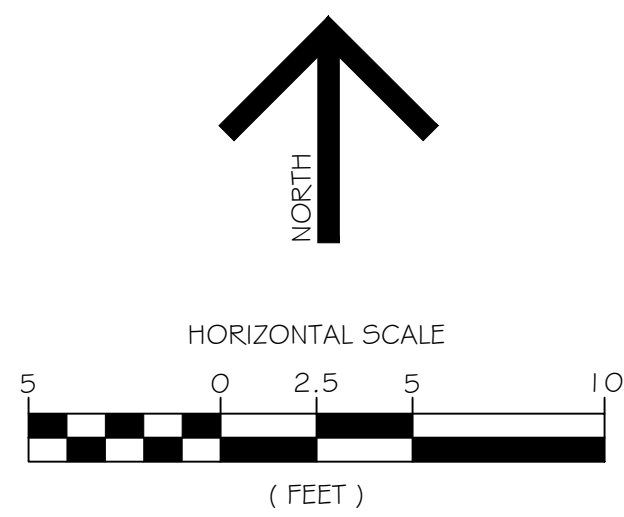
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STAIR PROFILE

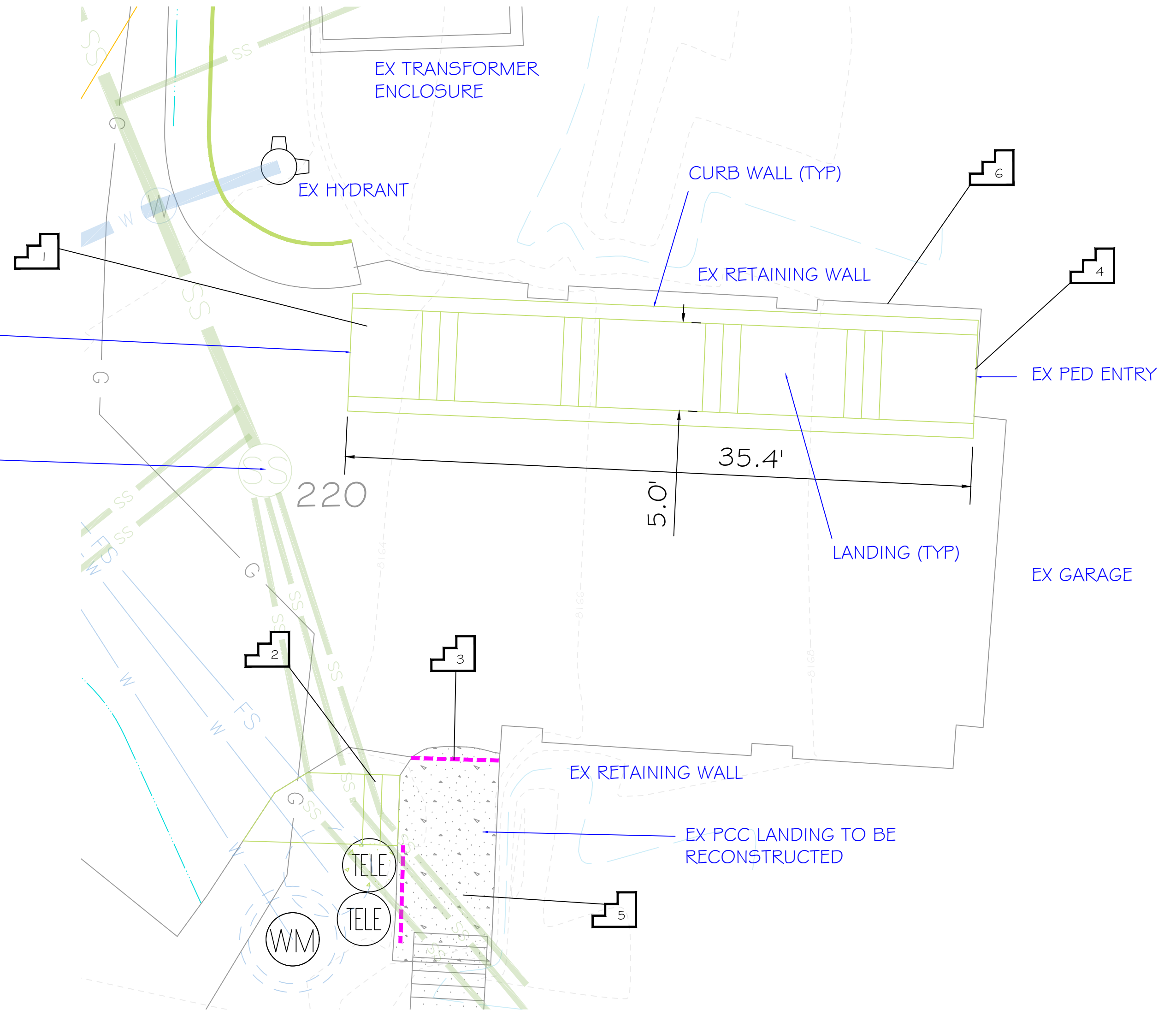
STAIRS KEY NOTES

- 1 INSTALL HEATED PCC STAIRS
- 2 INSTALL HEATED PCC STAIRS, 3 RISERS, 2 TREADS, NO CURB WALLS
- 3 INSTALL 36-IN-HIGH HANDRAIL, TYP - 2 LOCATIONS; STYLE BY OWNER
- 4 INSTALL 0.5-IN EXPANSION JOINT AT BLDG INTERFACE
- 5 REMOVE EX PCC LANDING; RECONSTRUCT TO INCLUDE HEATED PCC SURFACE AND TO SUPPORT EX STAIRS AT SOUTH END;
- 6 PROTECT EX RETAINING WALL

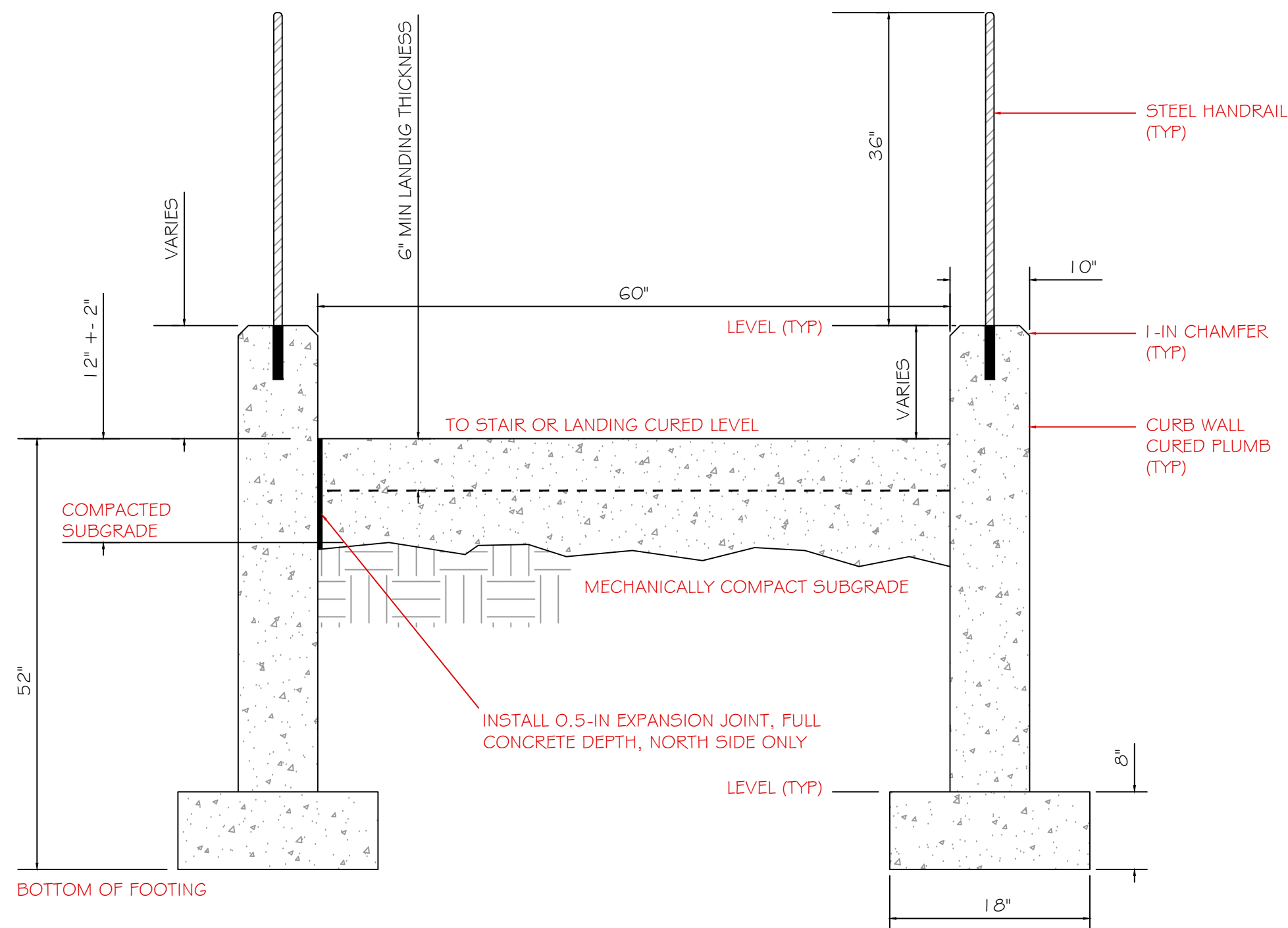


STA 0+00.00
SEE PROFILE
AT LEFT

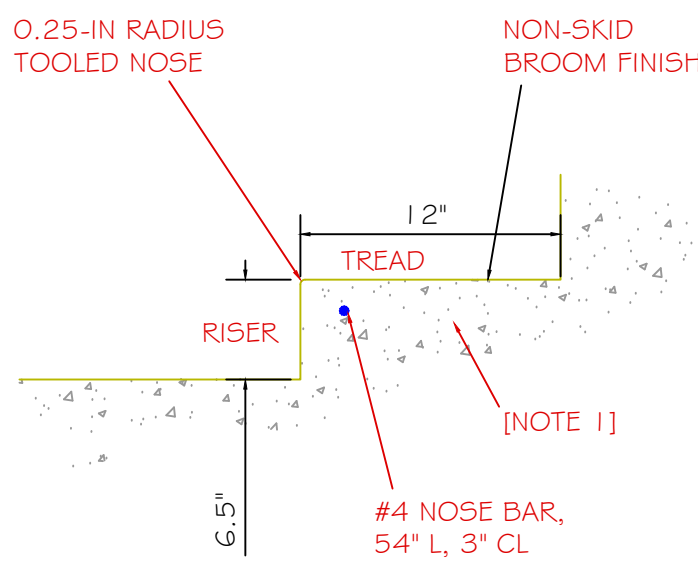
SMH
CTR COVER
EL 8162.66



STAIR PLAN

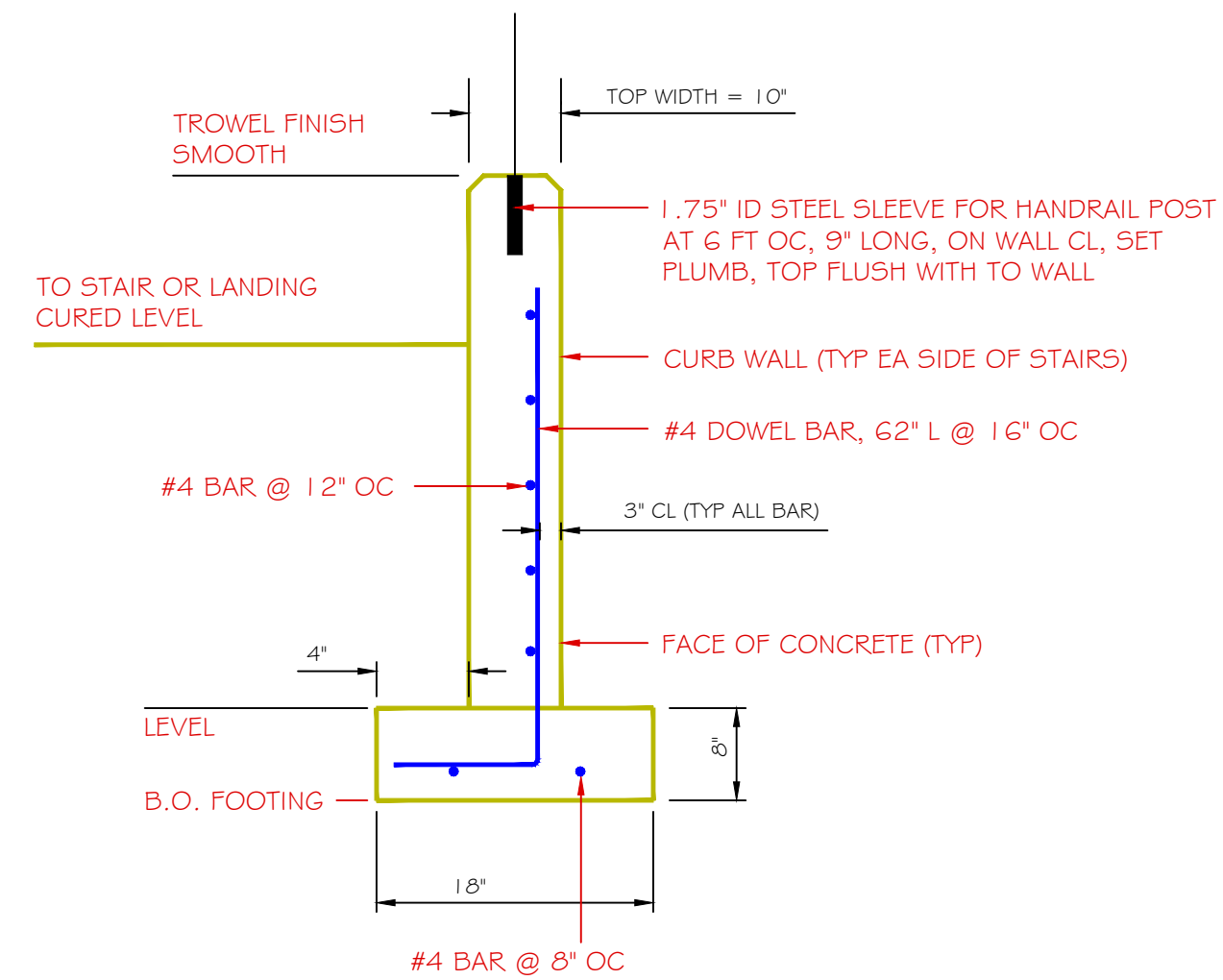


STAIR SECTION



- NOTES:
- [1] SEE HEATED CONCRETE ZONE MAP FOR TUBING LAYOUT.
 - [2] TREADS LEVEL, RISERS PLUMB.

TREAD & RISER



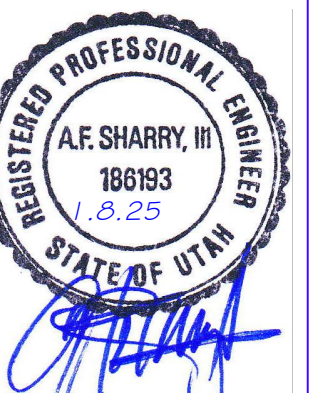
- NOTES:
- [1] REINFORCING STEEL: DEFORMED BARS, MINIMUM STEEL YIELD STRENGTH = 60,000 PSI.
 - [2] CONCRETE: 4,000 PSI AIR ENTRAINED, FIBER REINFORCED. VIBRATE TO ENSURE SMOOTH FINISH ON EXPOSED SURFACES.
 - [3] TIE AND SUPPORT REBAR SO IT DOES NOT MOVE MORE THAN 0.375 INCHES DURING POUR.
 - [4] USE OF CONCRETE CURE ACCELERATOR IS NOT PERMITTED.
 - [5] APPLY FORM OIL TO FORMS PRIOR TO ERECTION.
 - [6] ERECT AND SUPPORT CONCRETE FORMS SO THEY DO NOT MOVE IN WIND OR UNDER CONCRETE LOAD.
 - [7] ENSURE THAT AMBIENT AIR TEMPERATURE DURING CONCRETE POURS IS A MINIMUM OF 35°F AND RISING.
 - [8] STRIP ALL CONCRETE FORMS AND ALLOW CONCRETE TO CURE A MINIMUM OF 14 DAYS PRIOR TO BACKFILL.
 - [9] DURING FIRST 14 DAYS OF CURE, MAINTAIN BLANKET COVER OVER CONCRETE WHEN AMBIENT AIR TEMPERATURE IS BELOW 35°F.

STAIR / CURB WALL CONCRETE & REINFORCING

DRAWING ISSUED FOR

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RECORD

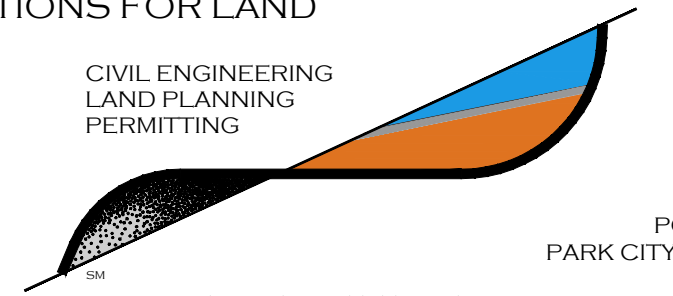
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ACCESS IMPROVEMENTS

CONSTRUCTION DETAILS
STAIRS TO GARAGE

DOUBLE EAGLE AT SILVER LAKE
7900 ROYAL STREET
PARK CITY, UTAH

PREPARED FOR:
EMERALD CONSTRUCTORS, INC.
LAGUNA BEACH, CA

PLSS GRID LOCATION:
SEC 22 & 27 T2S R4E
5LB4M

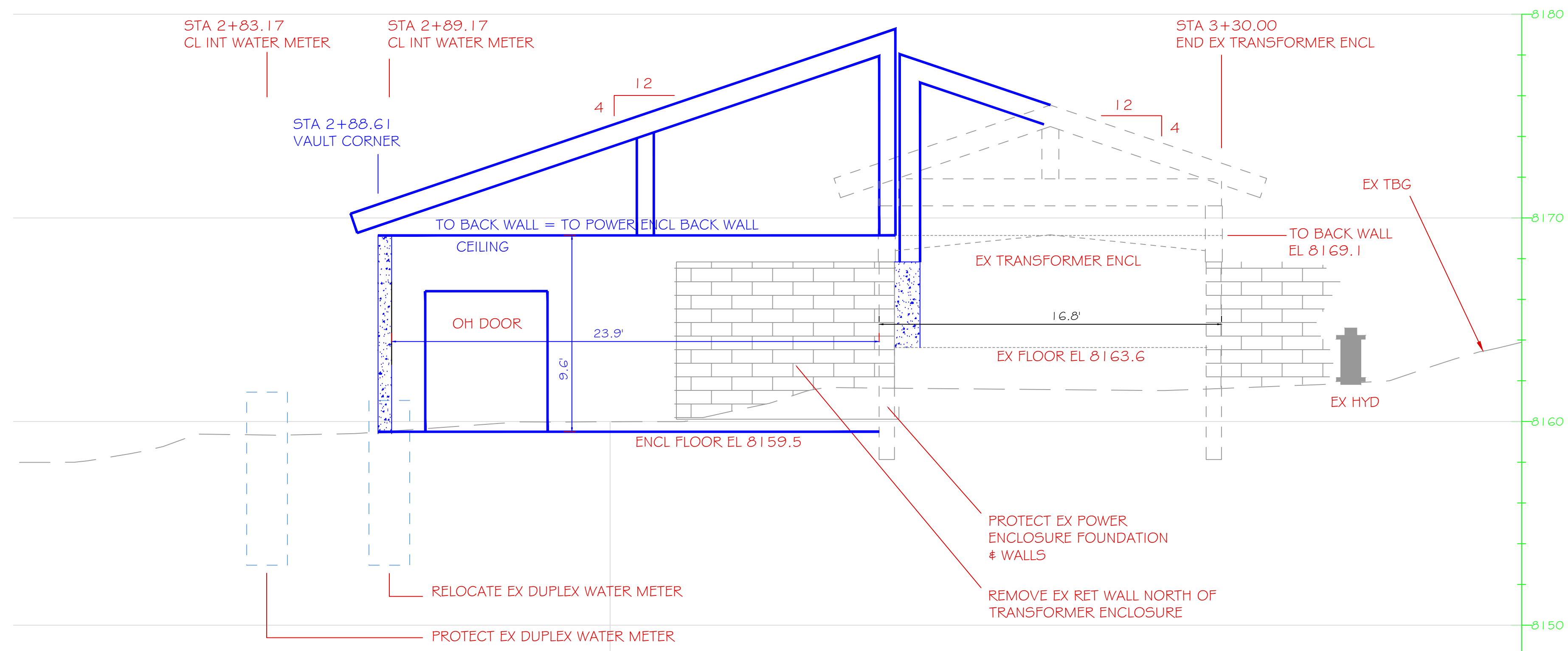
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CANYON ENGINEERING

JOB 2415

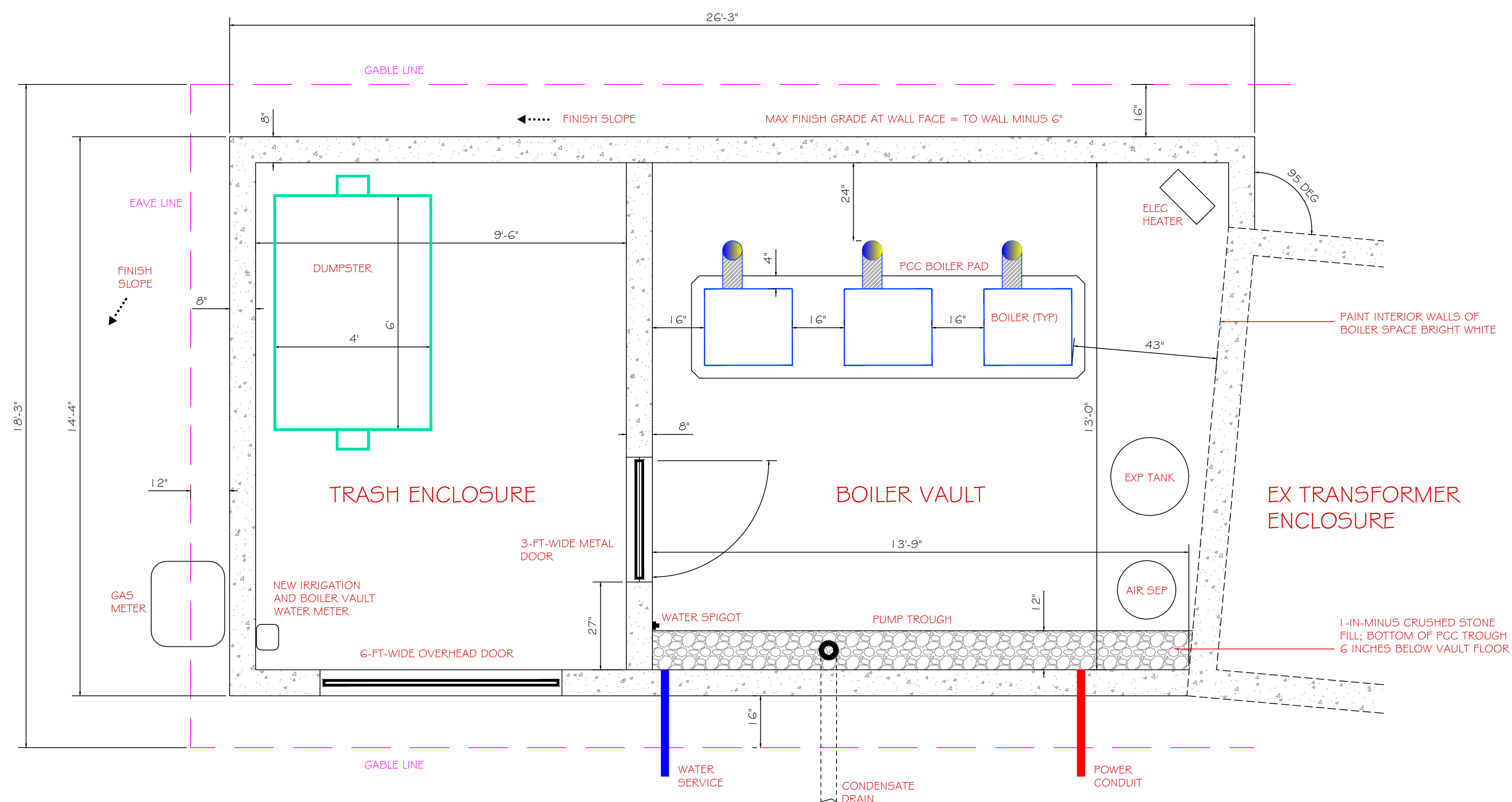
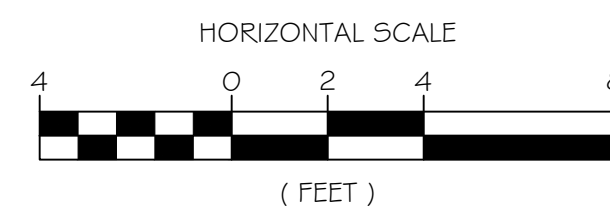
8 OF 12

HEATED STAIRS TO GARAGE
MULTIPLE VIEWS
NOT TO SCALE



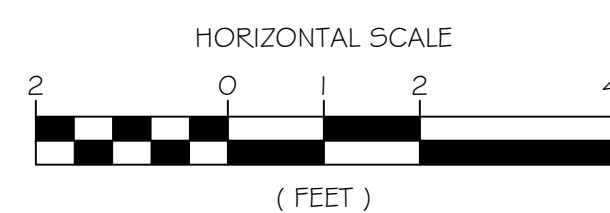
FRONT ELEVATION

NOTES:
[1] FOR ADDITIONAL DETAIL, SEE ARCHITECTURAL,
MECHANICAL, PLUMBING AND ELECTRICAL DRAWINGS BY
OTHERS.



PLAN VIEW

NOTES:
[1] FOR ADDITIONAL DETAIL, SEE ARCHITECTURAL,
MECHANICAL, PLUMBING AND ELECTRICAL DRAWINGS BY
OTHERS.

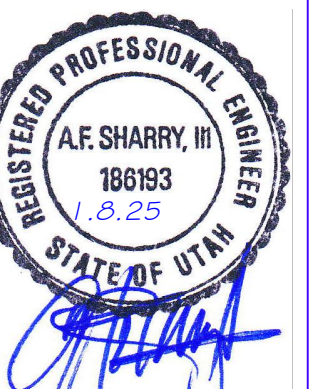


TRASH ENCLOSURE & BOILER VAULT

DRAWING ISSUED FOR

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☒ PERMIT ☐ CONSTRUCTION
 RECORD

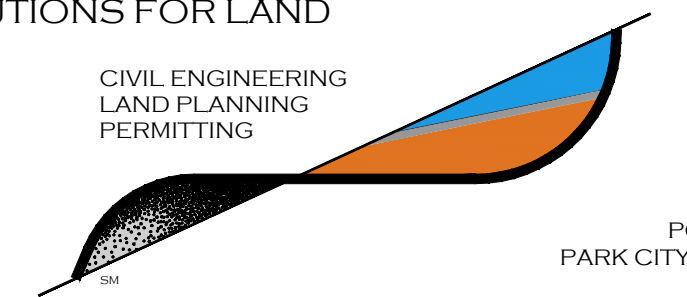
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ACCESS IMPROVEMENTS

CONSTRUCTION DETAILS TRASH ENCLOSURE & BOILER VAULT

DOUBLE EAGLE AT SILVER LAKE
7900 ROYAL STREET
PARK CITY, UTAH

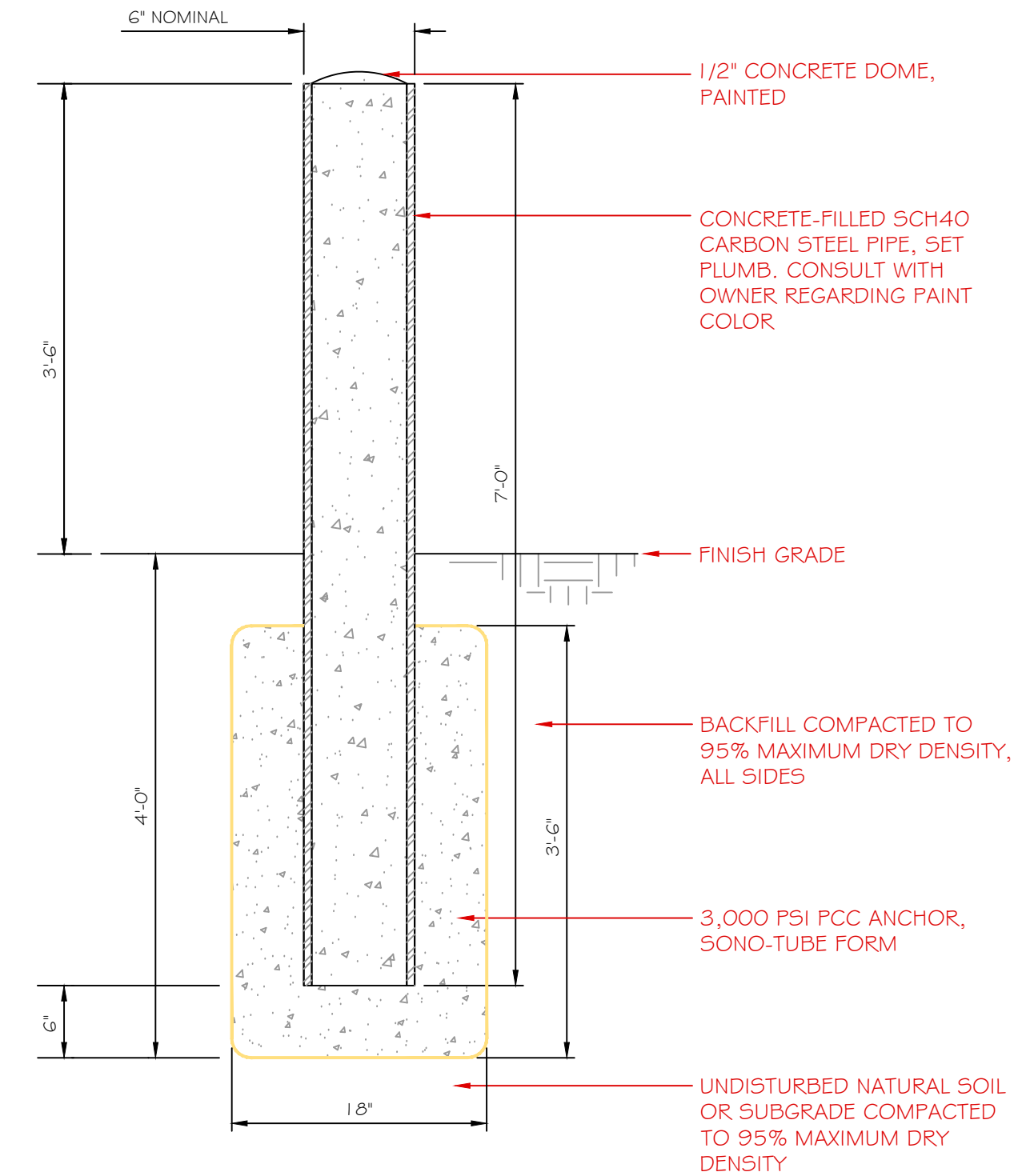
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LAGUNA BEACH, CA

PLSS GRID LOCATION:
SEC 22 & 27 T2S R4E
SLB4M

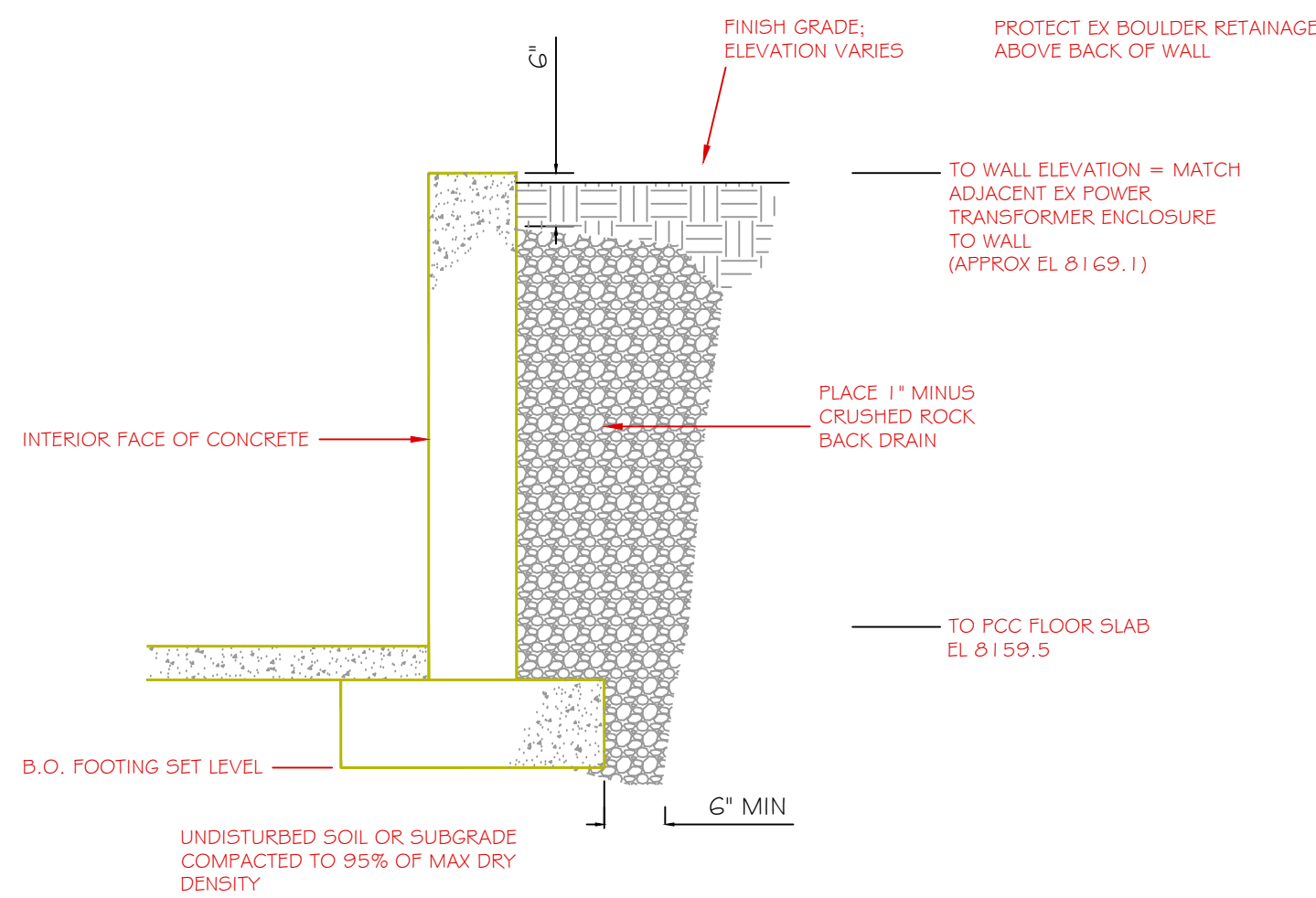
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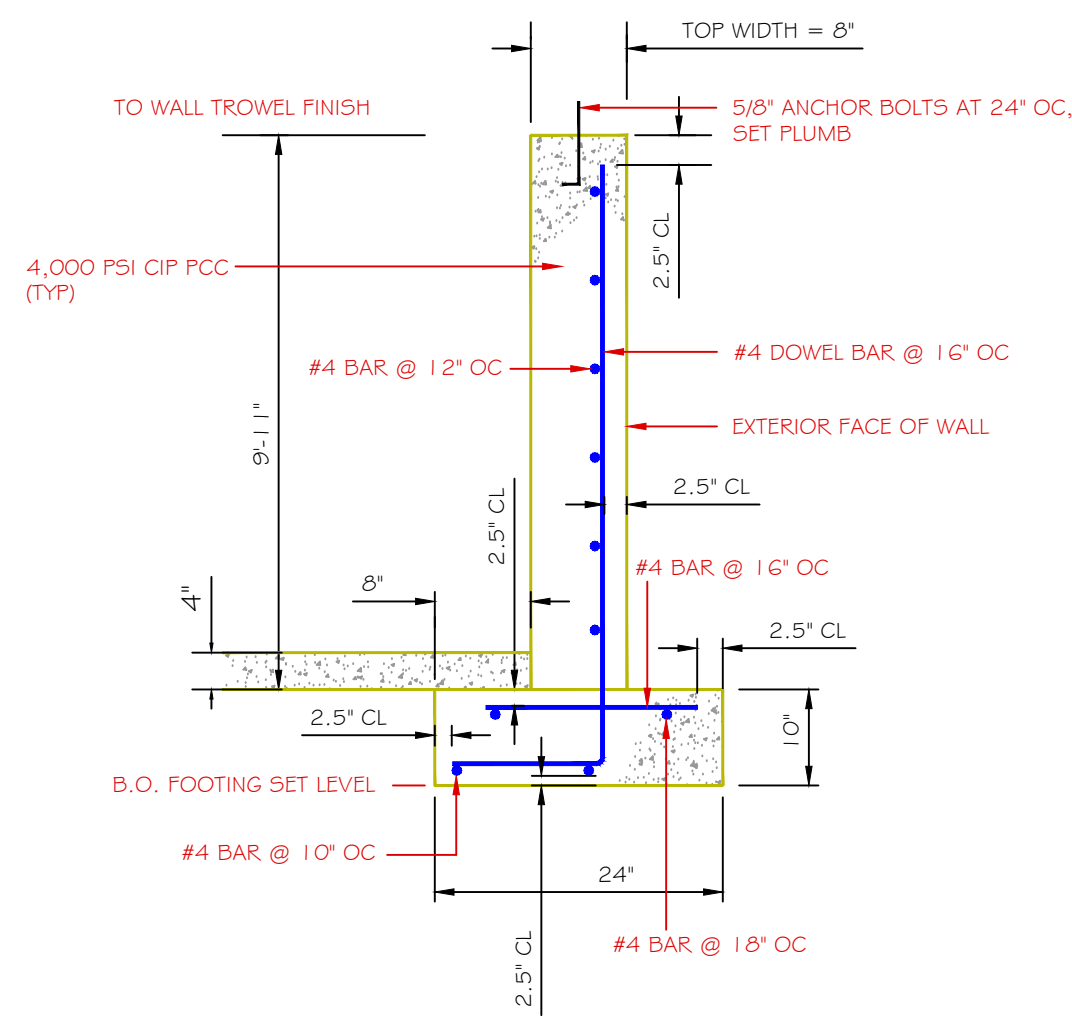
10 OF 12



BOLLARD
TYPICAL CROSS SECTION
NOT TO SCALE



TYPICAL CROSS SECTION - BACK (EAST) AND NORTH SIDE
EXCAVATION, BACFILL & FINISH



- NOTES:
- (1) REINFORCING STEEL: DEFORMED BARS, MINIMUM STEEL YIELD STRENGTH = 60,000 PSI.
 - (2) TIE AND SUPPORT REBAR SO IT DOES NOT MOVE MORE THAN 0.375 INCHES DURING POUR.
 - (3) APPLY FORM OIL TO FORMS PRIOR TO ERECTION.
 - (4) ERECT AND SUPPORT CONCRETE FORMS SO THEY DO NOT MOVE IN WIND OR UNDER CONCRETE LOAD.
 - (5) ENSURE THAT AMBIENT AIR TEMPERATURE DURING CONCRETE POURS IS A MINIMUM OF 35°F AND RISING.
 - (6) STRIP ALL CONCRETE FORMS AND ALLOW CONCRETE TO CURE A MINIMUM OF 14 DAYS PRIOR TO BACKFILL.
 - (7) DURING FIRST 14 DAYS OF CURE, MAINTAIN BLANKET COVER OVER CONCRETE WHEN AMBIENT AIR TEMPERATURE IS BELOW 35°F.

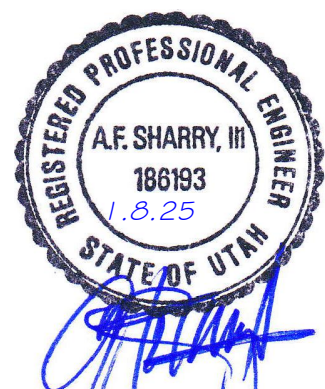
TYPICAL CROSS SECTION - DIMENSIONS & REINFORCING

TRASH ENCLOSURE - BOILER VAULT WALL
MULTIPLE VIEWS
NOT TO SCALE

DRAWING ISSUED FOR

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☒ PERMIT ☐ CONSTRUCTION
RECORD

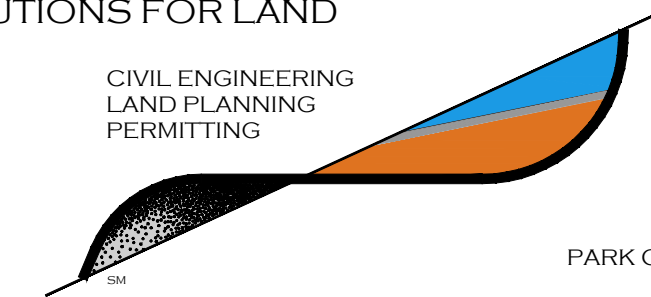
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ACCESS IMPROVEMENTS

CONSTRUCTION DETAILS
TRASH ENCLOSURE & BOILER VAULT

DOUBLE EAGLE AT SILVER LAKE
7900 ROYAL STREET
PARK CITY, UTAH

PREPARED FOR:
EMERALD CONSTRUCTORS, INC.
LAGUNA BEACH, CA

PLSS GRID LOCATION:
SEC 22 & 27 T25 R4E
51B4M

DES. BY: AFS DATE: JULY 2024 JOB 2415 11 OF 12
CHK. BY: AFS CANYON ENGINEERING

EROSION & SEDIMENT CONTROL REQUIREMENTS

PART 1 - GENERAL

1.01 SUMMARY

A. FURNISH, INSTALL, AND MAINTAIN TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES, SUCH AS, BUT NOT NECESSARILY LIMITED TO, HAY BALE AND SILT FENCE BARRIERS, RIPRAP, DIVERSION CHANNELS AND BERMS, CHECK DAMS, STRATEGICALLY LOCATED STOCKPILES, SEDIMENT BASINS, MULCH, AND SEED MIX ADEQUATE TO PREVENT THE CONVEYANCE OF EROSION PRODUCTS (E.G. SOIL, MULCH, SOD) OFF SITE, OR INTO ENVIRONMENTALLY SENSITIVE AREAS, OR INTO AREAS WHERE WORK WILL BE ADVERSELY IMPACTED. HEREINAFTER, SUCH MEASURES ARE REFERRED TO AS "CONTROL MEASURES", AND ARE ALSO KNOWN AS "BEST MANAGEMENT PRACTICES" (BMP). ENVIRONMENTALLY SENSITIVE AREAS INCLUDE, BUT ARE NOT NECESSARILY LIMITED TO, WETLANDS, TRIBUTARIES TO WETLANDS, WETLAND BUFFER ZONES, INTERMITTENT AND PERENNIAL STREAMS / RIVERS, AND THEIR ATTENDANT BUFFER ZONES, CLOSED DRAINAGE SYSTEMS, ADJUTING PRIVATE PROPERTY, AND PUBLIC AND PRIVATE WAYS.

1. REFER TO DRAWINGS FOR LOCATION AND DETAILS OF CONTROL MEASURES REQUIRED TO COMMENCE WORK. THESE CONTROL MEASURES WILL BE ADEQUATE ONLY FOR THE INITIAL STAGES OF CLEARING AND GRUBBING, THE DRAWINGS ARE NOT INTENDED TO GRAPHICALLY DEPICT ALL CONTROL MEASURES THAT WILL BE REQUIRED THROUGHOUT THE PROJECT DURATION TO MEET THE REQUIREMENTS DESCRIBED IN SECTION 1.01 A. THE EXTENT AND LOCATION OF CONTROL MEASURES WILL TYPICALLY CHANGE ON A DAILY, AND SOMETIMES HOURLY BASIS.

2. DEVISE AND EMPLOY CONTROL MEASURES THROUGHOUT THE DURATION OF PROJECT, OVER ALL AREAS DISTURBED OR UNDISTURBED BY CONSTRUCTION, AS NECESSARY TO MEET THE REQUIREMENTS DESCRIBED IN SECTION 1.01 A.

3. DEVISE AND EMPLOY TEMPORARY CONTROL MEASURES AS NECESSARY TO MEET THE REQUIREMENTS DESCRIBED IN SECTION 1.01 A, WHILE ALLOWING WORK TO PROCEED IN AN EFFICIENT, COST EFFECTIVE MANNER.

4. DEVISE, EMPLOY AND MAINTAIN CONTROL MEASURES UNTIL SUCH TIME AS THE ENTIRE SITE IS PERMANENTLY STABILIZED BY ESTABLISHED VEGETATION, FINISH LANDSCAPE MATERIALS, PAVED SURFACES, AND OR ROOF AREA.

5. ONCE THE SITE IS PERMANENTLY STABILIZED AND CERTIFIED AS SUCH BY ENGINEER, REMOVE TEMPORARY CONTROL MEASURES WHILE PROTECTING STABILIZED SURFACES.

1.02 SUBMITTALS

A. SUBMIT PRODUCT DATA, WARRANTY, AND TEST REPORTS AS INDICATED ON THE DRAWINGS.

1.03 QUALITY ASSURANCE

A. COMPLY WITH GOVERNING CODES AND REGULATIONS. PROVIDE PRODUCTS FROM ACCEPTABLE MANUFACTURERS. USE EXPERIENCED INSTALLERS. DELIVER, HANDLE, AND STORE MATERIALS IN ACCORDANCE WITH MANUFACTURERS' INSTRUCTIONS.

B. CONFORM TO CONDITIONS OF APPROVAL ISSUED BY REGULATORY AGENCIES INCLUDING, BUT NOT NECESSARILY LIMITED TO, LOCAL PLANNING COMMISSION, BOARD OF HEALTH, PUBLIC WORKS, HIGHWAY DEPARTMENT, STATE ENVIRONMENTAL PROTECTION DEPARTMENT, AND U.S. GOVERNMENT, ENVIRONMENTAL PROTECTION AGENCY. WHERE CONDITIONS OF REGULATORY APPROVAL DIFFER FROM REQUIREMENTS CONTAINED HEREIN OR ON THE DRAWINGS, COMPLY WITH THE MORE STRINGENT REQUIREMENT.

PART 2 - PRODUCTS

2.01 MATERIALS

A. HAY BALES: DRY GRASS OR STRAW, MACHINE BOUND WITH JUTE OR WIRE, APPROXIMATE SIZE EACH BALE 42" X 16" X 16".

B. STRAW WATTLES: CYLINDER OF RECYCLED 100% AGRICULTURAL STRAW, BOUND TO 3-INCH DIAMETER. USE NO. 10S-9 BY NORTH AMERICAN GREEN, OR APPROVED EQUAL.

C. SILT FENCE: NON-WOVEN, UV-RESISTANT, POLYPROPYLENE FABRIC, FLOW RATED AT 1.0 GPM/SF MINIMUM, GRAB TENSILE RATED AT 124 POUNDS MINIMUM, WITH INTEGRAL STAKE LOOPS, AND HARDWOOD STAKES. USE NO. 2130 BY AMOCO FABRICS 4 FIBERS, OR APPROVED EQUAL.

D. MULCH FOR AREAS TO BE GRASS: ORGANICS INCLUDING STRAW FREE OF SEEDS, WOOD FIBER CELLULOSE FREE OF GROWTH INHIBITORS.

E. MULCH FOR AREAS TO BE NATURALLY VEGETATED: ORGANICS INCLUDING STRAW, CHIPPED SPRUCE / PINE / FIR / ASPEN BARK, BRANCHES, AND NEEDLES; CHIPPED SAGEBRUSH.

F. SEED MIXES: SEE 3.07 BELOW.

G. EROSION CONTROL BLANKET: 100% ASPEN FIBER MATRIX, STITCHED WITH DEGRADABLE THREAD, ON PHOTODEGRADABLE POLYPROPYLENE NETTING, CONTAINING NO CHEMICAL ADDITIVES. USE WESTERN EXCELSIOR EXCEL R-1, OR APPROVED EQUAL.

H. ROCK RIPRAP: ANGULAR, DURABLE ROCK, SOURCE EITHER PROCESSED, BLAST ROCK, TALINGS, OR ON-SITE EXCAVATED; SIZE AS INDICATED ON PLAN.

I. CRUSHED STONE: SOUND, ANGULAR, DURABLE PROCESSED CRUSHED STONE; SIZE AS INDICATED ON PLAN.

J. TOPSOIL: THAT PORTION OF ON-SITE EXCAVATED SOIL CONTAINING THE HIGHEST QUANTITY OF ORGANICS, TYPICALLY FOUND WITHIN 1 TO 2 FEET OF THE GROUND SURFACE, OCCASIONALLY FOUND IN REMNANT LAYERS BURIED WELL BELOW THE GROUND SURFACE.

PART 3 - EXECUTION

3.01 THROUGHOUT CONSTRUCTION

A. DEVISE WORK SEQUENCE SO AS TO LIMIT DRAINAGE AREA THAT IS TRIBUTARY TO DISTURBED AREAS. DEVISE, EMPLOY, AND MAINTAIN CONTROL MEASURES SUCH AS DIVERSION CHANNELS AND BERMS, STRATEGICALLY LOCATED STOCKPILES, AND SEDIMENT BASINS TO SUBDIVIDE DRAINAGE AREAS INTO SMALL, MANAGEABLE SUBAREAS, THEREBY MINIMIZING RUNOFF AND THE POTENTIAL FOR EROSION.

B. MAINTAIN BARRIER AT LIMIT OF WORK AND PROTECT EXISTING VEGETATION / FACILITIES OUTSIDE OF LIMIT OF WORK.

C. MAINTAIN SPARE MATERIAL STOCKPILES FOR IMMEDIATE EMPLOYMENT / REPAIR / EXPANSION OF CONTROL MEASURES. AT A MINIMUM, SUCH MATERIALS SHALL INCLUDE HAY BALES, SILT FENCE AND STAKES, AND CRUSHED STONE.

D. INSPECT AND MAINTAIN EFFECTIVENESS OF CONTROL MEASURES BY REPAIRING AS NECESSARY TO ENSURE INTENDED FUNCTION; BY SUPPLEMENTING AS NECESSARY FOR ADEQUATE EXTENT; BY REMOVING TRAPPED PRODUCTS OF EROSION AS NECESSARY TO MAINTAIN EFFECTIVE TRAP VOLUME.

E. LIMIT EXTENT OF WORK AREA SO THAT ALL DISTURBED AREAS CAPABLE OF PRODUCING EROSIVE RUNOFF CAN BE STABILIZED WITH CONTROL MEASURES WITHIN A 24-HOUR PERIOD.

F. INSTALL CONTROL MEASURES AS SOON AS PRACTICABLE AFTER EACH MANAGEABLE PORTION OF EARTHWORK IS COMPLETE. EMPLOY TEMPORARY MEASURES AS NECESSARY TO STABILIZE DISTURBED AREAS, EVEN WHERE SUBSEQUENT CONSTRUCTION OPERATIONS MAY REQUIRE RE-DISTURBANCE.

G. WHEN INTENSE RAINFALL IS EXPECTED, CONSIDER, DEVISE, AND EMPLOY REINFORCING CONTROL MEASURES PRIOR TO THE RAINFALL EVENT TO MEET THE REQUIREMENTS DESCRIBED IN SECTION 1.01 A. IF NECESSARY, EMPLOY TEMPORARY CONTROL MEASURES ON MATERIAL STOCKPILES TO COUNTERACT POTENTIAL SEDIMENT TRANSPORT DURING INTENSE RAINFALL.

H. WHEN VEHICLE REFUELING IS REQUIRED ON SITE, CONDUCT REFUELING OPERATIONS OUTSIDE OF ENVIRONMENTALLY SENSITIVE AREAS.

I. PROPERLY DISPOSE OF DEBRIS, SOLID WASTE, TRASH, AND CONSTRUCTION WASTE / BYPRODUCTS OFF SITE.

J. SWEEP OFF-SITE STREETS AS NECESSARY TO MAINTAIN TRAVELED WAY FREE OF SAND, GRAVEL, ORGANICS, AND DEBRIS ORIGINATING FROM ON SITE. SWEEP ON-SITE PAVED AREAS AS NECESSARY TO PREVENT SILT AND DEBRIS FROM ENTERING CLOSED DRAINAGE SYSTEMS AND / OR ENVIRONMENTALLY SENSITIVE AREAS.

3.02 SITE PREPARATION AND ACCESS

A. WALK SITE AND IDENTIFY LOCATIONS OF LIMIT OF WORK AND ENVIRONMENTALLY SENSITIVE AREAS. ESTABLISH CONSTRUCTION STAGING AREA, LOCATED BEYOND ENVIRONMENTALLY SENSITIVE AREAS.

B. INSTALL CONTROL MEASURES AS SHOWN ON THE DRAWINGS, INCLUDING THOSE DEFINING THE LIMIT OF WORK.

C. LIMIT VEHICULAR TRAFFIC TO AND FROM SITE TO MINIMIZE TRANSPORT OF SEDIMENT.

3.03 CLEARING, GRUBBING, AND STRIPPING

A. SCHEDULE GRUBBING AND STRIPPING TO OCCUR IMMEDIATELY PRIOR TO EARTH DISTURBANCE. DEPENDING ON SITE AREA, CONSIDER MULTIPLE GRUBBING PHASES, SEQUENCED TO TAKE ADVANTAGE OF THE EROSION PREVENTION POTENTIAL OF EXISTING VEGETATIVE COVER.

B. MINIMIZE THE AREA OF EXISTING VEGETATION REMOVED WHEREVER POSSIBLE.

C. LOCATE AND SIZE STOCKPILES TO MINIMIZE EROSION POTENTIAL, TAKING ADVANTAGE OF TERRAIN SLOPE AND ASPECT, WHERE APPROPRIATE.

D. PROTECT VEGETATION, INCLUDING ROOT SYSTEMS, BEYOND LIMIT OF CLEARING.

E. PROCESS TIMBER, STUMPS, SLASH, AND BRUSH SO AS TO PROTECT ENVIRONMENTALLY SENSITIVE AREAS AND INSTALLED CONTROL MEASURES. PROPERLY DISPOSE OF EXCESS OFF SITE. PRIOR TO ANY WORK, OBTAIN SPECIFIC APPROVAL FROM PROPERTY OWNER FOR BURIAL OF STUMPS ON SITE.

F. ON-SITE SOIL IS PROPERTY OF OWNER. COORDINATE WITH OWNER REGARDING COMPENSATION TO OWNER PRIOR TO EXPORT OF ANY SOIL OFF SITE.

3.04 EXCAVATION FOR BUILDING FOUNDATIONS AND UTILITIES

A. DEVISE AND INSTALL CONTROL MEASURES ADEQUATE TO HANDLE DISCHARGES AND TRAP SEDIMENT FROM FOOTING SUMP AND WELL POINT PUMPS PRIOR TO EXCAVATION.

B. ARMOR SUMP PUMP DISCHARGE LOCATIONS TO PREVENT EROSION AT POINT OF DISCHARGE AND AREAS DOWNSTREAM.

C. IF FOUNDATION EXCAVATIONS GRADE TO DAYLIGHT ON THE LOW SIDE, DEVISE AND INSTALL CONTROL MEASURES TO HANDLE SURFACE AND GROUNDWATER FLOW FROM EXCAVATION LOW POINT.

D. BACKFILL UTILITY TRENCHES AS SOON AS PRACTICABLE TO PREVENT FLOODING, SLOUGHING, POTENTIAL OVERFLOW, AND REPETITIVE EARTH DISTURBANCE.

3.05 SITE GRADING

A. STOCKPILE EXCAVATED MATERIALS TO BAFFLE OVERLAND RUNOFF, AVOIDING THE CREATION OF LENGTHY PATHS OF CONCENTRATED RUNOFF.

3.06 STORMWATER MANAGEMENT SYSTEM

A. THE STORMWATER MANAGEMENT SYSTEM INCLUDES, BUT IS NOT NECESSARILY LIMITED TO, ALL PERMANENT DETENTION / RETENTION BASINS, DISCHARGE STRUCTURES / WEIRS, CULVERTS, OPEN CHANNELS, CURBS, GUTTERS, PAVED SWALES, CATCH BASINS, DRAIN MANHOLES, DRAINAGE PIPES, ROOF DRAIN MANIFOLDS, WATER QUALITY SWALES, SEPARATORS, AND SIMILAR STORMWATER RUNOFF CONVEYANCE, TREATMENT, AND STORAGE FACILITIES.

B. INSTALL STORMWATER MANAGEMENT SYSTEM COMPONENTS STARTING AT THE DOWNSTREAM END AND PROCEED UPSTREAM, WHERE POSSIBLE, COMPLETE INSTALLATION OF PERMANENT DETENTION / RETENTION BASINS PRIOR TO BEGINNING WORK ON UPSTREAM SYSTEM COMPONENTS.

C. INSTALL CONTROL MEASURES AT FINISHED UPSTREAM AND DOWNSTREAM PIPE ENDS AS SOON AS POSSIBLE AFTER COMPLETION OF PIPE RUN. SUCH MEASURES INCLUDE, BUT ARE NOT NECESSARILY LIMITED TO, RIPRAP, CHECK DAMS, HAY BALE / SILT FENCE BARRIERS, AND VELOCITY DISSIPATORS.

D. AT THE END OF EACH DAY OR WHEN RAINFALL IS EXPECTED, PLUG UPSTREAM END OF PIPES / DAM OPEN CHANNELS OR OTHERWISE REDIRECT POTENTIAL RUNOFF AND PREVENT FLOW FROM ENTERING PARTIALLY COMPLETED SYSTEM / SYSTEM COMPONENTS.

E. WHERE PORTIONS OF A NEW SYSTEM ARE TO BE ACTIVATED PRIOR TO COMPLETION OF THE ENTIRE SYSTEM, EMPLOY CONTROL MEASURES TO PREVENT SILT AND DEBRIS FROM ENTERING THE SYSTEM. EMPLOY SILT SACKS OR FABRIC ON CATCH BASIN INLETS, AND PIPE AND CULVERT OPENINGS. EMPLOY CHECK DAMS AND TEMPORARY SEDIMENT BASINS UPSTREAM OF AND ALONG OPEN CHANNELS, SWALES, AND DITCHES TO TRAP SEDIMENT UPGRADIENT OF ENVIRONMENTALLY SENSITIVE AREAS.

F. REMOVE TRAPPED SEDIMENT AND DEBRIS FROM ALL SYSTEM COMPONENTS AFTER COMPLETION OF INSTALLATION, AND AGAIN AFTER THE ENTIRE SITE IS PERMANENTLY STABILIZED BY ESTABLISHED VEGETATION, FINISH LANDSCAPE MATERIALS, PAVED SURFACES, AND/OR ROOF AREA. REMOVE TRAPPED SEDIMENT AND DEBRIS FROM DETENTION / RETENTION BASIN BOTTOMS SO THAT FINISH BOTTOM MATERIALS / INFILTRATION FUNCTION CONFORM TO DESIGN.

3.07 RESTORATION & PERMANENT SEEDING

A. AFTER COMPLETION OF FINAL GRADING, HYDROSEED ALL DISTURBED AREAS THAT ARE NOT DESIGNATED FOR FORMAL LANDSCAPING.

B. COMPLETE PERMANENT STABILIZATION OF DISTURBED SURFACES AS SOON AS POSSIBLE AFTER COMPLETION OF FINAL SUBGRADE. IMMEDIATELY AFTER PLACEMENT OF TOPSOIL, STABILIZE WITH CONTROL MEASURES INCLUDING, BUT NOT NECESSARILY LIMITED TO, SEED MIX, MULCH, AND OR BLANKET.

C. AFTER SEEDING, INSTALL EROSION CONTROL BLANKET ON ALL DISTURBED SURFACES THAT ARE STEEPER THAN 3H:1V.

D. PERMANENT SEEDING OF NON-IRRIGATED AREAS SHOULD OCCUR ON OR AFTER SEPTEMBER 1, AND BEFORE SNOW ACCUMULATES, WHERE EROSION CONTROL BLANKET IS NOT USED, MULCH ALL SEEDED AREAS TO A MINIMUM THICKNESS OF 2 INCHES. SEE SECTION 2.01 C AND D ABOVE FOR MULCH MATERIALS.

D. WHERE LOW GROWING GRASS IS SPECIFICALLY REQUIRED AS A CONDITION OF PERMIT ISSUANCE, USE A LOW GROWING GRASS SEED MIX SIMILAR TO:

LOW-GROWTH SEED MIX (WHEN REQD BY PERMIT)

Species	% of Mix
Streambank Wheatgrass	66.67
Sheep Fescue	13.33
Sandburg Bluegrass	10.00
Blue Grama	10.00

Application Rate: 20 LBS / AC

WHERE LOW GROWING GRASS IS NOT A CONDITION OF PERMIT ISSUANCE, USE A COMMERCIALLY AVAILABLE SEED MIX SPECIFICALLY FOR NATIVE SOILS AND CLIMATE AND CONTAINING NO MORE THAN 5% WEED SEED.

FERTILIZER

APPLY FERTILIZER PER SEED GROWER RECOMMENDATIONS.

SOIL & ROCK

1. STRIP AND EXCAVATE SOIL AND ROCK FOR REQUIRED IMPROVEMENTS.

2. SEPARATE SOIL AND ROCK BY TYPE AND STOCKPILE ON SITE FOR USE ON THIS PROJECT.

3. PROPERLY DISPOSE OF EXCESS SOIL AND ROCK.

4. PRIOR TO DRILLING, NOTIFY ENGINEER OF ANY ROCK THAT CANNOT BE EXCAVATED WITHOUT BLASTING.

5. COMPLETE ALL WORK IN ACCORDANCE WITH EROSION AND SEDIMENT CONTROL REQUIREMENTS.

GRADING

1. FINISH GRADE TO INDICATED ELEVATIONS.

2. STRAIGHT GRADE BETWEEN SPOT GRADES SHOWN. FOR EXCEPTIONS, SEE DETAILS AND CALLS ON DRAWINGS.

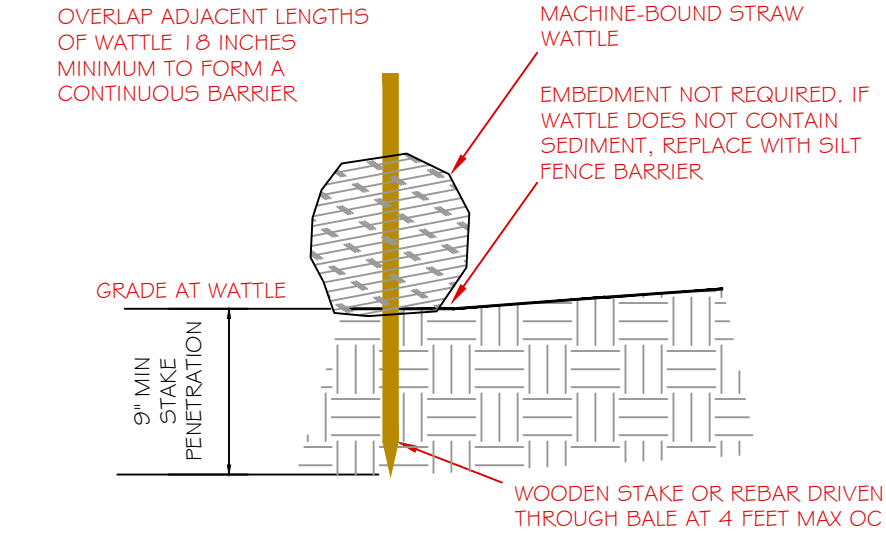
3. NOTIFY ENGINEER OF APPARENT ERRORS RELATING TO FINISH GRADES CALLED OUT ON DRAWINGS PRIOR TO WORK.

DRAINAGE

1. WHERE ONE INVERT ELEVATION IS SHOWN AT STRUCTURES WITH MULTIPLE PIPES CONNECTED, ALL PIPE INVERTS ARE EQUAL.

2. WHERE RIPRAP IS CALLED FOR, EXCAVATE AND PLACE RIPRAP TO SPECIFIED THICKNESS SO THAT TOP OF RIPRAP IS FLUSH WITH ADJACENT FINISH SURFACE.

3. WHERE HDPE STORM DRAIN PIPE IS CALLED FOR, USE ADS N-12 SMOOTH INTERIOR PIPE WITH SOIL TIGHT JOINTS.



Planning Commission Staff Report



Subject: 1750 Kearns Boulevard
Park City School District Campus
Application: PL-24-06236
Author: Jaron Ehlers, Planner I
Date: April 9, 2025
Type of Item: Conditional Use Permit

Recommendation

(I) Review proposed Conditional Use Permit for the Park City School District Campus Recreation Facility improvements, (II) conduct a public hearing, and (III) consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in Draft Final Action Letter (Exhibit A).

Description

Applicant: Park City School District
J.D. Simmons, Applicant Representative

Location: 1750 Kearns Boulevard
Park City School District Campus

Zoning District: Recreation and Open Space
Sensitive Land Overlay
Frontage Protection Zone

Adjacent Land Uses: Residential, Open Space, Institutional

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

CUP Conditional Use Permit
LMC Land Management Code
PCHS Park City High School
PCSD Park City School District
TMJH Treasure Mountain Junior High

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

Summary

The Applicant proposes:

- (1) A Public Recreation Facility, Accessory Buildings greater than 600 square feet, and Recreation Sports Facilities at Dozier Field at Park City High School (PCHS);

¹ LMC [§ 15-1-8\(G\)](#)

and

- (2) Demolishing Treasure Mountain Junior High (TMJH) and replacing with an athletic support building, recreation fields and courts, at least 98 surface Parking Spaces, a multi-use pathway, and associated amenities.

Both schools are part of the Park City School District (PCSD) Campus (see Figure 1). The PCSD Campus includes PCHS (1750 Kearns Boulevard), McPolin Elementary School (2270 Kearns Boulevard), TMJH (2530 Kearns Boulevard), Park City Learning Center (2400 Kearns Boulevard), and PCSD offices (2700 Kearns Boulevard) on 83.92 acres north of S.R. 224 and east of Monitor Drive:



Figure 1: Image of the PCSD Campus with the location of the Dozier Field improvements outlined in red and the TMJH complex outlined in orange.

PCHS and TMJH are in the Recreation and Open Space (ROS) Zoning District. TMJH is also in the Sensitive Land Overlay (SLO) and Frontage Protection Zone (FPZ). PCHS and Dozier Field are in the Park City Soils Ordinance Boundary.

PCSD proposes to replace TMJH with:

- A 6,500-square-foot athletic support building including team rooms
- A 3,400-square-foot press box, concession area, and support facility
- Visitor and home dugouts
- Eight tennis courts
- Two soccer fields
- Four batting cages
- Bleachers at each of the sports facilities
- At least 98 Off-Street Parking Spaces
- A 12-foot wide multi-use pathway

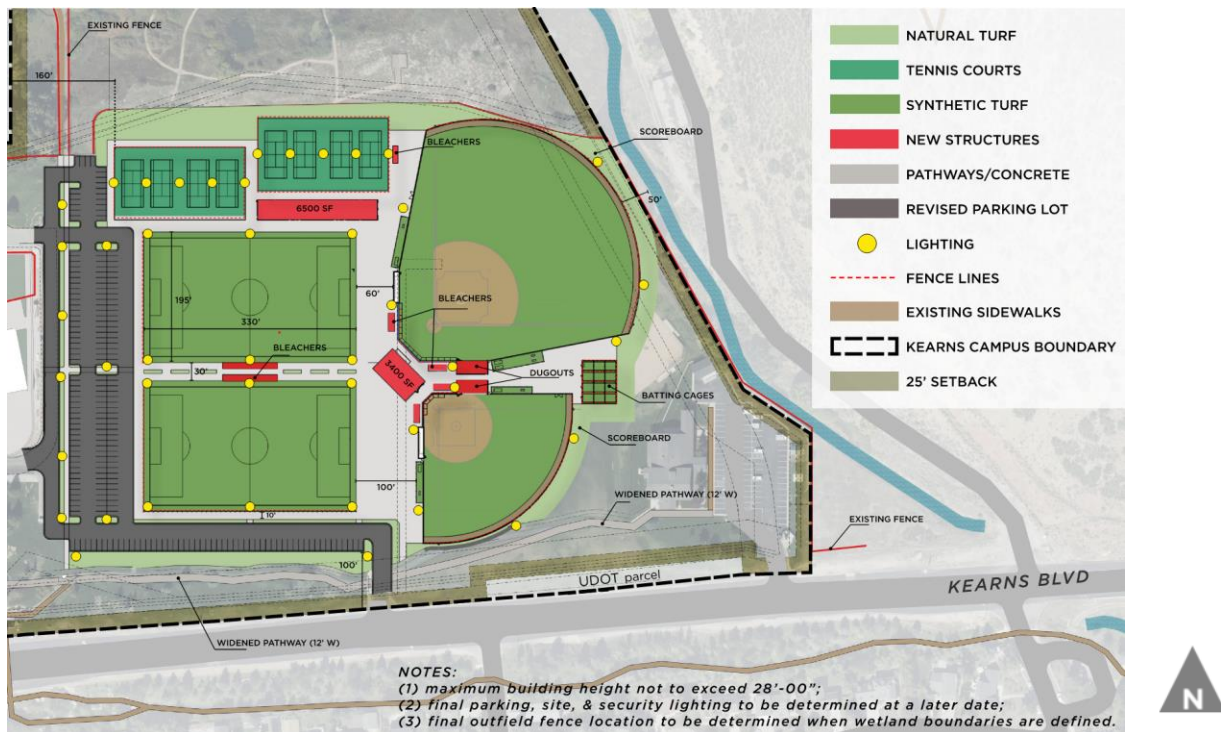
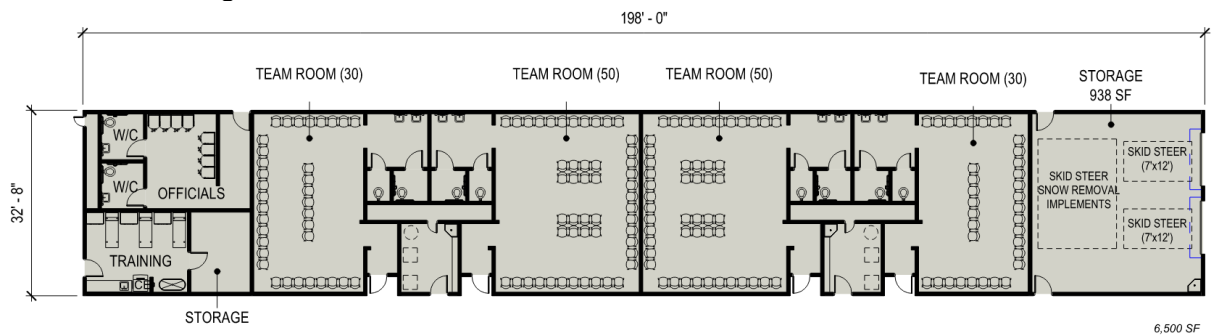


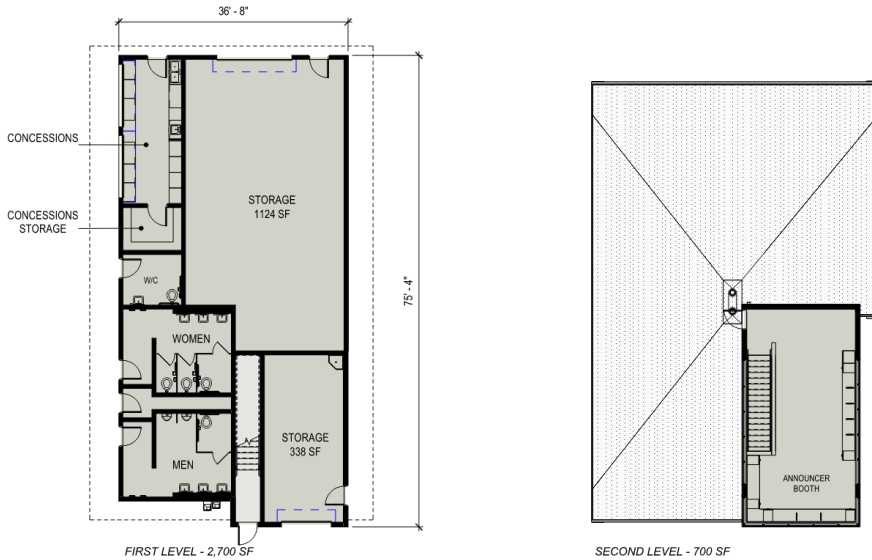
Figure 2: Layout of the Recreation Facility at TMJH. From the Applicant's plans (Attachment 1).

The proposal also includes new baseball and softball fields to replace existing fields. The new fields include scoreboards.

The single-story athletic support building at the northern end of the Site contains bathrooms, storage, and team rooms:



The two-story press box near the baseball and softball fields contains a concession area, storage, bathrooms, and the announcer booth:



Additional information on the dugouts and batting cages is in the proposed Plans (Attachment 1).

The proposed Dozier Field complex includes:

- A 13,200-square-foot “North Building”
- Re-surfaced track
- A 4,600-square-foot “Entrance/Gateway Building”
- Expanded bleachers

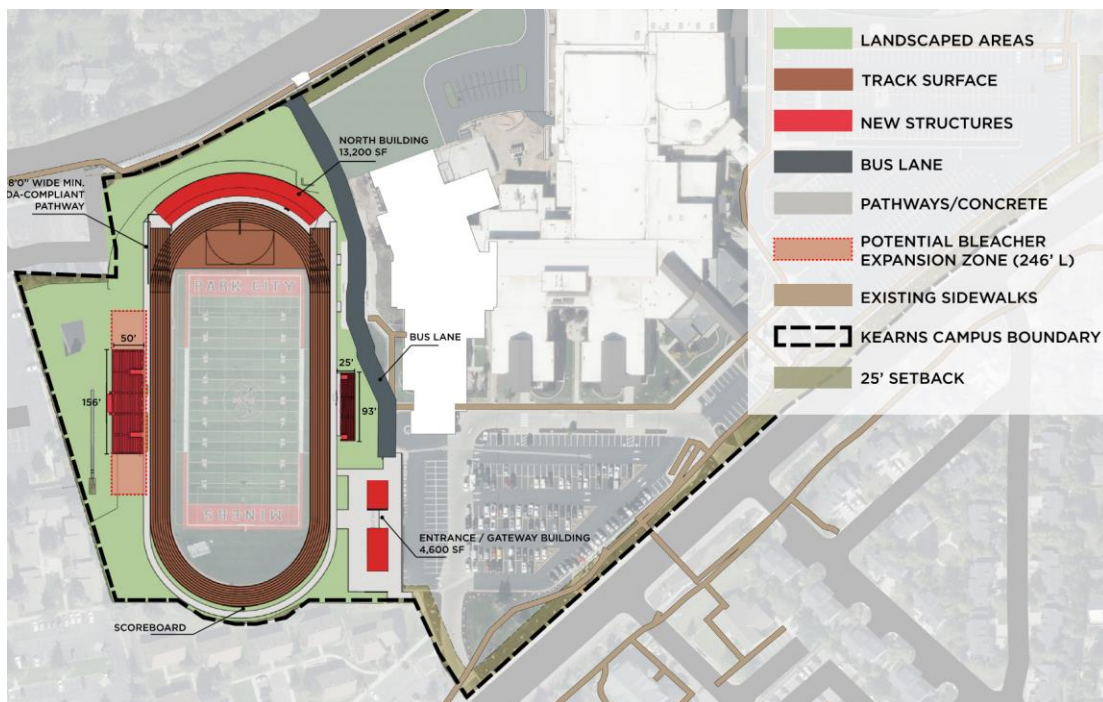
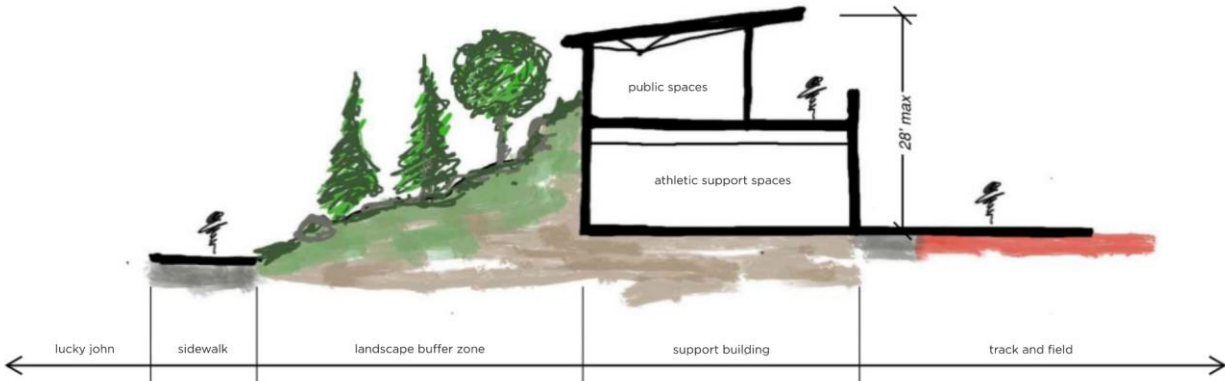
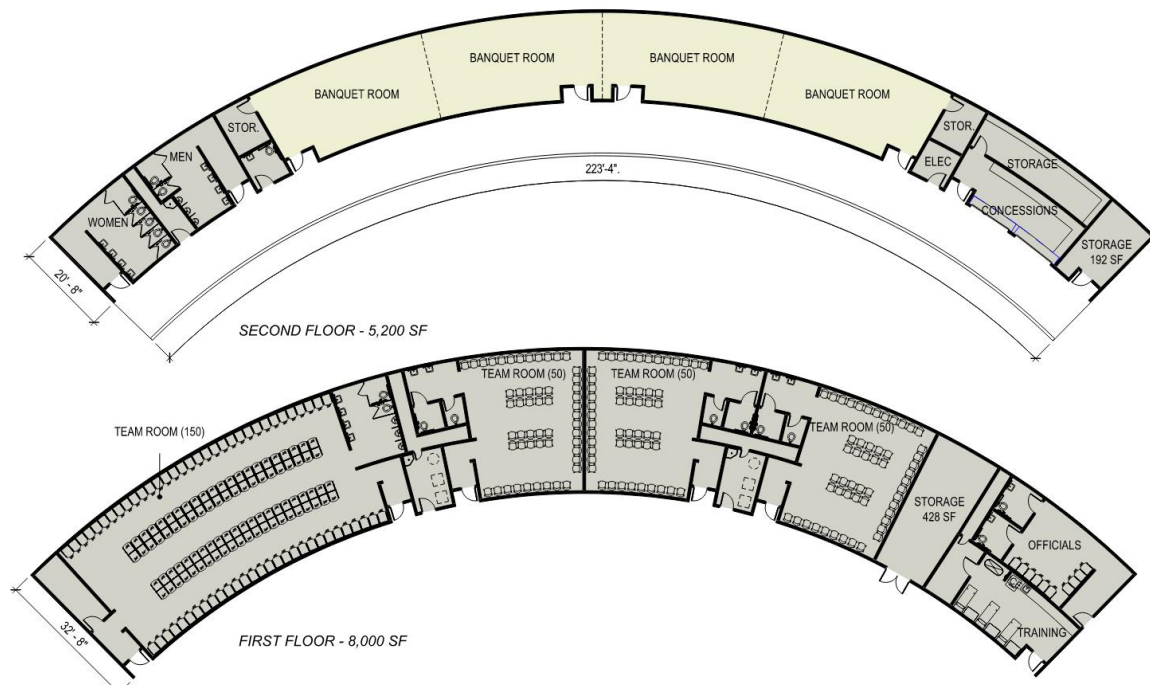


Figure 3: Layout of the Dozier Field improvements. From the Applicant's plans (Attachment 1).

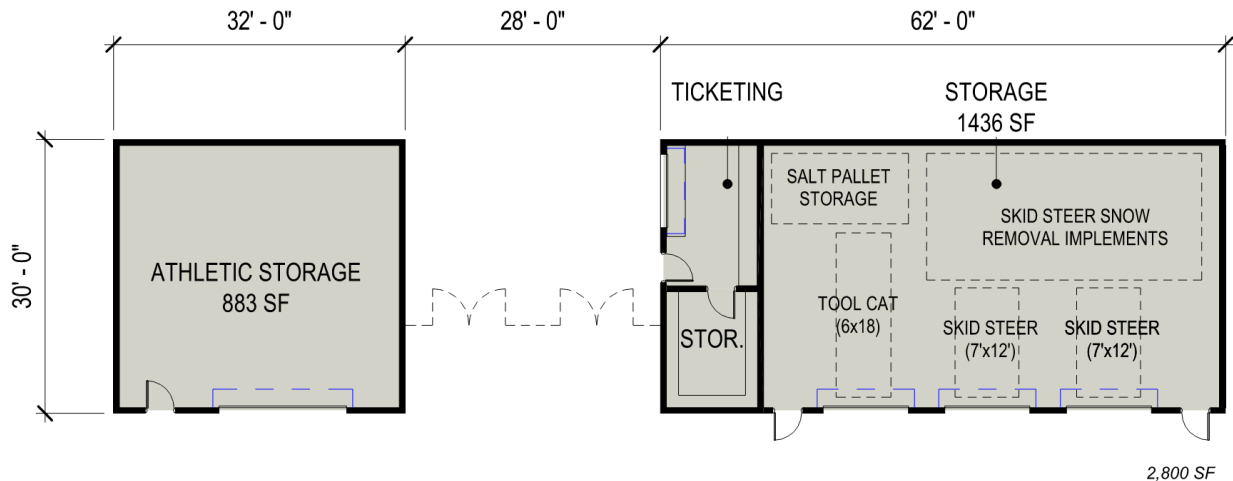
The North Building is adjacent to the track and a landscaped buffer:



The two-story North Building contains bathrooms, storage, team rooms, a balcony, and banquet rooms:



The Entrance/Gateway Building contains a ticket office, athletic storage, and maintenance facilities:



The Park City School Board ("School Board") considered a potential additional Phase 3, which would have replaced the fields between PCHS and McPolin Elementary.

The potential Phase 3 is neither proposed nor being considered as part of this CUP application.

The Applicant proposes a new north-south "Bus Lane" on p. 2 of Attachment 1, outlined in the Analysis Section below.

Background

On August 13, 2024, PCSD applied for a CUP for recreation upgrades at PCHS and to replace TMJH with recreation facilities and additional parking.

On March 18, 2025, the School Board approved the Site Plan for the recreation facilities and additional parking ([Agenda Item 8.03](#)). The Applicant submitted an updated Site Plan to the Planning Department the following day. Staff deemed the application complete on March 27, 2025.

Analysis

(I) The proposal to build a Public Recreation Facility complies with the Recreation and Open Space Zoning District requirements outlined in Land Management Code Chapter 15-2.7.

A Public Recreation Facility is a Conditional Use in the ROS Zoning District (LMC [§ 15-2.7-2\(C\)\(4\)](#)).

A Recreational Sports Field is a Conditional Use in the ROS Zoning District (LMC [§ 15-2.7-2\(C\)\(9\)](#)). The Applicant is not proposing to use the tennis courts as Pickleball Courts. If PCSD wishes to use these courts for Pickleball in the future, they must return to the Planning Commission for additional review (Condition of Approval 5).

An Accessory Building greater than 600 square feet is a Conditional Use in the ROS

Zoning District (LMC [§ 15-2.7-2\(C\)\(14\)](#)). Accessory Uses² including locker rooms, team rooms, concessions, ticket sales, and team banquet areas are all “customarily incidental and subordinate” to school sports complexes.

LMC [§ 15-2.7-3](#) establishes that the Front, Rear, and Side Setbacks in the ROS Zoning District are 25 feet. Subsection A establishes “Fences, walls, stairs, paths, trails, sidewalks, patios, driveways, Ancillary Structures, approved Parking Areas, and Screened mechanical and utility equipment are allowed as exceptions in the Front, Side and Rear Setbacks.” Nothing but Parking Areas, drive access, and the multi-use pathway is proposed within these Setbacks.

LMC [§ 15-2.7-4](#) establishes a maximum height of 28 feet in the ROS Zoning District. Nothing is approved (except for the Lighting, see Analysis VI(10)) to exceed that Height and Condition of Approval 6 would require all Structures to be under allowable Height. The Applicant proposes a 40-foot high backstop netting for the Baseball and Softball fields. Netting is considered a Fence under the LMC and must comply with the Zone Height. This exceeds the 28-feet of height that is allowed. Staff recommends Condition of Approval 6 which requires that all Structures comply with the 28-feet in Zone Height unless a Variance from the Board of Adjustment is applied for and granted.

(II) The proposal to build a Public Recreation Facility complies with Off-Street Parking requirements outlined in Land Management Code Chapter 15-3.

TMJH currently is 136,320 square feet. LMC [§ 15-3-6\(B\)](#) establishes an Off-Street Parking requirement of 1 space per 1,000 square feet for Schools, which makes the existing requirement 137 Parking Stalls. LMC [§ 15-3-6\(B\)](#) then establishes for Public Recreation Facilities a Parking requirement of 5 spaces per 1,000 square feet. As outdoor fields are not considered when calculating the Fire Code requirements, and participants are accounted for by the dugouts and team rooms in the Accessory Buildings, Staff confined the square footage calculation to the Accessory Buildings, dugouts, and bleachers. We found a total square footage proposed of 19,600 square feet, making the required parking 98 stalls, which Condition of Approval 7 requires the construction of at least 98 Parking Spaces.

When adding together existing spaces, those included in the 2022 Addition, and the EV Charging stations, PCHS has 568 Parking Spaces available. The 2022 CUP analysis found the parking requirement under LMC [§ 15-3-6\(B\)](#), following construction of the addition to be 351 Parking Spaces, leaving PCHS overparked by 217 Parking Spaces. When adding together the square footage proposed for the North Building, the Gateway Building, and the proposed expansion of the west Bleachers, Staff found a total of 25,200 proposed square feet, creating a parking requirement of 126 Parking Spaces. PCHS remains in compliance, as it has more Parking Spaces built than the increase that is added by this application.

(III) The proposal to build a Public Recreation Facility complies with the Frontage

² LMC [§ 15-1-1](#)

Protection Zone requirements outlined in Land Management Code Chapter 15-2.20.

A portion of TMJH falls within the FPZ along Kearns Blvd (LMC [§ 15-2.20-2\(C\)](#)). LMC [§ 15-2.20-4\(A\)](#) prohibits Structures within 30 feet of the nearest highway Right-of-Way. No Structures are proposed within the 30-foot FPZ.

LMC [§ 15-2.20-4\(B\)](#) requires a CUP for any Construction Activity between 30 and 100 feet from the Right-of-Way. The only Construction Activity proposed within the 100-foot FPZ is widening an existing multi-use pathway to 12 feet (Condition of Approval 8).

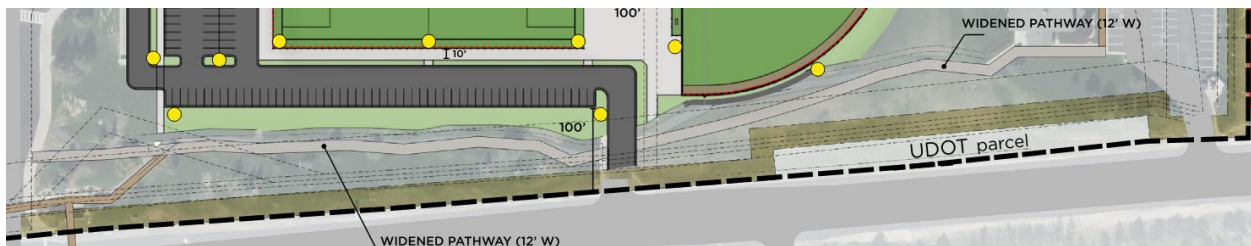
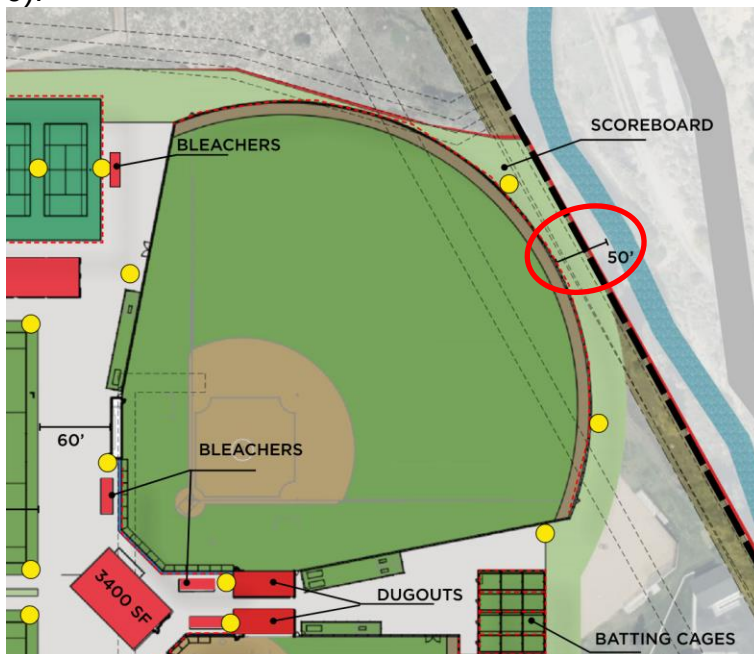


Figure 3: Image showing the location of the multi-use pathway.

(IV) The proposal to build a Public Recreation Facility complies with the Sensitive Land Overlay Zone Regulations outlined in Land Management Code Chapter 15-2.21.

TMJH is within the SLO. Known Stream Corridor and wetlands are present. The Stream Corridor is located on the neighboring City-owned parcel at 2780 Kearns Blvd. LMC [§ 15-2.21-6\(F\)](#) establishes a 50-foot Setback from Stream Corridors and wetlands. The proposed baseball field is 50 feet away from the Stream Corridor (Condition of Approval 9):



The northern part of the Lot (the “North 40”) includes wetlands. The Applicant is not proposing and has not received approval to build beyond the existing disturbed area, which is demarcated by a fence (Condition of Approval 10). USACE issued a letter stating the project, as conditionally approved, does not require a separate permit from the agency (Exhibit B). Condition of Approval 9 requires that all Structures must be 50-feet away from any Wetlands.

(V) The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in Land Management Code Section 15-1-10(E).

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

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

1. Size and location of the Site: *Conditions of Approval recommended*

The proposed facilities at Dozier Field are improvements to existing uses at the Site. New methods of access and additional parking are not proposed or approved with this application. The proposed two-story “North Building” is no more than 28 feet in height and visually subordinate to PCHS.

The TMJH complex is much larger in scale. Proposed work includes replacing the school building with an upgraded and expanded number of sport fields, an expanded multi-use pathway, as well as support buildings. The proposed athletic support building and press box are smaller in size and height than the school they are replacing as well as the adjacent McPolin Elementary School and PCSD offices.

No Structure may exceed 28 feet in Height from Existing Grade (Condition of Approval 6).

2. Traffic considerations including capacity of the existing Streets in the Area:
No unmitigated impacts

[Traffic Impact Studies](#) are required when 25 or more trips are generated. New trips will not be generated as a school is being replaced by a sports complex. Everyday during the school year, there is a large amount of traffic at peak times as children are dropped off both by parents and by school buses. Then, at the end of the school day, this traffic

pattern repeats as the children are picked up. The proposed recreation uses are relatively less intensive as the primary users of this facility will be students who are already on site for classes and will not need individualized drop-off. Students coming in from schools not located on the PCSD Campus will be bused in, meaning a minimal amount of trips will be generated by them.

While the proposed Uses are intensive, they must be considered in the context of what already exists. Dozier Field is already used for football games and track and field events that draw in crowds and away teams. Most of the proposed improvements, with the exception of the larger bleachers, are designed to enhance the experience of existing users, such as rooms for away teams, providing banquet facilities for PCHS' existing teams, and providing concessions for game attendees. The people who will use most of these new facilities already use Dozier Field.

Improvements at TMJH will replace the intensive use of a school with comparatively less intensive recreational uses. During the school year, a large daily volume of drop-offs and pickups involving vehicles and school buses occur in this location. These traffic patterns will be replaced by more intermittent traffic when the Public Recreation Facilities are in use, which likely will not be at capacity at a daily rate. The primary users will be students who are already on site for classes.

3. Utility capacity, including Storm Water run-off: *Condition of approval recommended*

The Applicant shall submit Storm Water plans for Engineering Department review and shall retain all Storm Water on-site (Condition of Approval 14).

4. Emergency vehicle Access: *No unmitigated impacts*

Emergency vehicle Access and Site circulation is not proposed to change.

5. Location and amount of off-Street parking: *No unmitigated impacts*

See Analysis IV.

6. Internal vehicular and pedestrian circulation system: *Condition of approval recommended*

At TMJH, the vehicular circulation will be more spread out than what currently exists, as the Recreation Facility will likely not see the large amount of drop-offs and pickups at peak times that we currently see during the school year. For pedestrian circulation, there is a large concrete pad that connects all the buildings and sports fields that will allow easy internal circulation.

At Dozier Field, the vehicular and pedestrian circulation system is proposed to change with a north-south connection from Kearns Boulevard to Lucky John Drive. PCSD

indicates this is for bus egress only. As a result, staff recommends Condition of Approval 15:

- The Applicant proposes a north-south bus lane east of Dozier Field in between the field and Park City High School. The Applicant shall install a vehicle control gate and operate such vehicle control gate to prohibit egress of any vehicle other than a school bus or emergency vehicle on this north-south bus lane. No additional egress on Lucky John Drive is approved as part of this CUP. All other vehicles must exist onto Kearns Boulevard.

Additional changes include the proposed Entrance Gateway for attendees with the ticket booth and storage a new ADA-compliant pathway around the field, and the creation of the North Building.

7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses: *No unmitigated Impacts*

Utah Code [§ 10-9a-305\(3\)\(a\)](#) preempts regulation of Fencing, Screening, and landscaping.

8. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots: *No unmitigated impacts*

The entrance gate and North Building at Dozier Field are of a much smaller mass and scale when compared to PCHS and its Addition.

At the TMJH site, the existing fields will be replaced, and the proposed buildings are of a much smaller mass and scale than the existing school and the adjacent McPolin Elementary School. The new buildings are comparable in size to the PCSD offices.

9. Usable Open Space: *Condition of approval recommended*

The Applicant shall not disturb the TMJH site north of the existing Fence the “North 40”; (Condition of Approval 10).

10. Signs and lighting: *Condition of approval recommended*

No Signs are proposed with this project.

All lighting in the Parking Areas must comply with LMC [§ 15-3-3\(C\)](#) (Condition of Approval 11). The proposed Lighting subject to the Condition of Approval is contained in the area outlined in orange:

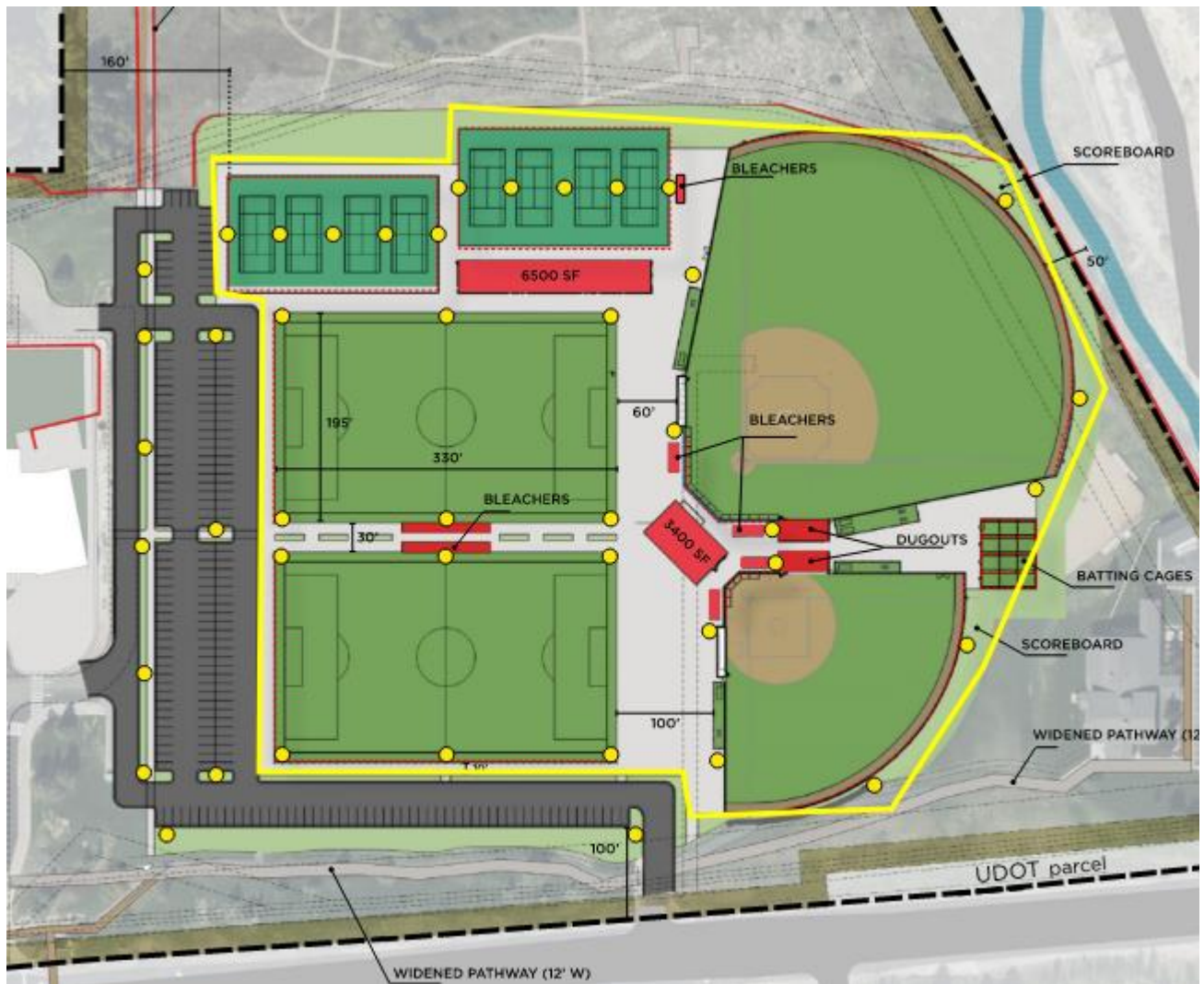


All lighting that is proposed at or around the recreation fields and courts must comply with LMC [§ 15-5-5\(J\)\(12\)](#).

All Recreation Lighting is required by LMC § 15-5-5(J)(12) to meet the following requirements:

1. The height of outdoor recreational posts shall not exceed seventy feet (70') above Natural Grade. The average Horizontal Foot Candle shall not exceed 3.6 across the Area boundary with a uniformity ratio of 4:1.
2. All fixtures shall be Fully Shielded or be designed or provided with sharp, cutoff capability to minimize up-light, spill light, and glare.
3. Recreational lighting shall be turned off within thirty minutes of the completion of the last game, practice, or event. In general, recreational lighting shall be turned off by 11:00 p.m., unless an exception is granted by the Planning Director for a Special Event, permitted under Municipal Code Title 4A.
4. Private sport court facilities shall use Fully Shielded fixtures. Lighting shall be turned off by 11:00 p.m.

Condition of Approval 12 requires compliance with these regulations. The proposed lighting subject to this Condition of Approval is outlined in yellow:



Any lighting that is not Recreation Lighting or Lighting in an Approved Parking Area must comply with City's outdoor lighting and dark sky requirements in LMC [§ 15-5-5\(J\)](#) (Condition of Approval 3).

11. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing: *No unmitigated impacts*

Utah Code [§ 10-9a-305\(3\)\(a\)](#) preempts regulation of aesthetic considerations and construction methods or materials.

12. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site: *Conditions of approval recommended*

Pickleball is not approved to be played on the tennis courts. If the Applicant wishes to accommodate Pickleball on these courts, they must return to the Planning Commission

for additional review and mitigation considerations (Condition of Approval 5).

The Applicant must comply with the City's noise regulations in Municipal Code of Park City (MCPC) [Chapter 6-3](#).

13. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas: *No unmitigated impacts*

Screening is an aesthetic consideration and Utah Code [§ 10-9a-305\(3\)\(a\)](#) preempts regulation on this.

Current access to Kearns Blvd remains unchanged, allowing for the same routes to be used by the delivery and service vehicles.

14. Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities: *No unmitigated impacts*

PCSD will continue to own and maintain these facilities and they will be used primarily by students.

15. Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site: *Condition of approval recommended*

Dozier Field is within the Park City Soils Ordinance. Staff recommends Condition of Approval 13 stating, "All work shall comply with the signed Certificate of Compliance and shall maintain compliance with the Park City Soils Ordinance." Although TMJH is not within the Soils Ordinance Boundary there is historic mine waste on the property, the Applicant has indicated they are working with the proper State and Federal Authorities to properly handle those materials as part of this project.

The property does not include Steep Slopes or Physical Mine Hazards.

The property is within the SLO Boundary. Refer to Section V for analysis of environmentally sensitive lands.

16. Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding: *No unmitigated impacts*

The PCSD Campus is in the Park Meadows Neighborhood. The General Plan goal 2.3 identifies Park Meadows as "a primary resident neighborhood [where] community amenities should be planned to meet daily needs" ([General Plan](#), p. 159). The PCSD

Campus and its sports fields are specifically called out as community amenities by General Plan Goal 2.3. The proposal improves the quality of the community amenities by providing a greater number of fields, allowing a greater diversity of sports to be played, and improving the overall experience with new restrooms, amenities, and team facilities.

(VII) The Development Review Committee reviewed the proposal on February 4, 2025, and requires Conditions of Approval.³

The Environmental Sustainability team requires Condition of Approval 13, “All work shall comply with the signed Certificate of Compliance and shall maintain compliance with the Park City Soils Ordinance.”

The Engineering Department requires Condition of Approval 14, “The Applicant shall obtain Engineering Department approval for drainage and storm water management plans. Drainage and storm water management shall comply with Municipal Code of Park City Chapter 13-5, Regulation and Enforcement of Storm Water Discharges Associated with Post-Construction Activities.”

Department Review

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

Notice

Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on March 26, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 26, 2025. The *Park Record* published courtesy notice on March 26, 2025.⁴

Public Input

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

Alternatives

The Planning Commission may:

- Approve the Conditional Use Permit;
- Deny the Conditional Use Permit and direct staff to make Findings for the denial;
or
- Request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Final Action Letter

Attachment 1: Proposed Plans

³ The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney’s Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

⁴ LMC [§ 15-1-21](#)

Exhibit B: Army Corps Letter



Planning Department

April 9, 2025

J.D. Simmons

CC: Park City School District

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 1750 Kearns Boulevard (Dozier Field and Treasure Mountain Junior High School)

Zoning District: Recreation Open Space, Sensitive Land Overlay, Frontage Protection Zone

Application: Conditional Use Permit

Project Number: PL-24-06236

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: April 9, 2025

Project Summary: The Applicant is Proposing Two Soccer Fields, Eight Tennis Courts, Eight Sets of Bleachers, Four Batting Cages, Three Accessory Structures, One Scoreboard, One Baseball Field, and One Softball Field in the Recreation and Open Space Zoning District and Sensitive Land Overlay.

Action Taken

On April 9, 2025, the Planning Commission conducted a public hearing and approved the Conditional Use Permit for a Public Recreation Facility at 1750 Kearns Boulevard according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The Applicant proposes:
 - a. A Public Recreation Facility, Accessory Buildings greater than 600 square feet, and Recreation Sports Facilities at Dozier Field at Park City High School (PCHS); and



Planning Department

- b. Demolishing Treasure Mountain Junior High (TMJH) and replacing with an athletic support building, recreation fields and courts, at least 98 surface Parking Spaces, a multi-use pathway, and associated amenities.
2. Both schools are part of the Park City School District (PCSD) Campus.
3. The PCSD Campus includes PCHS (1750 Kearns Boulevard), McPolin Elementary School (2270 Kearns Boulevard), TMJH (2530 Kearns Boulevard), Park City Learning Center (2400 Kearns Boulevard), and PCSD offices (2700 Kearns Boulevard) on 83.92 acres north of S.R. 224 and east of Monitor Drive.
4. PCHS and TMJH are in the Recreation and Open Space (ROS) Zoning District. TMJH is also in the Sensitive Land Overlay (SLO) and Frontage Protection Zone (FPZ). PCHS and Dozier Field are in the Park City Soils Ordinance Boundary.
5. PCSD proposes to replace TMJH with:
 - a. A 6,500-square-foot athletic support building including team rooms
 - b. A 3,400-square-foot press box, concession area, and support facility
 - c. Visitor and home dugouts
 - d. Eight tennis courts
 - e. Two soccer fields
 - f. Four batting cages
 - g. Bleachers at each of the sports facilities
 - h. At least 98 Off-Street Parking Spaces
 - i. A 12-foot wide multi-use pathway
6. The proposal also includes new baseball and softball fields to replace existing fields. The new fields include scoreboards.
7. The single-story athletic support building at the northern end of the Site contains bathrooms, storage, and team rooms.
8. The two-story press box near the baseball and softball fields contains a concession area, storage, bathrooms, and the announcer booth.
9. The proposed Dozier Field complex includes:
 - a. A 13,200-square-foot "North Building"
 - b. Re-surfaced track
 - c. A 4,600-square-foot "Entrance/Gateway Building"
 - d. Expanded bleachers
10. The North Building is adjacent to the track and a landscaped buffer.
11. The two-story North Building contains bathrooms, storage, team rooms, a balcony, and banquet rooms.



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12. The Entrance/Gateway Building contains a ticket office, athletic storage, and maintenance facilities.
13. The Park City School Board ("School Board") considered a potential additional Phase 3, which would have replaced the fields between PCHS and McPolin Elementary.
14. The potential Phase 3 is neither proposed nor being considered as part of this CUP application.
15. The Applicant proposes a new north-south "Bus Lane", outlined in Finding of Fact 20.
16. On August 13, 2024, PCSD applied for a CUP for recreation upgrades at PCHS and to replace TMJH with recreation facilities and additional parking.
17. On March 18, 2025, the School Board approved the Site Plan for the recreation facilities and additional parking.
18. The Applicant submitted an updated Site Plan to the Planning Department the following day.
19. Staff deemed the application complete on March 27, 2025.
20. The proposal to build a Public Recreation Facility complies with the Recreation and Open Space Zoning District requirements outlined in Land Management Code Chapter 15-2.7.
 - a. A Public Recreation Facility is a Conditional Use in the ROS Zoning District (LMC § 15-2.7-2(C)(4)).
 - b. A Recreational Sports Field is a Conditional Use in the ROS Zoning District (LMC § 15-2.7-2(C)(9)). The Applicant is not proposing to use the tennis courts as Pickleball Courts. If PCSD wishes to use these courts for Pickleball in the future, they must return to the Planning Commission for additional review (Condition of Approval 5).
 - c. An Accessory Building greater than 600 square feet is a Conditional Use in the ROS Zoning District (LMC § 15-2.7-2(C)(14)). Accessory Uses including locker rooms, team rooms, concessions, ticket sales, and team banquet areas are all "customarily incidental and subordinate" to school sports complexes.
 - d. LMC § 15-2.7-3 establishes that the Front, Rear, and Side Setbacks in the ROS Zoning District are 25 feet. Subsection A establishes "Fences, walls, stairs, paths, trails, sidewalks, patios, driveways, Ancillary Structures, approved Parking Areas, and Screened mechanical and utility equipment are allowed as exceptions in the Front, Side and Rear Setbacks." Nothing



Planning Department

but Parking Areas, drive access, and the multi-use pathway is proposed within these Setbacks.

- e. LMC § 15-2.7-4 establishes a maximum height of 28 feet in the ROS Zoning District. Nothing is approved (except for the Lighting, see Finding of Fact 24(J)) to exceed that Height and Condition of Approval 6 would require all Structures to be under allowable Height.
 - f. The Applicant proposes a 40-foot high backstop netting for the Baseball and Softball fields. Netting is considered a Fence under the LMC and must comply with the Zone Height. This exceeds the 28-feet of height that is allowed. Staff recommends Condition of Approval 6 which requires that all Structures comply with the 28-feet in Zone Height unless a Variance from the Board of Adjustment is applied for and granted.
21. The proposal to build a Public Recreation Facility complies with Off-Street Parking requirements outlined in Land Management Code Chapter 15-3.
- a. TMJH currently is 136,320 square feet. LMC § 15-3-6(B) establishes an Off-Street Parking requirement of 1 space per 1,000 square feet for Schools, which makes the existing requirement 137 Parking Stalls. LMC § 15-3-6(B) then establishes for Public Recreation Facilities a Parking requirement of 5 spaces per 1,000 square feet.
 - b. As outdoor fields are not considered when calculating the Fire Code requirements, and participants are accounted for by the dugouts and team rooms in the Accessory Buildings, Staff confined the square footage calculation to the Accessory Buildings, dugouts, and bleachers. We found a total square footage proposed of 19,600 square feet, making the required parking 98 stalls, which Condition of Approval 7 requires the construction of at least 98 Parking Spaces.
 - c. When adding together existing spaces, those included in the 2022 Addition, and the EV Charging stations, PCHS has 568 Parking Spaces available. The 2022 CUP analysis found the parking requirement under LMC § 15-3-6(B), following construction of the addition to be 351 Parking Spaces, leaving PCHS overparked by 217 Parking Spaces.
 - d. When adding together the square footage proposed for the North Building, the Gateway Building, and the proposed expansion of the west Bleachers, Staff found a total of 25,200 proposed square feet, creating a parking requirement of 126 Parking Spaces. PCHS remains in compliance, as it



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has more Parking Spaces built than the increase that is added by this application.

22. The proposal to build a Public Recreation Facility complies with the Frontage Protection Zone requirements outlined in Land Management Code Chapter 15-2.20.
 - a. A portion of TMJH falls within the FPZ along Kearns Blvd (LMC § 15-2.20-2(C)). LMC § 15-2.20-4(A) prohibits Structures within 30 feet of the nearest highway Right-of-Way. No Structures are proposed within the 30-foot FPZ.
 - b. LMC § 15-2.20-4(B) requires a CUP for any Construction Activity between 30 and 100 feet from the Right-of-Way. The only Construction Activity proposed within the 100-foot FPZ is widening an existing multi-use pathway to 12 feet (Condition of Approval 8).
23. The proposal to build a Public Recreation Facility complies with the Sensitive Land Overlay Zone Regulations outlined in Land Management Code Chapter 15-2.21.
 - a. TMJH is within the SLO. Known Stream Corridor and wetlands are present. The Stream Corridor is located on the neighboring City-owned parcel at 2780 Kearns Blvd. LMC § 15-2.21-6(F) establishes a 50-foot Setback from Stream Corridors and wetlands. The proposed baseball field is 50 feet away from the Stream Corridor (Condition of Approval 9).
 - b. The northern part of the Lot (the "North 40") includes wetlands. The Applicant is not proposing and has not received approval to build beyond the existing disturbed area, which is demarcated by a fence (Condition of Approval 10).
 - c. USACE issued a letter stating the project, as conditionally approved, does not require a separate permit from the agency.
 - d. Condition of Approval 9 requires that all Structures must be 50-feet away from any Wetlands.
24. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in Land Management Code Section 15-1-10(E).
 - a. Size and location of the Site: Conditions of Approval recommended
 - i. The proposed facilities at Dozier Field are improvements to existing uses at the Site. New methods of access and additional parking are not proposed or approved with this application. The proposed two-



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story "North Building" is no more than 28 feet in height and visually subordinate to PCHS.

- ii. The TMJH complex is much larger in scale. Proposed work includes replacing the school building with an upgraded and expanded number of sport fields, an expanded multi-use pathway, as well as support buildings. The proposed athletic support building and press box are smaller in size and height than the school they are replacing as well as the adjacent McPolin Elementary School and PCSD offices.
 - iii. No Structure may exceed 28 feet in Height from Existing Grade (Condition of Approval 6).
- b. Traffic considerations including capacity of the existing Streets in the Area:
No unmitigated impacts
- i. Traffic Impact Studies are required when 25 or more trips are generated. New trips will not be generated as a school is being replaced by a sports complex. Everyday during the school year, there is a large amount of traffic at peak times as children are dropped off both by parents and by school buses. Then, at the end of the school day, this traffic pattern repeats as the children are picked up.
 - ii. The proposed recreation uses are relatively less intensive as the primary users of this facility will be students who are already on site for classes and will not need individualized drop-off. Students coming in from schools not located on the PCSD Campus will be bused in, meaning a minimal amount of trips will be generated by them.
 - iii. While the proposed Uses are intensive, they must be considered in the context of what already exists. Dozier Field is already used for football games and track and field events that draw in crowds and away teams. Most of the proposed improvements, with the exception of the larger bleachers, are designed to enhance the experience of existing users, such as rooms for away teams, providing banquet facilities for PCHS' existing teams, and providing concessions for game attendees. The people who will use most of these new facilities already use Dozier Field.



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- iv. Improvements at TMJH will replace the intensive use of a school with comparatively less intensive recreational uses. During the school year, a large daily volume of drop-offs and pickups involving vehicles and school buses occur in this location. These traffic patterns will be replaced by more intermittent traffic when the Public Recreation Facilities are in use, which likely will not be at capacity at a daily rate. The primary users will be students who are already on site for classes.
- c. Utility capacity, including Storm Water run-off: Condition of approval recommended
 - i. The Applicant shall submit Storm Water plans for Engineering Department review and shall retain all Storm Water on-site (Condition of Approval 14).
- d. Emergency vehicle Access: No unmitigated impacts
 - i. Emergency vehicle Access and Site circulation is not proposed to change.
- e. Location and amount of off-Street parking: No unmitigated impacts
 - i. See Finding of Fact 21
- f. Internal vehicular and pedestrian circulation system: Condition of approval recommended
 - i. At TMJH, the vehicular circulation will be more spread out than what currently exists, as the Recreation Facility will likely not see the large amount of drop-offs and pickups at peak times that we currently see during the school year. For pedestrian circulation, there is a large concrete pad that connects all the buildings and sports fields that will allow easy internal circulation.
 - ii. At Dozier Field, the vehicular and pedestrian circulation system is proposed to change with a north-south connection from Kearns Boulevard to Lucky John Drive. PCSD indicates this is for bus egress only.
 - iii. Staff recommends Condition of Approval 15, "The Applicant proposes a north-south bus lane east of Dozier Field in between the field and Park City High School. The Applicant shall install a vehicle control gate and operate such vehicle control gate to prohibit egress of any vehicle other than a school bus or emergency vehicle on this north-south bus lane. No additional



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egress on Lucky John Drive is approved as part of this CUP. All other vehicles must exist onto Kearns Boulevard.”

- iv. Additional changes include the proposed Entrance Gateway for attendees with the ticket booth and storage a new ADA-compliant pathway around the field, and the creation of the North Building.
- g. Fencing, Screening, and landscaping to separate the Use from adjoining Uses: No unmitigated Impacts
 - i. Utah Code § 10-9a-305(3)(a) preempts regulation of Fencing, Screening, and landscaping.
- h. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots: No unmitigated impacts
 - i. The entrance gate and North Building at Dozier Field are of a much smaller mass and scale when compared to PCHS and its Addition.
 - ii. At the TMJH site, the existing fields will be replaced, and the proposed buildings are of a much smaller mass and scale than the existing school and the adjacent McPolin Elementary School. The new buildings are comparable in size to the PCSD offices.
- i. Usable Open Space: Condition of approval recommended
 - i. The Applicant shall not disturb the TMJH site north of the existing Fence the “North 40”; (Condition of Approval 10).
- j. Signs and lighting: Condition of approval recommended
 - i. No Signs are proposed with this project.
 - ii. All lighting in the Parking Areas must comply with LMC § 15-3-3(C) (Condition of Approval 11).
 - iii. All lighting that is proposed at or around the recreation fields and courts must comply with LMC § 15-5-5(J)(12).
 - iv. All Recreation Lighting is required by LMC § 15-5-5(J)(12) to meet the following requirements:
 - 1. The height of outdoor recreational posts shall not exceed seventy feet (70') above Natural Grade. The average Horizontal Foot Candle shall not exceed 3.6 across the Area boundary with a uniformity ratio of 4:1.
 - 2. All fixtures shall be Fully Shielded or be designed or provided with sharp, cutoff capability to minimize up-light, spill light, and glare.



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3. Recreational lighting shall be turned off within thirty minutes of the completion of the last game, practice, or event. In general, recreational lighting shall be turned off by 11:00 p.m., unless an exception is granted by the Planning Director for a Special Event, permitted under Municipal Code Title 4A.
4. Private sport court facilities shall use Fully Shielded fixtures. Lighting shall be turned off by 11:00 p.m.
- v. Condition of Approval 12 requires compliance with these regulations.
- vi. Any lighting that is not Recreation Lighting or Lighting in an Approved Parking Area must comply with City's outdoor lighting and dark sky requirements in LMC § 15-5-5(J) (Condition of Approval 3).
- k. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing: No unmitigated impacts
 - i. Utah Code § 10-9a-305(3)(a) preempts regulation of aesthetic considerations and construction methods or materials.
- l. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site: Conditions of approval recommended
 - i. Pickleball is not approved to be played on the tennis courts. If the Applicant wishes to accommodate Pickleball on these courts, they must return to the Planning Commission for additional review and mitigation considerations (Condition of Approval 5).
 - ii. The Applicant must comply with the City's noise regulations in Municipal Code of Park City (MCPC) Chapter 6-3.
- m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas: No unmitigated impacts
 - i. Screening is an aesthetic consideration and Utah Code § 10-9a-305(3)(a) preempts regulation on this.
 - ii. Current access to Kearns Blvd remains unchanged, allowing for the same routes to be used by the delivery and service vehicles.
- n. Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities: No unmitigated impacts



Planning Department

- i. PCSD will continue to own and maintain these facilities and they will be used primarily by students.
 - o. Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site: Condition of approval recommended
 - i. Dozier Field is within the Park City Soils Ordinance. Staff recommends Condition of Approval 13 stating, "All work shall comply with the signed Certificate of Compliance and shall maintain compliance with the Park City Soils Ordinance."
 - ii. Although TMJH is not within the Soils Ordinance Boundary there is historic mine waste on the property, the Applicant has indicated they are working with the proper State and Federal Authorities to properly handle those materials as part of this project.
 - iii. The property does not include Steep Slopes or Physical Mine Hazards.
 - iv. The property is within the SLO Boundary. Refer to Finding of Fact 23 for analysis of environmentally sensitive lands.
 - p. Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding: No unmitigated impacts
 - i. The PCSD Campus is in the Park Meadows Neighborhood. The General Plan goal 2.3 identifies Park Meadows as "a primary resident neighborhood [where] community amenities should be planned to meet daily needs".
 - ii. The PCSD Campus and its sports fields are specifically called out as community amenities by General Plan Goal 2.3.
 - iii. The proposal improves the quality of the community amenities by providing a greater number of fields, allowing a greater diversity of sports to be played, and improving the overall experience with new restrooms, amenities, and team facilities.
25. The Development Review Committee reviewed the proposal on February 4, 2025, and requires Conditions of Approval.
- a. The Environmental Sustainability team requires Condition of Approval 13, "All work shall comply with the signed Certificate of Compliance and shall maintain compliance with the Park City Soils Ordinance."



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- b. The Engineering Department requires Condition of Approval 14, "The Applicant shall obtain Engineering Department approval for drainage and storm water management plans. Drainage and storm water management shall comply with Municipal Code of Park City Chapter 13-5, Regulation and Enforcement of Storm Water Discharges Associated with Post-Construction Activities."
26. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 26, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 26, 2025. The Park Record published courtesy notice on March 26, 2025.

Conclusions of Law

1. The proposed CUP, as conditioned, complies with the requirements of the Land Management Code.
2. The proposed CUP for a Public Recreation Facility is compatible with the surrounding structures in use, scale, mass, and circulation.
3. The proposed CUP for a Public Recreation Facility is compatible with the Park City General Plan.
4. The effects of the difference in use or scale of the CUP for a Public Recreation Facility have been mitigated through careful planning and Conditions of Approval.

Conditions of Approval

1. The final construction of the site shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed April 9, 2025, by the Planning Commission and attached to this Final Action Letter as Attachment 1, except as conditioned herein.
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 applicable standards by the Planning Director prior to construction.
3. All exterior lighting shall comply with the City's outdoor lighting and dark sky requirements in LMC § 15-5-5(J).
4. There is not a time limit set to the lifespan of this CUP.
5. No Outdoor Pickleball is proposed or approved as part of this project. If the Applicant wishes to receive accommodate Outdoor Pickleball on these courts,



Planning Department

they must return to the Planning Commission for additional review and mitigation considerations.

6. No Structure shall exceed 28-feet in Height from Existing Grade unless a Variance from the Board of Adjustment is applied for and granted.
7. At least 98 Parking Spaces must be provided at the Treasure Mountain Sports Complex.
8. The Applicant may expand the existing multi-use path in the Frontage Protection Zone but to no more than 12 feet in width.
9. All Structures, including Fences and Lighting, must be 50-feet away from the Stream Corridor on 2780 Kearns Boulevard. All Structures, including Fences and Lighting, must be 50-feet away from any Wetlands, including but not limited to those located on the North 40.
10. The Applicant may not disturb the Site north of the existing fence line demarking the North 40.
11. All lighting in the Parking Areas must comply with LMC § 15-3-3(C).
12. All lighting that is proposed at or around the Recreation Fields and Courts must comply with LMC § 15-5-5(J)(12) including all lights being turned off by 11:00 PM and being fully shielded.
13. All work shall comply with the signed Certificate of Compliance and shall maintain compliance with the Park City Soils Ordinance.
14. The Applicant shall obtain Engineering Department approval for drainage and storm water management plans. Drainage and storm water management shall comply with Municipal Code of Park City Chapter 13-5, *Regulation and Enforcement of Storm Water Discharges Associated with Post-Construction Activities*.
15. The Applicant proposes a north-south bus lane east of Dozier Field in between the field and Park City High School. The Applicant shall install a vehicle control gate and operate such vehicle control gate to prohibit egress of any vehicle other than a school bus or emergency vehicle on this north-south bus lane. No additional egress on Lucky John Drive is approved as part of this CUP. All other vehicles must exist onto Kearns Boulevard.

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

Sincerely,



Planning Department

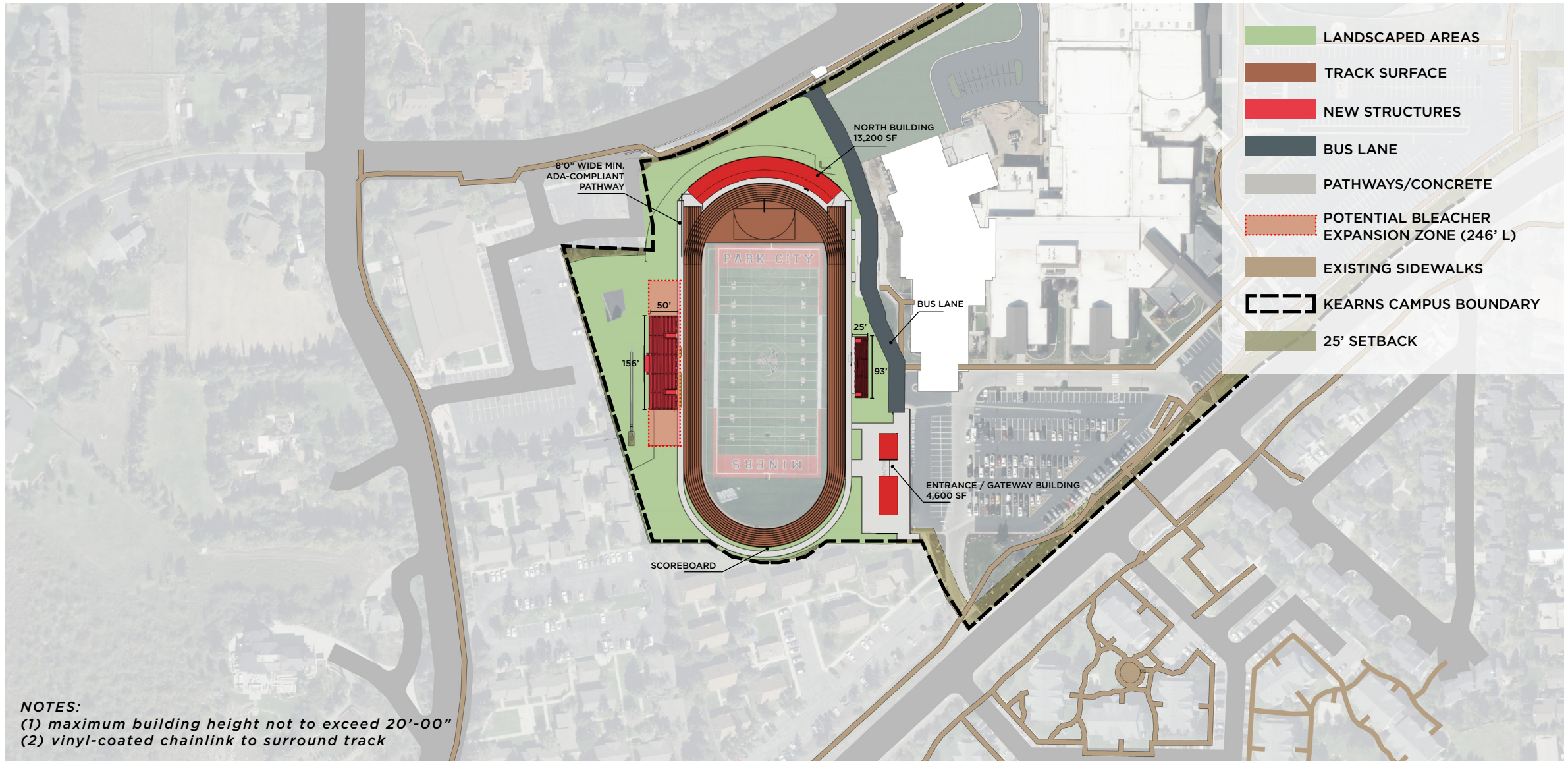
Sarah Hall, Planning Commission Chair

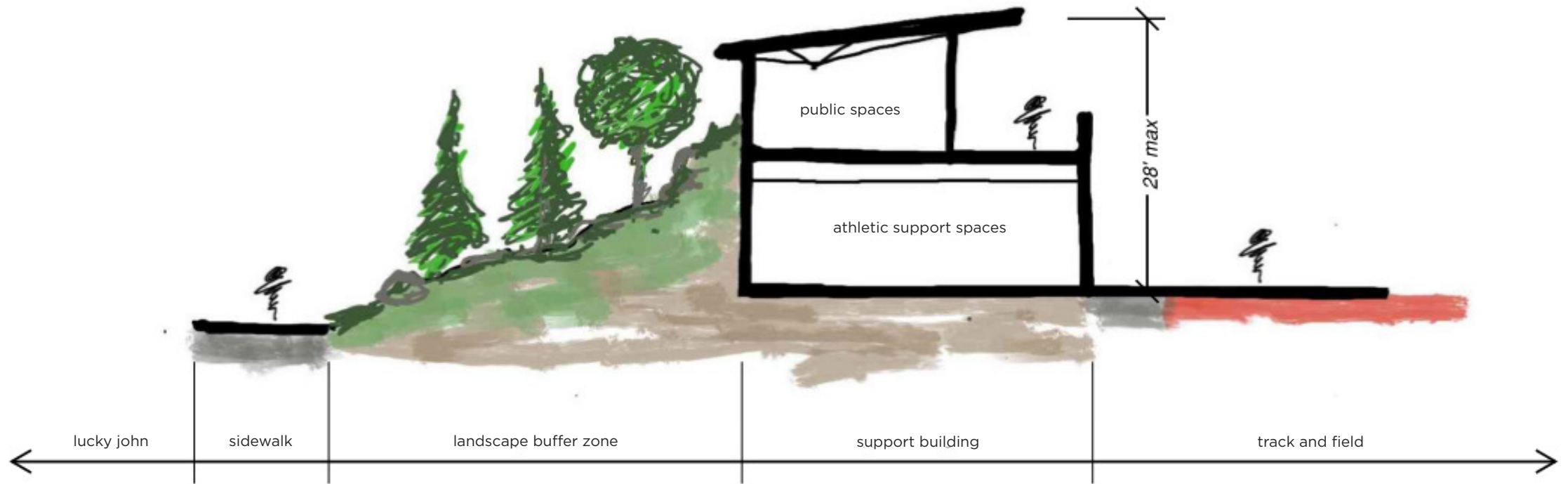
CC: Jaron Ehlers, Project Planner

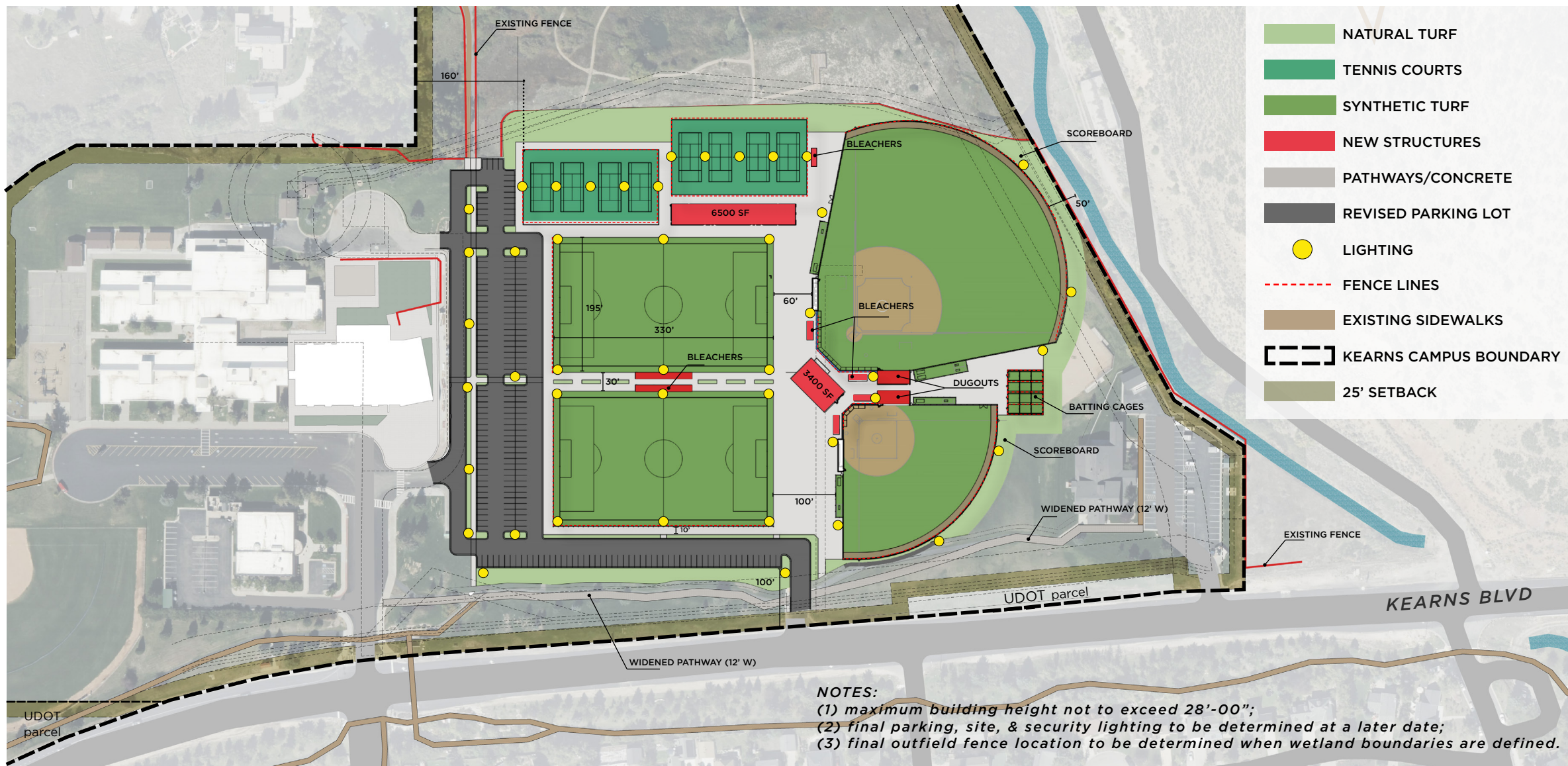
Attachment 1: Approved Plans

DRAFT











TYPICAL BACKSTOP NETTING (40')



BLACK VINYL-COATED CHAINLINK FENCE (6')



DECORATIVE ALUMINUM FENCE (6'-8')



OUTFIELD FENCE (6'-10')

DOUBLEPLAY Baseball

TECHNICAL SPECIFICATION



Natural Grass

PROPERTY	VALUE	UNITS	METHOD
Product Stock Code	FTVT-50		
Pile Yarn Type	UV-resistant polyethylene		n/a
Yarn Structure 1	Ridged Monofilament		n/a
Yarn Denier 1	14500	Denier	D1907
Tape Thickness 1	360	Microns	
Yarn Structure 2	Slit-Film		
Yarn Denier 2	5000	Denier	D1907
Tape Thickness 2	100+	Microns	
Pile Height	2	inches	D5823
Pile Weight	39	oz/yd ²	D5848
Primary Backing Weight	7+	oz/yd ²	D5848
Secondary Backing Weight (Perforated)	16+	oz/yd ²	D5848
Total Carpet Weight	62	oz/yd ²	D5848
Stitch Gauge	3/4 inch centers		D5793
Tuft Bind	8+	lbs/force	D1335
Grab Tear Length	>200	lbs/force	D5034
Grab Tear Width	>200	lbs/force	D5034
Pill Burn Test	Pass		D2859
Impact Attenuation (Gmax)	<200	gmax	F1936
Water Permeability	>40	inch/hour	F1551; DIN 18-035
Ambient Rubber	2.6	Lbs/ft2	
Sand	3.65	Lbs/ft2	
Total Product Weight	962	oz/yd ²	

Issue Date: 9/14/2021

Disclaimer: Variation of +/-5% on above listed property values is within normal manufacturing tolerances



fieldturf.com



MULTI-USE SPORTS COMPLEX DESIGN & CONSTRUCTION
Kearns Campus

DOUBLEPLAY Baseball

TECHNICAL SPECIFICATION



Natural Clay

PROPERTY	VALUE	UNITS	METHOD
Product Stock Code	XT-50-3/8		
Pile Yarn Type	UV-resistant polyethylene		n/a
Yarn Structure	Slit-Film		n/a
Yarn Denier	10000+	Denier	D1577
Tape Thickness	100+	Microns	D3218
Pile Height	2	inches	D5823
Pile Weight	42	oz/yd ²	D5848
Primary Backing Weight	7+	oz/yd ²	D5848
Secondary Backing Weight (Perforated)	16+	oz/yd ²	D5848
Total Carpet Weight	65	oz/yd ²	D5848
Stitch Gauge	3/8 inch centers		D5793
Tuft Bind	8+	lbs/force	D1335
Grab Tear Length	>200	lbs/force	D5034
Grab Tear Width	>200	lbs/force	D5034
Pill Burn Test	Pass		D2859
Water Permeability	>40	inch/hour	DIN 18-035
Ambient Rubber	1.5	Lbs/ft2	
Sand	5.4	Lbs/ft2	
Total Product Weight	1059	oz/yd ²	

Issue Date: 12/12/2022

Disclaimer: Variation of +/-5% on above listed property values is within normal manufacturing tolerances

When the priority is to replicate the expected ball/surface interactions of a natural playing surface, this will result in higher g-max/HIC values. As a result, this field area takes exception to commonly recommended g-max/HIC tolerances



fieldturf.com

SYNTHETIC TURF - BASEBALL
CONCEPTUAL DESIGN
MARCH 21 2025



MHTN
ARCHITECTS

TRIPLETHREAT Softball

TECHNICAL SPECIFICATION



Natural Clay

PROPERTY	VALUE	UNITS	METHOD
Product Stock Code	Vintage 40		
Pile Yarn Type	UV-resistant polyethylene		n/a
Yarn Structure 1	Slit-Film		n/a
Yarn Denier 1	10000+	Denier	D1577
Yarn Structure 2	Texturized Thatch		
Yarn Denier 2	5000	Denier	D1577
Pile Height	1.6	inches	D5823
Pile Weight	50	oz/yd ²	D5848
Primary Backing Weight (3-Layer)	8+	oz/yd ²	D5848
Secondary Backing Weight (Perforated)	20	oz/yd ²	D5848
Total Weight	78	oz/yd ²	D5848
Stitch Gauge	3/8 inch centers		D5793
Tuft Bind	8+	lbs/force	D1335
Water Permeability	>40	inch/hour	DIN 18-035
Grab Tear (Length)	>200	lbs/force	D5034
Grab Tear (Width)	>200	lbs/force	D5034
PureSelect Olive Infill	1.5	lbs/ft ²	
Sand	3.5	lbs/ft ²	
Total Product Weight	798	oz/yd ²	

Issue Date: 12/12/2022

Disclaimer: Variation of +/-5% on above listed property values is within normal manufacturing tolerances

When the priority is to replicate the expected ball/surface interactions of a natural playing surface, this will result in higher g-max/HIC values. As a result, this field area takes exception to commonly recommended g-max/HIC tolerances



fieldturf.com



MULTI-USE SPORTS COMPLEX DESIGN & CONSTRUCTION
Kearns Campus

TRIPLETHREAT Softball

TECHNICAL SPECIFICATION



Natural Grass

PROPERTY	VALUE	UNITS	METHOD
Product Stock Code	FTVT-50		
Pile Yarn Type	UV-resistant polyethylene		n/a
Yarn Structure 1	Ridged Monofilament		n/a
Yarn Denier 1	14500	Denier	D1577
Tape Thickness 1	360	Microns	
Yarn Structure 2	Slit-Film		
Yarn Denier 2	5000	Denier	D1577
Tape Thickness 2	100+	Microns	
Pile Height	2	inches	D5823
Pile Weight	39	oz/yd ²	D5848
Primary Backing Weight	7+	oz/yd ²	D5848
Secondary Backing Weight (Perforated)	16+	oz/yd ²	D5848
Total Carpet Weight	62	oz/yd ²	D5848
Stitch Gauge	3/4 inch centers		D5793
Tuft Bind	8+	lbs/force	D1335
Grab Tear Length	>200	lbs/force	D5034
Grab Tear Width	>200	lbs/force	D5034
Pill Burn Test	Pass		D2859
Water Permeability	>40	inch/hour	DIN 18-035
SBR Rubber	1.5	Lbs/ft ²	
Sand	5.4	Lbs/ft ²	

Issue Date: 5/4/2023

Disclaimer: Variation of +/-5% on above listed property values is within normal manufacturing tolerances



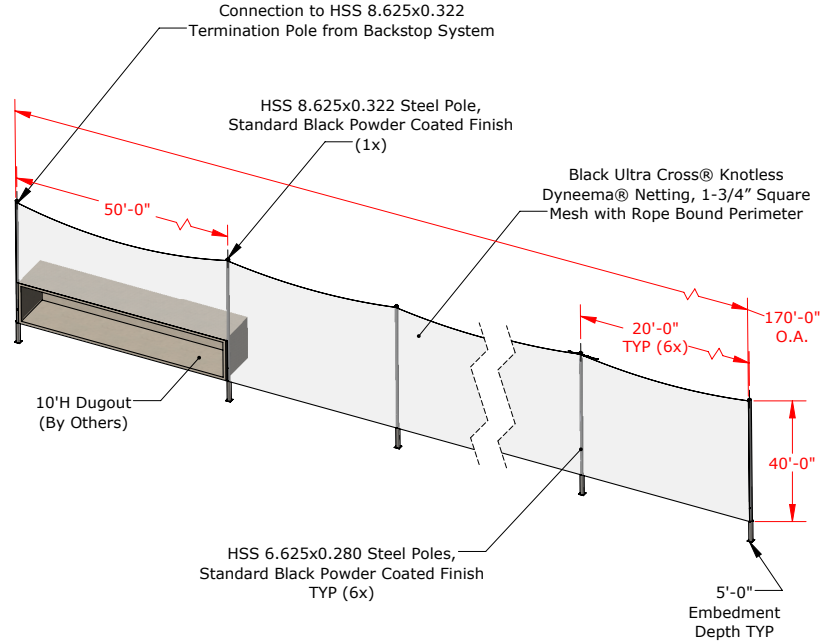
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SYNTHETIC TURF - SOFTBALL
CONCEPTUAL DESIGN
MARCH 21 2025



MHTN
ARCHITECTS

All Custom Tension Netting System Sizes and Layouts Require Design and Professional Engineering



SSI Tension Netting System Poles are Designed to Strength, Not Deflection. As a Result Some Deflection Will Occur During Installation and Should Be Considered Normal. Deflection May Also Be Evident in Calm Conditions, Particularly on the Outer Most Poles of a Given Tension Netting System.

Foundation Requirements Based on Local Codes and Soil Conditions

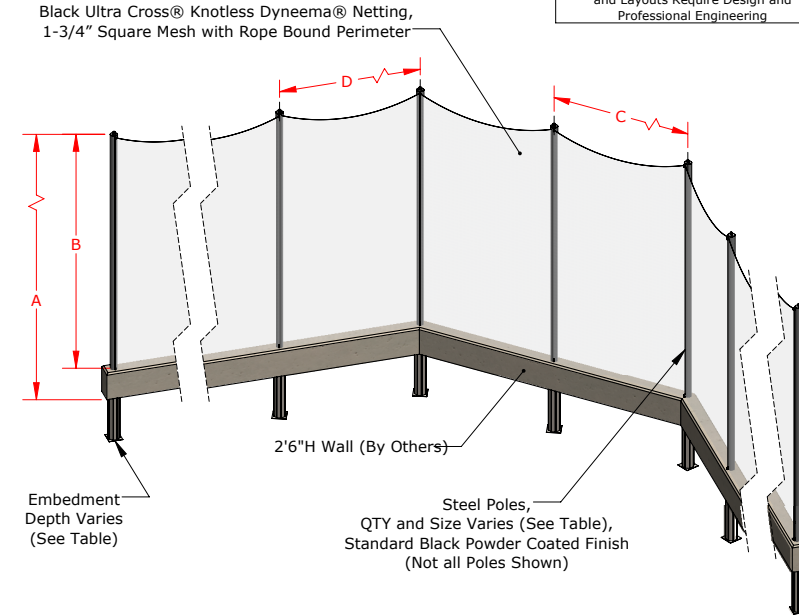
PROPRIETARY AND CONFIDENTIAL
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF SPORTSFIELD SPECIALTIES INC. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF SPORTSFIELD SPECIALTIES INC. IS PROHIBITED.

Alta High School - Baseball Pole to Pole Tension Straight Line Extension Netting System

Not To Scale

Sportsfield Specialties Inc 06032022

All Custom Tension Netting System Sizes and Layouts Require Design and Professional Engineering



System	Pole QTY & Size	Embedment Depth	A System Height	B Net Height	C Backstop Pole Spacing	D Sideline Pole Spacing
Baseball Backstop	(8x) HSS 6.625x0.280 and (1x) HSS 8.625x0.322 Termination Pole	5'-0"	40'-0"	37'-6"	17'-0" TYP (2x)	20'-0" TYP (6x)
Softball Backstop	(7x) HSS 4.000x0.318	4'-0"	24'-0"	21'-6"	11'-0" TYP (2x)	20'-0" TYP (4x)

SSI Tension Netting System Poles are Designed to Strength, Not Deflection. As a Result Some Deflection Will Occur During Installation and Should Be Considered Normal. Deflection May Also Be Evident in Calm Conditions, Particularly on the Outer Most Poles of a Given Tension Netting System.

Foundation Requirements Based on Local Codes and Soil Conditions

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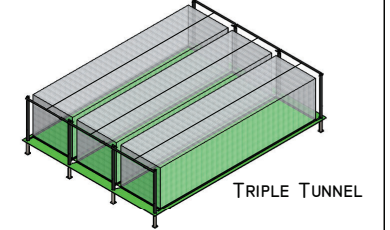
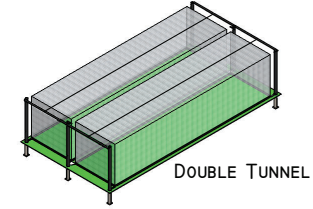
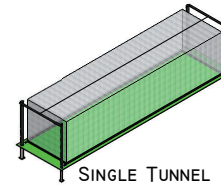
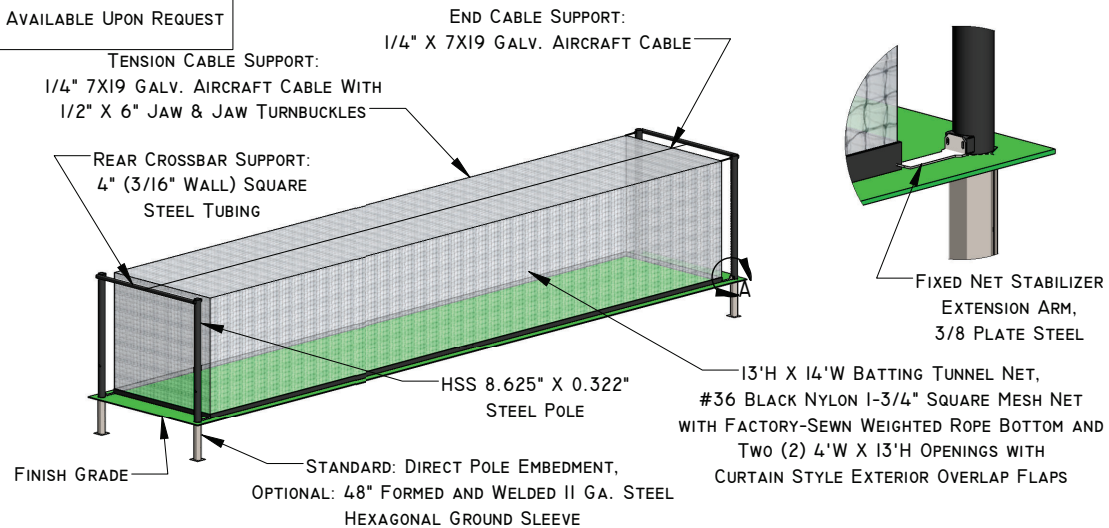
Alta High School - Baseball & Softball Pole to Pole Tension Backstop Netting Systems

Not To Scale

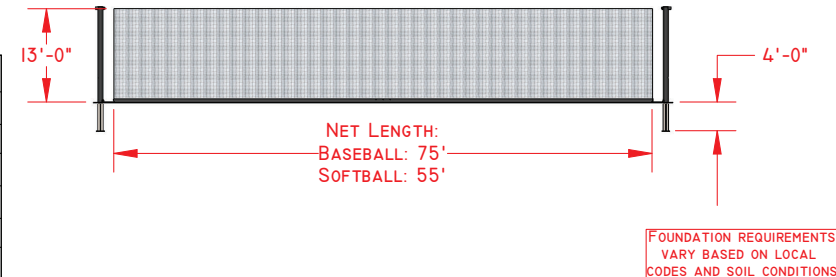
Sportsfield Specialties Inc 06032022

CUSTOM SIZES AND DESIGNS
AVAILABLE UPON REQUEST

STANDARD BLACK POWDER COATED FINISH



MODEL	SPORT	TYPE
BTTBS	BASEBALL	SINGLE
BTTBD		DOUBLE
BTTBT		TRIPLE
BTTSS	SOFTBALL	SINGLE
BTTSD		DOUBLE
BTTST		TRIPLE



SPORTSFIELD SPECIALTIES, INC. STRONGLY RECOMMENDS THE REMOVAL OF ALL NETS PRIOR TO EXPOSURE TO WINTER WEATHER, INCLUDING SNOW AND/OR ICE STORMS. WHENEVER POSSIBLE, THE NETS SHOULD ALSO BE LOWERED PRIOR TO ANY EXTREME WIND EVENTS. REMOVAL/LOWERING OF THE NETS WILL MITIGATE ANY UNFORESEEN DAMAGE TO THE POLES, NETS AND/OR ATTACHMENT HARDWARE. STORING NETS IN A DRY, PEST FREE LOCATION WILL HELP EXTEND THE LIFE OF THE NETS. SPORTSFIELD SPECIALTIES, INC. WILL NOT BE HELD LIABLE OR ASSUME RESPONSIBILITY FOR ANY DAMAGE TO THE NETS, POLES AND/OR CORRESPONDING ATTACHMENT HARDWARE IF THE NETS ARE NOT REMOVED/LOWERING PRIOR TO THE ABOVE DESCRIBED WIND AND/OR WEATHER EVENTS.

PROPRIETARY AND CONFIDENTIAL

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF SPORTSFIELD SPECIALTIES INC. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF SPORTSFIELD SPECIALTIES INC. IS PROHIBITED.

Tension Batting Tunnel

Not To Scale

Sportsfield Specialties Inc 05292024

C:\ENG\Sales Docs\Products\Baseball and Softball\Batting Tunnels\Tension Batting Tunnels\Cut Sheets\



Picea pungens
COLORADO SPRUCE



Pinus Flexilis 'Vanderwolf's Pyramid'
**VANDERWOLF'S PYRAMID
LIMBER PINE**



Acer grandidentatum
BIGTOOTH MAPLE



Prunus virginiana
CHOKECHERRY



Arctostaphylos uva-ursi **KINNIKINNICK**



Cornus alba 'Baihalo' **IVORY HALO DOGWOOD**



Juniperus communis **COMMON JUNIPER**



Mahonia repens **CREEPING MAHONIA**



Prunus besseyi 'P011S' **PAWNEE BUTTES SAND CHERRY**



Rhus Aromatica 'Gro-Low' **GRO-LOW FRAGRANT SUMAC**



Ribes aureum **GOLDEN CURRANT**



Salix purpurea 'Nana' **DWARF PURPLE OSIER WILLOW**



Symphoricarpos albus **COMMON WHITE SNOWBERRY**



Bouteloua curtipendula **SIDE OATS GRAMA**



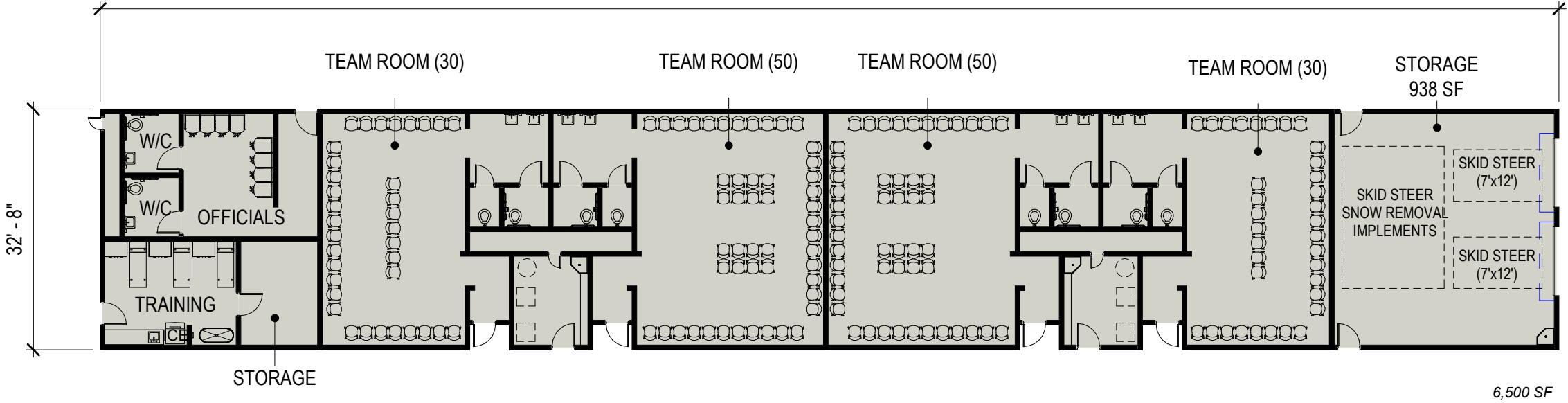
Sporobolus airoides **ALKALI SACATON**



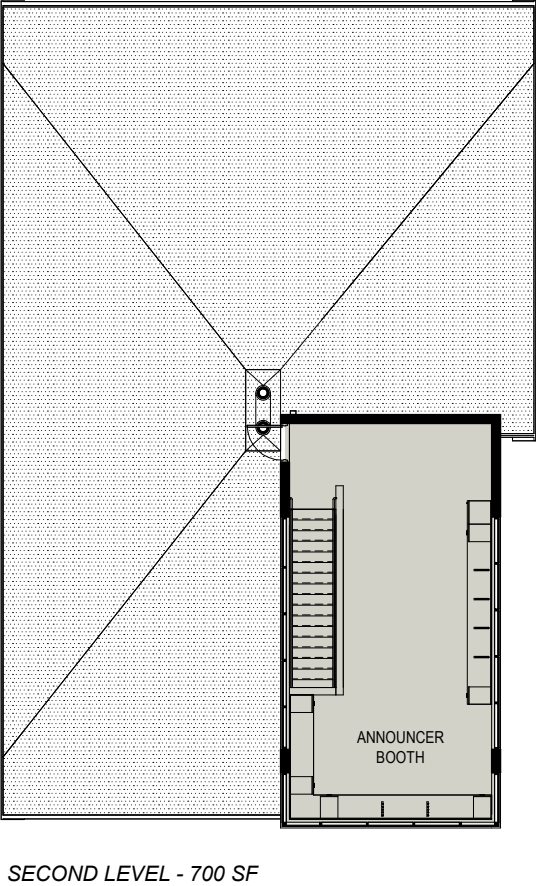
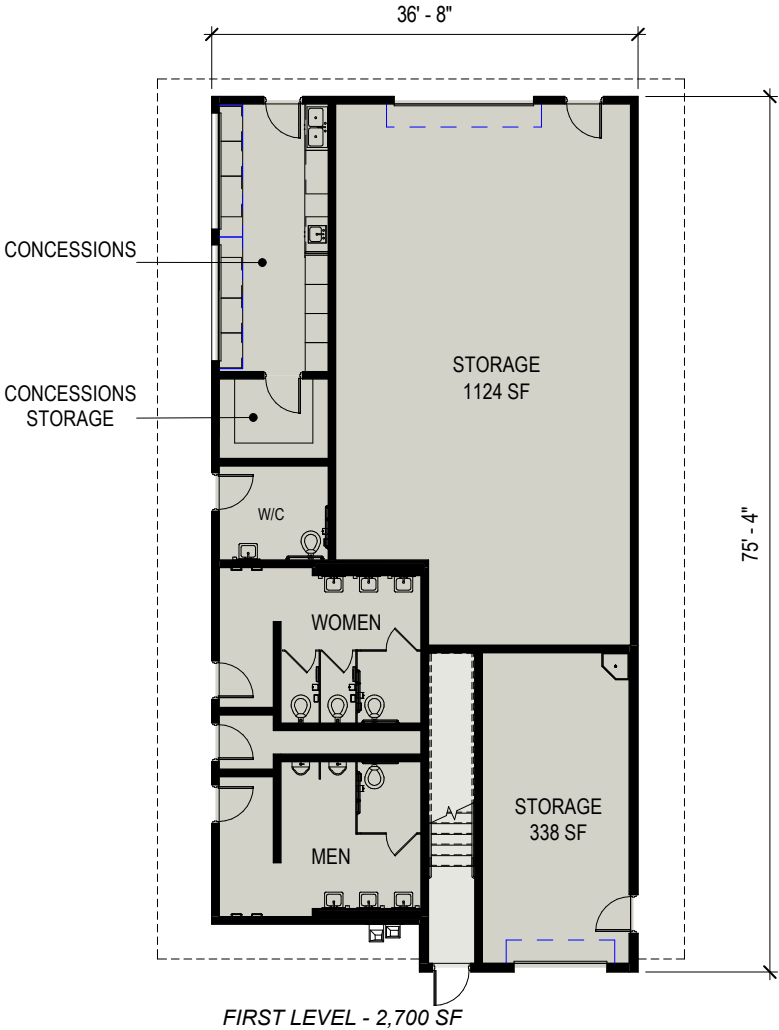
KENTUCKY BLUEGRASS

TREASURE COMPLEX: SUPPORT BUILDING

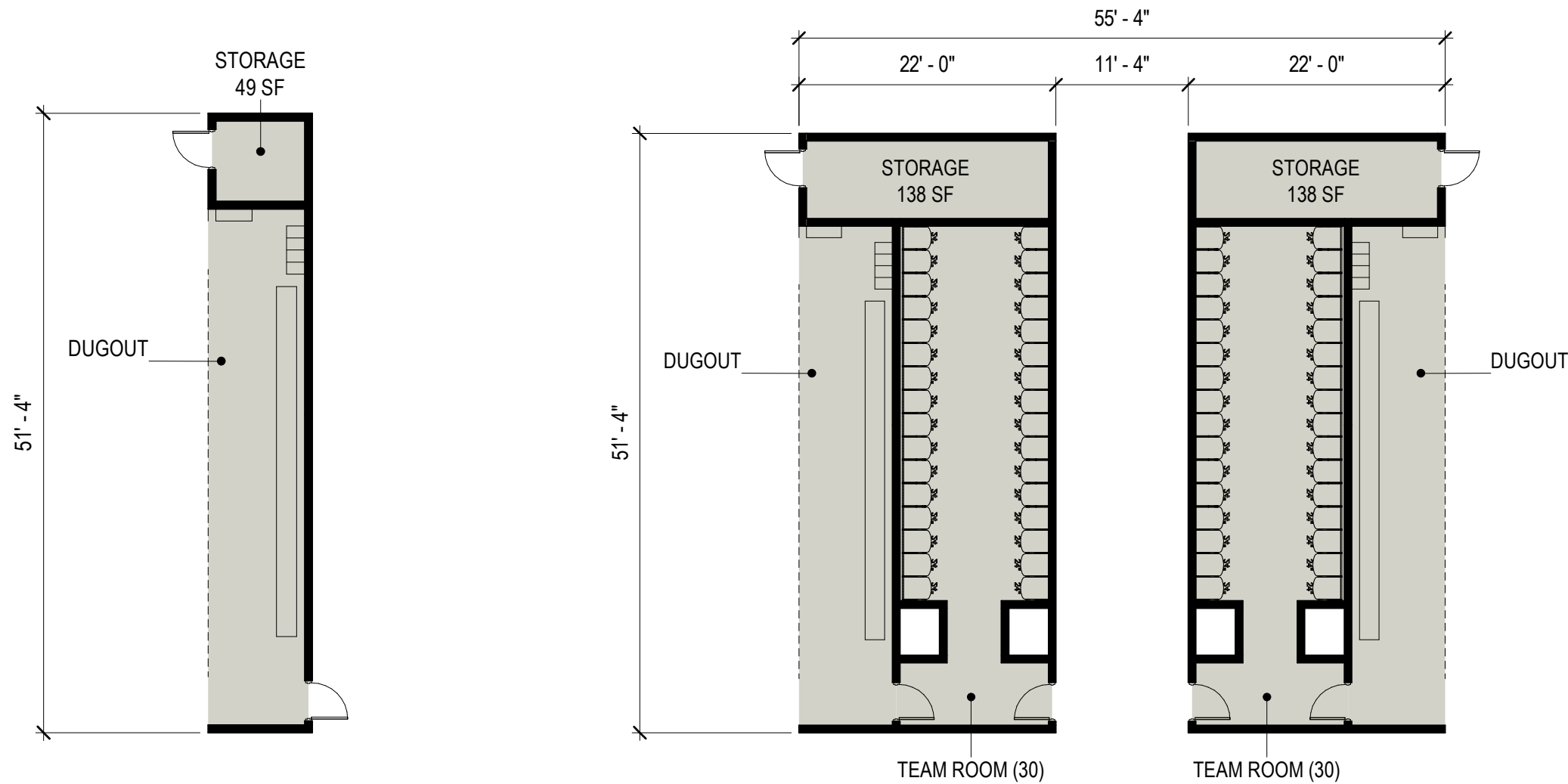
198' - 0"



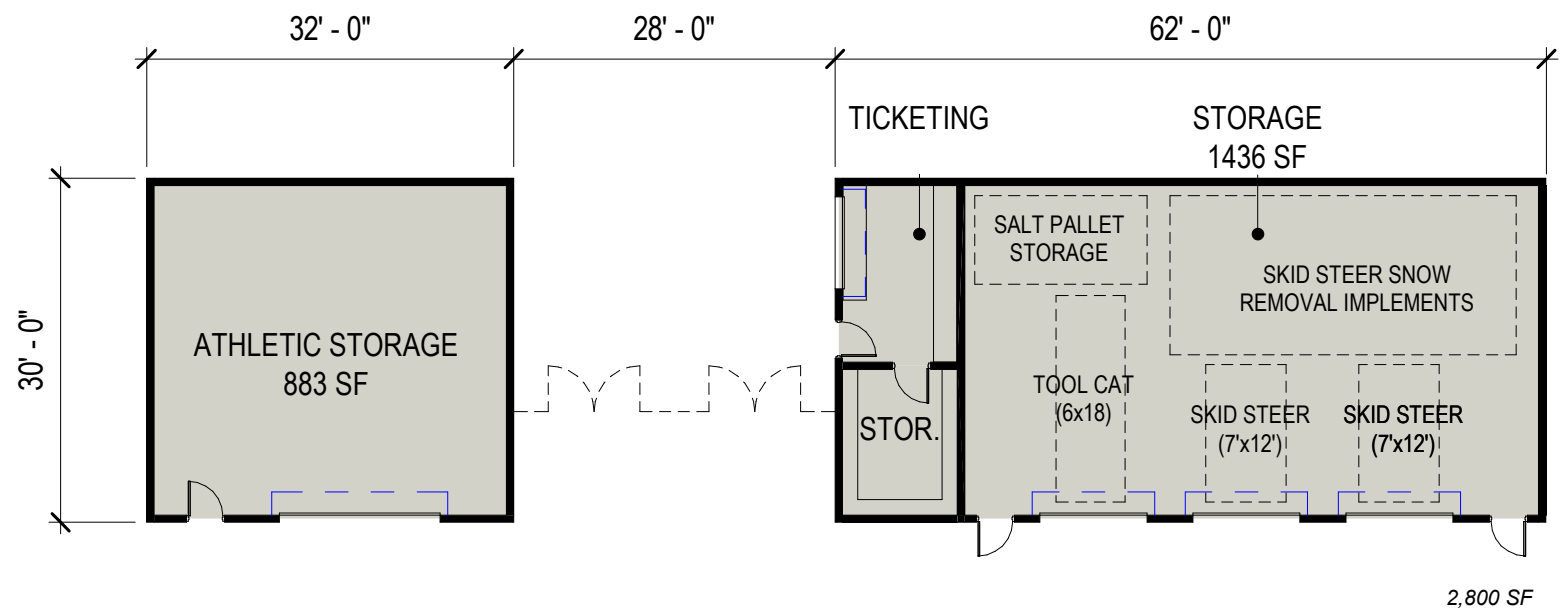
TREASURE COMPLEX: CONCESSION, RESTROOM, PRESS BOX



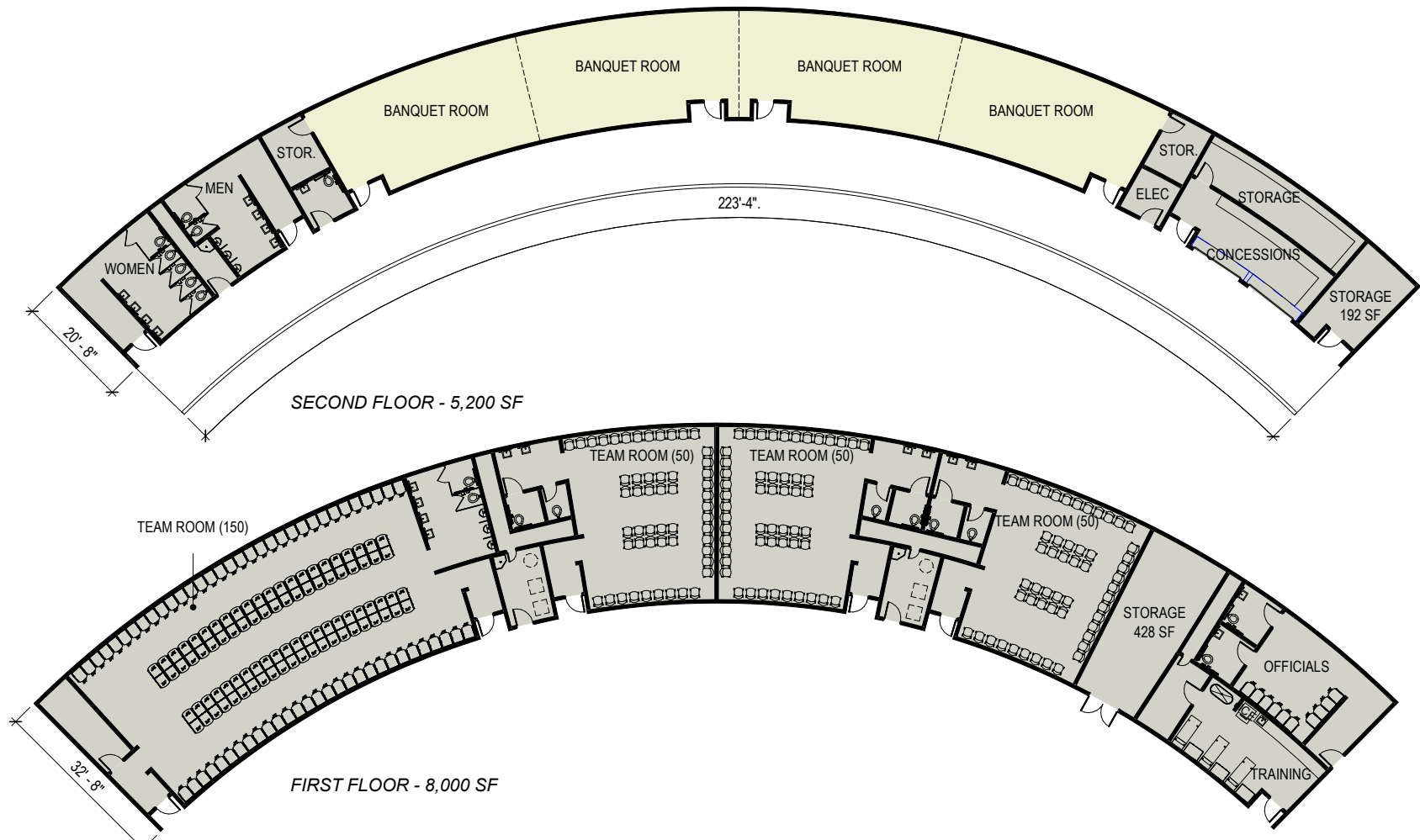
TREASURE COMPLEX: DUGOUTS



DOZIER: ENTRY BUILDING



DOZIER: NORTH BUILDING





DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

April 4, 2025

Regulatory Division (SPK-1992-50170)

Park City School District
Attn: Mr. Mike Tanner
2700 Kearns Boulevard
Park City, Utah 84060-7476
mtanner@pcschoools.us

Dear Mr. Tanner:

This concerns your proposed Kearns Campus Athletic Updates project to update existing school athletics facilities and sports fields. The approximately 23-acre project site is located at 2530 Kearns Boulevard, Latitude 40.669167°, Longitude -111.486945°, Park City, Summit County, Utah.

Based on the information you have provided, the Kearns Campus Athletic Updates project involves replacing existing sod baseball and softball fields with artificial turf, demolishing an existing building and constructing two soccer fields, 8 tennis courts, and additional parking in its place, and updating an existing football field and track. The proposed activities would take place entirely within a previously authorized fill area and would be conducted in accordance with the Kearns Campus Athletic Updates plans, dated February 7, 2025 (Enclosure 2).

We have determined that the proposed work will not result in the discharge of dredged or fill material within waters of the United States. Therefore, a Department of the Army Permit is not required for this work. Measures should be taken to prevent construction materials and/or activities from entering any waters of the United States. Appropriate soil erosion and sediment controls should be implemented on site to achieve this end. This determination is based on the information you provided to our office. If future plans would result in a change to the design or construction methods of the proposed action, we recommend you contact our office for a new determination.

Our disclaimer of jurisdiction is only for this activity as it pertains to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899, and does not refer to, nor affect jurisdiction over any waters present on site. Other federal, state, and local laws may apply to your activities. Therefore, in addition to contacting other federal and local agencies, you should also contact state regulatory authorities to determine whether your activities may require other authorizations or permits.

We appreciate your feedback. At your earliest convenience, please tell us how we are doing by completing the customer survey on our website under *Customer Service Survey*.

Please refer to identification number SPK-1992-50170 in any correspondence concerning this project. If you have any questions, please contact me at the Utah Regulatory Field Office, 533 West 2600 South, Suite 150, Bountiful, Utah 84010-7744, by email at connor.d.jones@usace.army.mil, or telephone at 801-295-8380 ext. 8317.

Sincerely,



Connor Jones
Project Manager
Utah Regulatory Section

Enclosures

cc:

Mr. John Simmons, MOCA Systems, Inc. jds@mocasystems.com

Planning Commission Staff Report



Subject: Bonanza Park Mixed Use Zoning District
Land Management Code Amendments
Application: PL-24-06024 Land Management Code
Amendments
Author: Alec Barton, Senior Planner
Date: April 9, 2025
Type of Item: Legislative

Recommendation

(I) Review the proposed Land Management Code Amendments to create the Bonanza Park Mixed Use Zoning District (Exhibit A), (II) conduct a public hearing, and (III) consider forwarding the draft ordinance for City Council's preliminary consideration on April 24, 2025. The draft ordinance will then return to the Planning Commission on May 14, 2025, for final review and a formal recommendation to the City Council.

Description

Applicant: Planning Department

Location: Bonanza Park Neighborhood

Existing Zoning Districts: General Commercial
Light Industrial

Proposed Zoning District: Bonanza Park Mixed Use (BPMX)

Reason for Review: The Planning Commission reviews and makes recommendations to City Council regarding Rezones and Land Management Code amendments.¹

AMPD	Affordable Master Planned Development
BPMX	Bonanza Park Mixed Use
CCB	Conventional Chain Business
CUP	Conditional Use Permit
FPZ	Frontage Protection Zone
LMC	Land Management Code
LOS	Level of Service
MPD	Master Planned Development

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

¹ LMC [Section 15-1-7](#) Amendments to the Land Management Code and Zoning Map

Summary

The proposed code:

- **Begins with a phased approach** – The Bonanza Park neighborhood is 200 acres with distinct sub-neighborhoods, including Snow Creek, portions of Prospector Square Property Owners Association sites, and residential and commercial properties east of Bonanza Drive. Due to the unique street network challenges and sites within the core of Bonanza Park – between Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive East – staff recommends initiating the new Zoning District within the core and then working through sub-zones to expand the District to ensure neighborhood compatibility.
- **Sets the Foundation for Critical Connections** – Street types and sidewalk, trail, and signature trails are established for improved connectivity. Property owners dedicating critical connections may qualify for increased density.
- **Encourages Vibrant Streetscapes** – Implements vertical zoning for vibrancy along internal neighborhood streets with active uses on the storefront level and residential and office uses on the upper stories.
- **Requires Pedestrian-Oriented Design** – Outlines design guidelines for mixed-use pedestrian-scale development that is walkable, with community green spaces connected throughout.
- **Supports Multi-Modal Transportation** – Encourages parking reductions and transportation demand management plans for increased ridership and pedestrian and bike infrastructure to mitigate traffic.

The new mixed-use district incentivizes redevelopment:

- **Encourages Existing Property Owners to Support Critical Connections** – Establishes a path for property owners to reduce and transform existing parking for public access easements or community spaces that enhance walkability, bicycling, and transit ridership.
- **Allows for Increased Height** – The current code allows height exceptions for Master Planned Developments, but only if there is no increase in density. The proposed code allows for height exceptions up to 45 feet with an increase in density when project enhancements like affordable, attainable, and workforce housing, underground parking, transit and pedestrian/bicyclist improvements, and community-serving uses are provided.
- **Allows for Affordable Master Planned Development Flexibility** – The current AMPD code allows for increased height, reduced setbacks and open space, and the potential for reduced parking but limits uses other than residential to 10,000 square feet and requires setbacks between the third and fourth stories. The proposed code incorporates elements of the AMPD but with greater flexibility for mixed-use projects and allows for a blend of units ranging from affordable to attainable to market-rate, so long as average Area Median income is achieved, and parking reductions by right.

Background

The Bonanza Park neighborhood is the City's geographic core where residents shop, dine, and express local art and culture. The current zoning allows up to three stories in

height for commercial and retail with limited residential uses.² The neighborhood is underdeveloped – predominantly surface-level parking lots with one- and two-story commercial buildings and residential clusters. The street, pedestrian, and bicyclist network lacks connectivity and prioritizes vehicles.

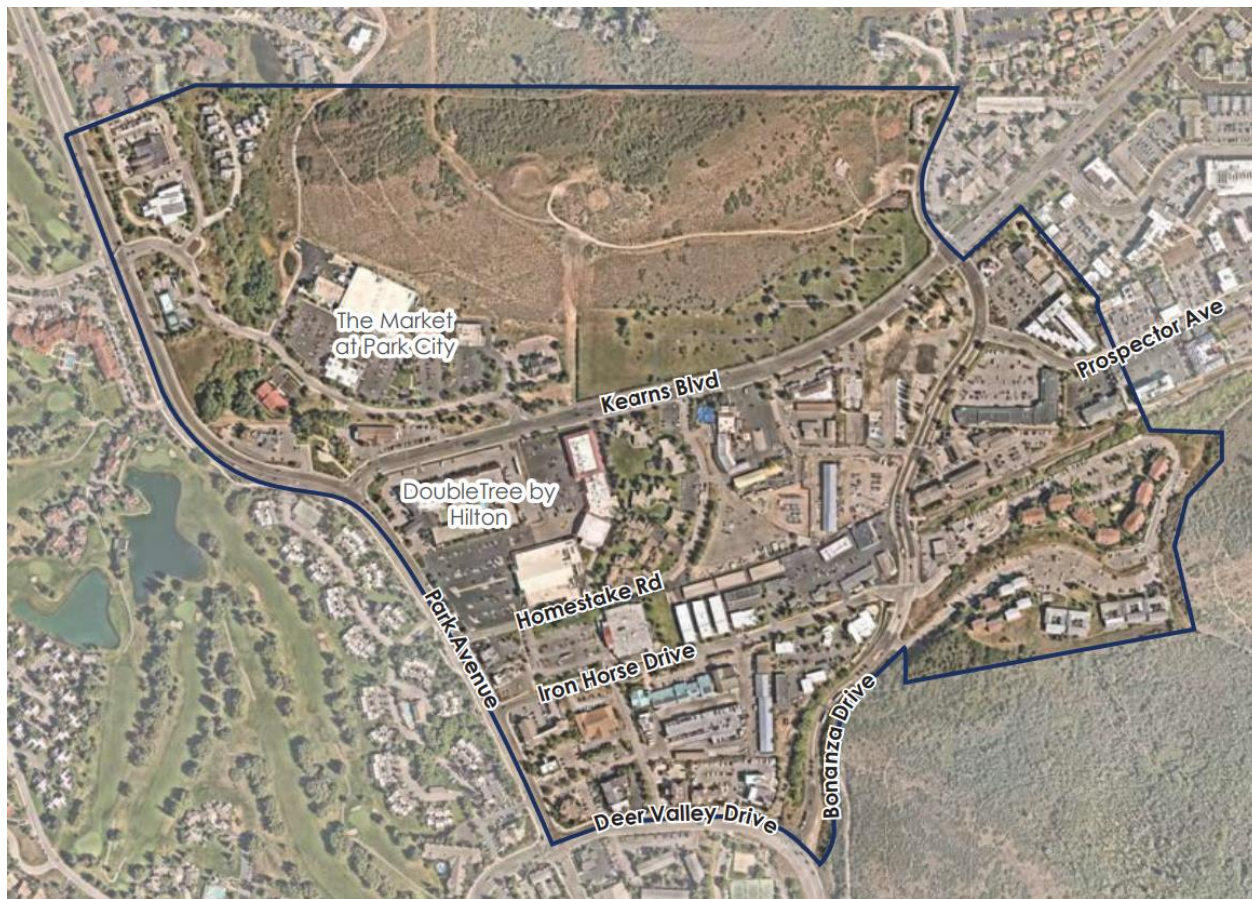


Figure 1: Bonanza Park Small Area Plan Boundary, p. 25

The vision of [the Bonanza Park Small Area Plan](#) (the Plan), adopted by the City Council on July 11, 2024, is to transform the car-centric neighborhood into a vibrant “more walkable, connected, livable, and inclusive community for current and future Parkites of all ages.”³ To accomplish this, the Plan recommends six goals:

² LMC [Section 15-2.18-1\(A\) General Commercial District Purpose](#)

³ Please refer to the [June 27, 2024, City Council Staff Report](#) for a summary of public engagement. The Plan is a supplement to the General Plan and the LMC implements the goals and policies of the General Plan.



The Planning Commission considered components of the proposed Bonanza Park Mixed Use (BPMX) Zoning District on October 23, 2024 ([Packet](#), Item 4.A; [Minutes](#), p. 2) and December 11, 2024 ([Packet](#), Item 5.A; [Minutes](#), p. 2). On February 12, 2025, the Planning Commission considered the first comprehensive review of the draft code and provided input ([Packet](#), Item 6.A; [Minutes](#), p. 7). On March 12, 2025, the Planning Commission conducted in-depth review of components of the draft code, including street types, vertical and horizontal mixed use, project enhancements, Conventional Chain Businesses (CCBs), active uses, updates to the Frontage Protection Zone (FPZ), vantage points, boutique hotels and nightly rentals, and parking and traffic ([Packet](#), Item 5.F; [Meeting Recording](#)).

For Discussion

During the March 12 meeting, the Planning Commission requested additional information and discussion on the following:

Project Enhancements

When the Planning Commission forwarded a recommendation to the City Council to adopt the Plan, the Commission recommended a potential joint meeting or other coordination for alignment on project enhancements.

Pursuant to Council direction, we conducted individual meetings with Councilmembers last fall to gather recommendations for project enhancements for Planning Commission consideration. Initial input included creating certainty in project review, and allowing flexibility for what qualifies as desired “gets” or incentives for additional height, including housing, parking, sustainability, and enhancements like childcare facilities and local outdoor spaces that provide music, entertainment, and seasonal activation, and limitations on chain businesses.

Planning Commission liaisons and staff met with Councilmembers this spring to discuss the progress of the project enhancements component. Council input for Planning Commission consideration includes the following:

- Provide clear criteria to outline the threshold for project enhancements, including minimum baseline standards for affordable housing, car and bike share installations, public transit improvements, sustainability, on-site childcare facilities, and significant activated outdoor public spaces.
- Reevaluate Tier B criteria regarding reduced rent for local businesses to consider limitations on square footage for incubator spaces or on conventional chain businesses.
- Evaluate the lowest possible “get” for the give of density.
- Consider the possibility of a Tier C for lower-priority enhancements.
- Reconsider the specificity of childcare and senior facilities and evaluate broadening the term to include additional community-serving uses.
- Streamline the process while ensuring outcomes.

Project Enhancements are intended to provide early project predictability and allow flexibility in selecting incentives to qualify for additional Building Height of up to 45 feet from Existing Grade outside of the Frontage Protection Zone (FPZ). A project providing additional Project Enhancements may also qualify for reduced Setbacks.

Tier A Project Enhancements

Tier A Project Enhancements are high-value enhancements filling a critical community need:



HOUSING. A project must provide:

- At least 25% of total project square footage in deed-restricted affordable housing at an average AMI of 60%; or
- At least 35% of total project square footage in deed-restricted affordable housing at an average AMI of 80%

Provision of units should be based on the mix of owner-occupied and rental units from the most up-to-date Housing Needs Assessment. Housing must be provided on site.

PARKING. A project must include a Transportation Demand Management Plan that reduces single-occupancy vehicle trips and provides at least 90% of the project parking underground.

CRITICAL CONNECTIONS. The Applicant dedicates right-of-way outlined in Section 15-2.27-3 *New Street Connections*.

Tier B Project Enhancements

Tier B Project Enhancements are important features or programs contributing to neighborhood vibrancy:



CAR SHARE PROGRAM. The Applicant provides a car share program including:

- Accessible parking for car share vehicles
- A fleet of at least 50% electric car share vehicles
- Electric Vehicle Charging Stations
- A binding agreement with a car share operator for long-term use
- An annual report documenting car share usage, maintenance, and operation

BIKE SHARE PROGRAM. The Applicant provides a bike share program including:

- Appropriate infrastructure, including adequate conduit, power supply, and site preparation for future bike share installations
- Electricity to the bike share station provided at no cost to the bike share operator
- Safe and convenient vehicular and pedestrian access to the bike share station
- A license agreement with a bike share operator outlining the location, operation, and maintenance of bike share facilities
- Capital and operating support for the bike share station

SIGNATURE TRAIL CONNECTION. The Applicant dedicates public access easements pursuant to Section 15-2.27-3.

PUBLIC TRANSIT IMPROVEMENTS. The Applicant provides an on-site perpetual public access easement or encroachment agreement and constructs a Public Transit Improvement in a location and form to be approved by the City. The Applicant enters into a long-term maintenance agreement with the City.

SUSTAINABILITY PLAN. The Applicant provides a long-term project operational plan including:

- Waste reduction and landfill diversion
- Food waste collection and composting
- Green business operations
- Potential for local renewable energy development
- Design for greywater reuse
- Rainwater capture or other water conservation features
- Green infrastructure such as bioswales
- Building operational performance

And building efficiency strategies, including:

- Low Energy Use Intensity (EUI) per building type
- Improved insulation and thermal efficiency
- EnergyStar and WaterSmart appliances and fixtures
- Energy efficient lighting
- Low-flow plumbing fixtures
- Sensors and timers that control water flow, lighting, and temperature
- On-site Renewable Energy Systems

CHILD CARE FACILITY. The Applicant constructs space for a child care facility that

accommodates at least 25 children and executes a minimum ten-year lease with a certified child care provider offering a reduced rent at 50% or less the rent per square foot for the next least expensive commercial space within the development.

LOCAL BUSINESS PRIORITIZATION. The Applicant prohibits Conventional Chain Businesses within the project and includes incubator spaces for local entrepreneurs.

OUTDOOR PUBLIC SPACE. The Applicant provides a long-term programming plan for activated, publicly accessible outdoor spaces that provide music, entertainment, and seasonal activation.

Program Requirements

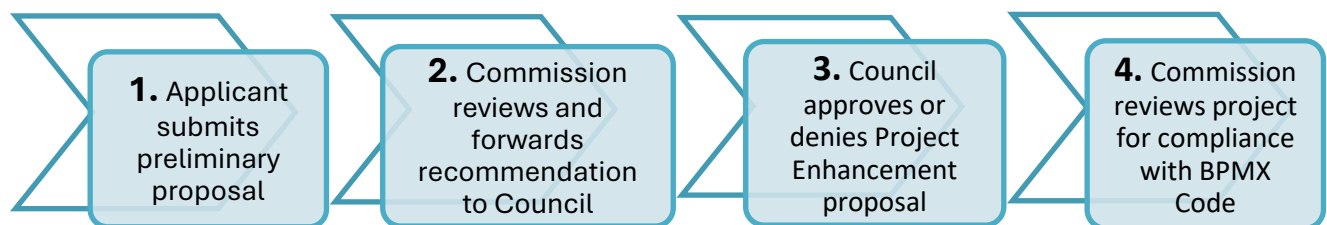
To qualify for increased building height up to 45 feet, a project must provide:

1. Two Tier A Project Enhancements, or
2. One Tier A and at least two Tier B Project Enhancements

In addition to increased height, a project may qualify for reduced Setbacks if additional Project Enhancements are provided:

1. Two Tier A Project Enhancements, of which one is deed-restricted affordable housing, and at least one Tier B Project Enhancement, or
2. The Tier A Project Enhancement of deed-restricted affordable housing and at least four Tier B Project Enhancements

The code outlines the review process for projects providing Project Enhancements:



The City Council has discretion to review and update Project Enhancements on a two-year schedule to assess the effectiveness of the program and enhancements implemented through successful projects. As part of the review, the Planning Department will identify evolving market conditions that may affect the feasibility of specific criteria.

Does the Commission find additional clarity on project enhancement criteria is needed?

Does the Commission find that the value of project enhancements are such that a third Tier C is needed to better reflect the level of contribution or community priority?

Frontage Protection Zone

The purposes of the Frontage Protection Zone (FPZ) include preserving the City's scenic view corridors and enhancing the rural resort character of the entry corridor and providing a significant landscaped buffer between development and highways.



Figure 2: Google Maps Image Entering Bonanza Park along SR 248

The FPZ along Park Avenue, Kearns Boulevard, and Deer Valley Drive, prohibits buildings within the first 30 feet, and requires a Conditional Use Permit for buildings within 30- to 100-feet, highlighted in orange below:

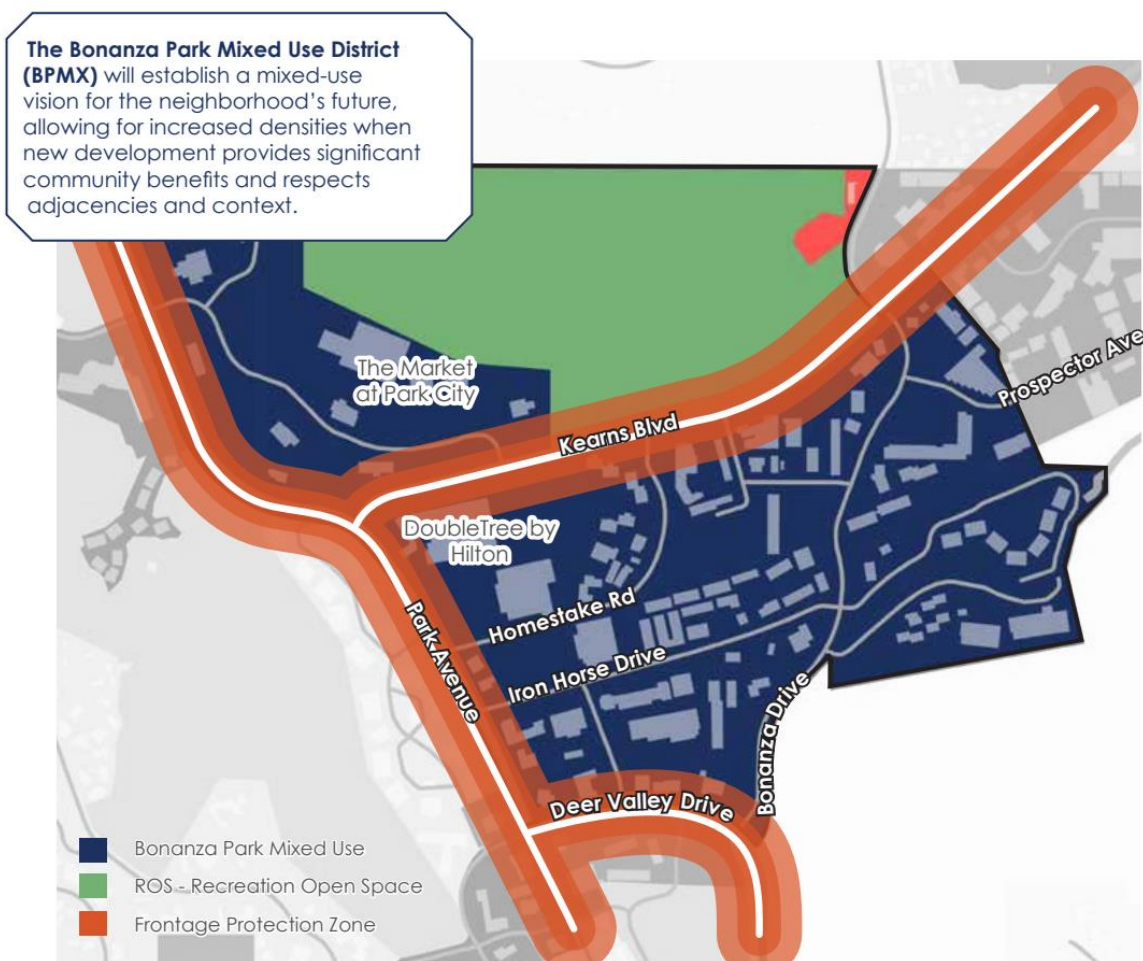


Figure 3: The Bonanza Park Small Area Plan, p. 55

The Plan recommends updating the FPZ to ensure the City's entry corridors "remain

scenic and awe-inspiring.” The table below compares the existing and proposed FPZ:

	Existing FPZ	Proposed FPZ
<i>Building Height</i>		
0- to 30-foot FPZ	Buildings prohibited	Buildings prohibited
30- to 100-foot FPZ	35 feet from Existing Grade with additional height possible for an AMPD.	35 feet from Existing Grade
<i>Building Height Exceptions</i>		
Antennas, chimneys, flues vents, etc.	5 feet above the highest point of the Building	5 feet above the highest point of the Building; must be stepped back 15 feet from façade.
Water towers and mechanical equipment	5 feet above the height of the Building	5 feet above height of the Building; must be stepped back 15 feet from façade
Elevator penthouses	8 feet above zone height	8 feet above zone height; must be stepped back 20 feet from façade
<i>Building Stepbacks</i>		
30- to 50-foot FPZ	None required	10 feet for each story above two stories
50- to 100-foot FPZ	None required	None required
<i>Uses</i>		
	Two municipal identification signs, one within SR 224 entry corridor and the other within SR 248 entry corridor.	The existing allowances remain in effect. Additionally, the following would be allowed within the 30-foot FPZ:
0- to 30-foot FPZ	At-grade sidewalks, trails, public plazas, temporary signs, Public Transit Amenity Areas, directional signs, and utility installations.	Landscaping and pedestrian-focused infrastructure: • Bike racks • Public art, provided it does not impede pedestrian or bicyclist connectivity.

The proposed code is more restrictive than the current code and there has been discussion on whether the FPZ is too restrictive, and whether the City’s entry corridor views and rural resort character may be protected if the height allowances could begin at 50 to 75 feet within the 100-foot FPZ.

Staff will present example volumetrics of the massing within the FPZ for review and discussion.

Conventional Chain Businesses

As requested in the March 12 meeting, for comparison and consideration, staff evaluated the CCB ratio of local commercial developments. Park Plaza at 1890

Bonanza Drive includes one CCB (Xfinity) totaling 7% of the development's commercial square footage. In the Snow Park Shopping Center, only one chain business (Subway) is a CCB. Under the draft code Banks (Zions, America First Federal Credit Union, Key Bank) and Grocery Stores (The Market) are exempt from the CUP requirement.

The draft code establishes a Conditional Use Permit process for Conventional Chain Businesses (CCBs). The CUP process presents challenges. During the March 12 meeting, the Commission requested information on the distinction between a Conditional Use review and a neighborhood cap.

With limited exceptions for Grocery Stores, Banks, and Gyms, as drafted, all CCBs operating in Bonanza Park would require a CUP. The Planning Commission reviews a proposal for a CCB using the criteria in LMC [Section 15-1-10](#) and these additional criteria:

- The CCB cannot exceed 30% of the total commercial square footage in a development
- The CCB will not create an oversaturation of similar uses—meaning more than two—within the BPMX Zoning District
- The CCB will diversify retail and community services or provide basic necessities for residents
- The CCB encourages innovation or a creative business idea

Existing CCBs within Bonanza Park as of the date of the code adoption would be issued a one-time CUP memorializing existing conditions.

The CUP process may be limited in achieving the goals of the Plan. Utah Code [Section 10-9a-507\(2\)\(a\)\(i\)](#) states a land use authority 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, so while additional Commission review is required through a CUP, the Commission is limited in denying a CCB.

However, the Plan outlines several potential strategies for supporting locally-owned business and entrepreneurship:

- Limit the total number of CCBs allowed in the neighborhood.
- Limit the size of allowed square footage for a chain business to no more than 5,000 square feet to discourage “big box” retail.
- Limit the proportionate amount of square footage a CCB may occupy within a single building. For instance, a future policy may outline that chain businesses must not occupy more than 30% of the total commercial space in a single building.

The Plan also recommends establishing that at least 50% of the total square footage for mixed use buildings that include commercial uses at the ground level are dedicated to residential or commercial office uses.

The draft code implements the 5,000-square-foot maximum and the 30% square footage cap per building. Additionally, the project enhancements section has been updated to include the prohibition of CCBs as a potential Tier B qualification for a density bonus. The question for the Commission is whether a neighborhood-wide cap is also needed.

Staff finds that adding a requirement that at least 50% of the total square footage for mixed use buildings that include commercial uses at the ground level be dedicated to residential or commercial office uses, in addition to the 5,000-square-foot maximum size, the limitation of 30% total commercial space in a single building, and the prohibition of CCBs as a project enhancement Tier B consideration contributes to potential commercial balance within the neighborhood.

Does the Commission find the square footage limitations and incentives to prohibit CCBs achieves balance for CCBs or would the Commission like staff to explore a cap?

Nonconforming Uses

The Plan recommends limiting nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park and ensure the new units are supporting a neighborhood for locals. The draft code prohibits nightly rentals and timeshares and allows for limited Boutique Hotels. While requiring a certain number of residential units per acre, the draft code also allows Boutique Hotels (up to 75 rooms) as part of mixed-use projects, allowing for residential clusters for long-term residents and separated transient uses. Property owners operating a hotel or a nightly rental have asked what a potential rezone means for their operations.

LMC [Section 15-9-3](#) allows permitted Non-Complying Structures and lawful Non-Conforming Uses to continue, provided the Non-Conforming Use is not abandoned. Structures containing a Non-Conforming Use may be remodeled but not expanded or enlarged.⁴ If a Building or Structure containing a Non-Conforming Use is involuntarily destroyed or damaged, the Non-Conforming Use may be resumed and the Building or Structure may be restored to the condition prior to the destruction, subject to LMC [Section 15-9-5\(F\)](#). Therefore, so long as existing property owners have a valid business license for their nightly rental and they keep that business license updated, pursuant to Land Management Code (LMC) [Section 15-9-4](#), the use is non-conforming and may continue unless abandoned under the new zone.

The existing DoubleTree Hotel (formerly The Yarrow) at 1800 Park Avenue would become a non-conforming use under the draft code. No new application for redevelopment would be possible unless it complied with new code or reduced the degree of non-conformity pursuant to LMC [Chapter 15-9](#). The Commission could consider establishing a boundary for the new zone that excludes the 1800 Park Avenue property and whether additional properties should be similarly excluded.

⁴ LMC [Section 15-9-5](#)

Does the Commission find the non-conforming use is sufficient in allowing the neighborhood to transition to new uses over time, or would the Commission like to evaluate the nightly rental prohibition?

Is the Commission supportive of a phased approach to the rezone?

Would the Commission like to consider potential rezone boundaries to reflect the hotel use that will become a non-conforming use upon the rezone?

Vantage Points

Eleven vantage points along the perimeter of the neighborhood are established in the draft code (Figure 4). Proposed developments that can be seen from one or more of these vantage points must include renderings from each impacted vantage point showing how the development would impact mountain views. Staff is evaluating clear and predictable criteria to clarify where stepbacks may be required, and to mitigate the location of mechanical equipment, elevator penthouses, and telecommunications facilities and will provide an update during the presentation.

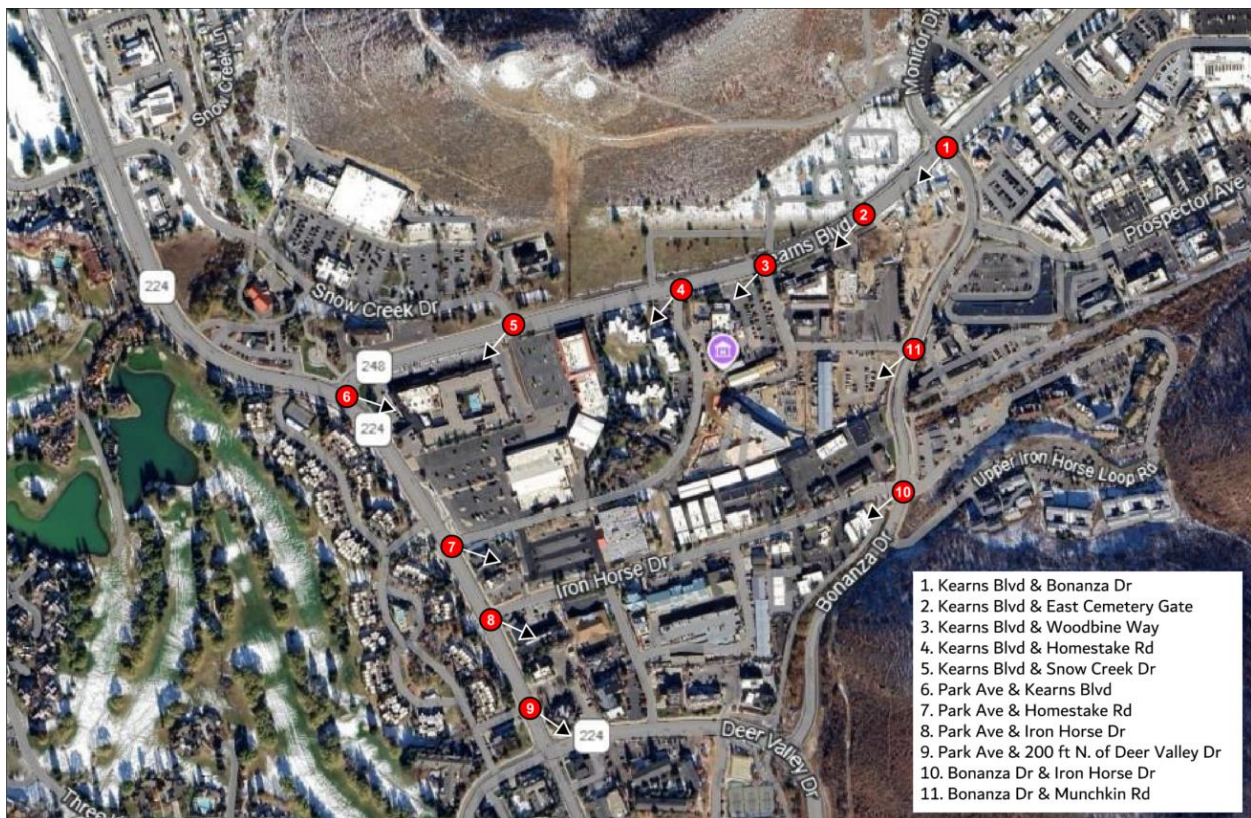


Figure 4: Vantage points in Bonanza Park

Feasibility

The draft code allows for an increase in building height and reduction in setbacks when project enhancements are provided. Balance is needed between the “gets” and the “gives” to incentivize redevelopment within the neighborhood. As a result, a financial

analyst who has reviewed and analyzed the feasibility of the draft code will provide an overview of the levers at play as the City works to incentivize redevelopment within the Bonanza Park neighborhood reflective of the community vision and adopted Plan. The financial analyst will also provide an overview of community strategies and funding mechanisms that may help support a balance between the community vision for the neighborhood and the feasibility of redevelopment.

Analysis

Please see below for analysis of the entire draft code:

(I) The Bonanza Park Mixed Use District establishes a range of Allowed and Conditional Uses for neighborhood vibrancy.

One of the purposes of the BPMX Zoning District is to create a vibrant mixed-use pedestrian-oriented neighborhood with safe, comfortable access to parks, publicly accessible green spaces, and outdoor community spaces.⁵ Table 1 illustrates how permitted uses in Bonanza Park shift from auto-centric to pedestrian-focused.

Table 1: Land Use Comparison of General Commercial (GC) and BPMX Zoning Districts

	Current Conditions – GC Zoning District	Proposed Conditions – BPMX Zoning District
Purpose	“[W]ide range of commercial and retail trades and Uses, as well as offices, Business and personal services, and limited Residential Uses.”	“[V]ibrant Mixed-Use pedestrian-oriented neighborhood with safe, comfortable access to parks, publicly accessible green spaces, and outdoor community spaces.”
Allowed Uses	• Lockout Units and Nightly Rentals • Major and Minor Hotels • Intensive Offices • Parking Areas and Structures	• Major Transit Stops and Transit Hubs • Multi-Unit Dwellings • Public Recreation Facilities • Green Community Space • Public Art
Conditional Uses	• Single-Family and Multi-Unit Dwellings • Drive-Up Windows • Service Stations • Auto Related Retail and Service Commercial • Public Recreation Facilities	• Conventional Chain Businesses • Boutique Hotels • Parking Areas
Prohibited Uses		• Nightly Rentals • Major Hotels • Intensive Offices

⁵ LMC Section 15-2.27-1(3)

		• Drive-Up Windows • Gasoline Service Stations • Auto Related Retail and Service Commercial
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To encourage this mixed-use, pedestrian-oriented development, the draft code includes a range of allowed commercial and recreational uses. The Planning Commission expressed support for mixed-use development with active commercial uses on the ground floor and residential uses on upper floors. The Commission also expressed concerns that single-use residential development could impact vibrancy and create density that overwhelms the neighborhood. Multi-Unit Dwellings are Allowed Uses in Horizontal mixed-use developments and on upper floors in vertical mixed-use developments. Fully residential developments in a Vertical Mixed Use area require a Conditional Use Permit (CUP).

Section 15-2.27-4(G)(3) of the draft code includes CUP criteria for fully residential developments in Bonanza Park. Criteria include establishing active uses on the ground floor, such as community meeting spaces, lobbies, mail rooms, and bicycle storage and repair stations, and incorporating design features that orient ground-floor residential units toward the street. To encourage housing affordability and neighborhood vibrancy, an additional criterion requires residential projects to unbundle⁶ the cost of parking from rent. Certain affordable housing projects with grant funding requiring a minimum level of parking may be exempt from this requirement.

(II) Critical street, sidewalk, and trail connections will improve neighborhood walkability and emphasize Bonanza Park’s central location in Park City.

The street network in Bonanza Park is disjointed and hinders connectivity. The draft code implements the Plan by prioritizing street and trail connections.

Street Connections

The Street network has a significant influence on the overall connectivity of a place. The Plan envisions new street connections within the neighborhood to break down superblocks and create more compact and walkable blocks (see Figure 5).

New streets must meet Park City standards, including best management practices for stormwater runoff. New streets must incorporate pedestrian infrastructure and should include traffic calming measures such as bump-outs or parklets. When a development upgrades an existing street, the street must be upgraded to meet code standards.

Figures 6 – 10 are cross sections for internal streets within the Bonanza Park neighborhood.

⁶ The draft code includes a definition of this term, which means to separate the cost of parking from rent, allowing tenants without a vehicle to opt out of paying for parking.

Developments dedicating right-of-way as outlined in the Plan may be eligible for additional Building Height outside of the FPZ (see Analysis Section VI).

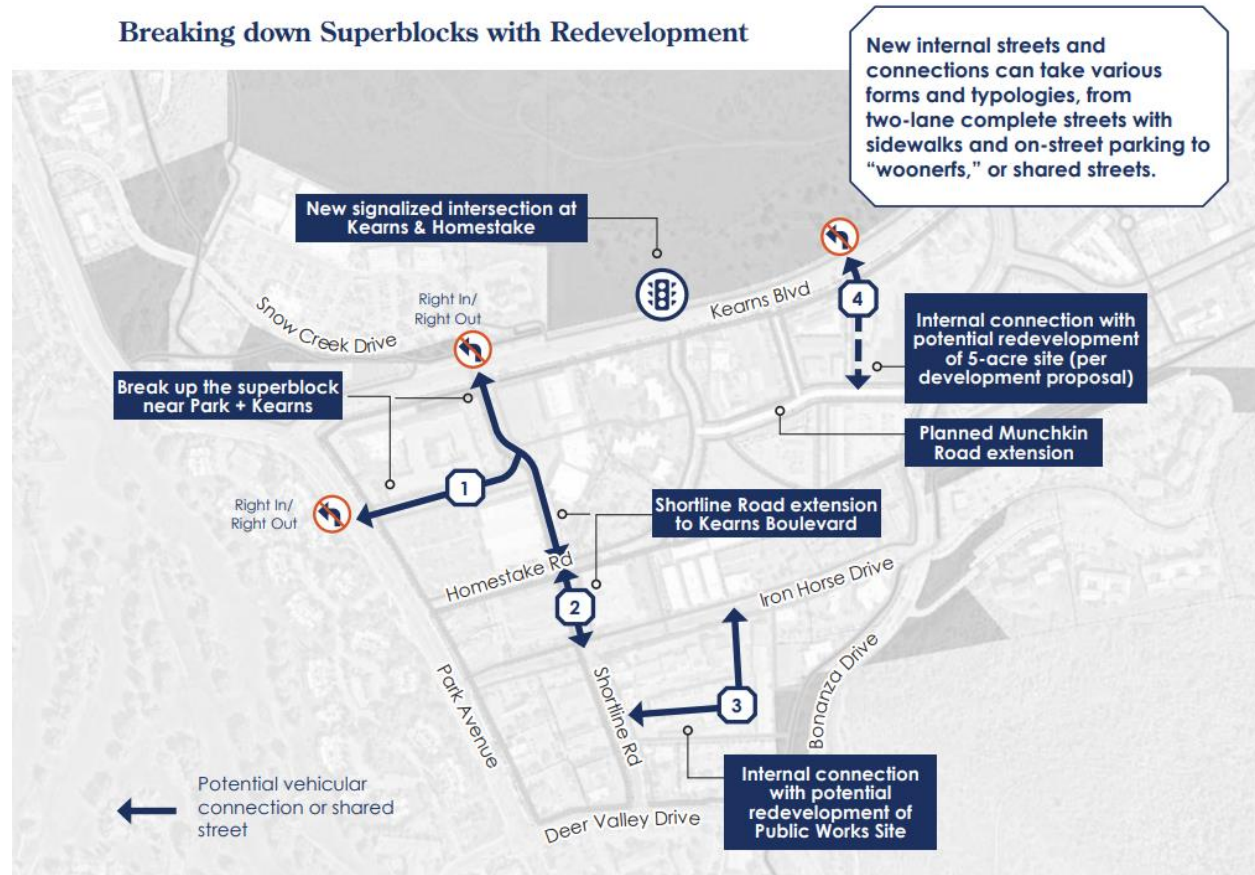
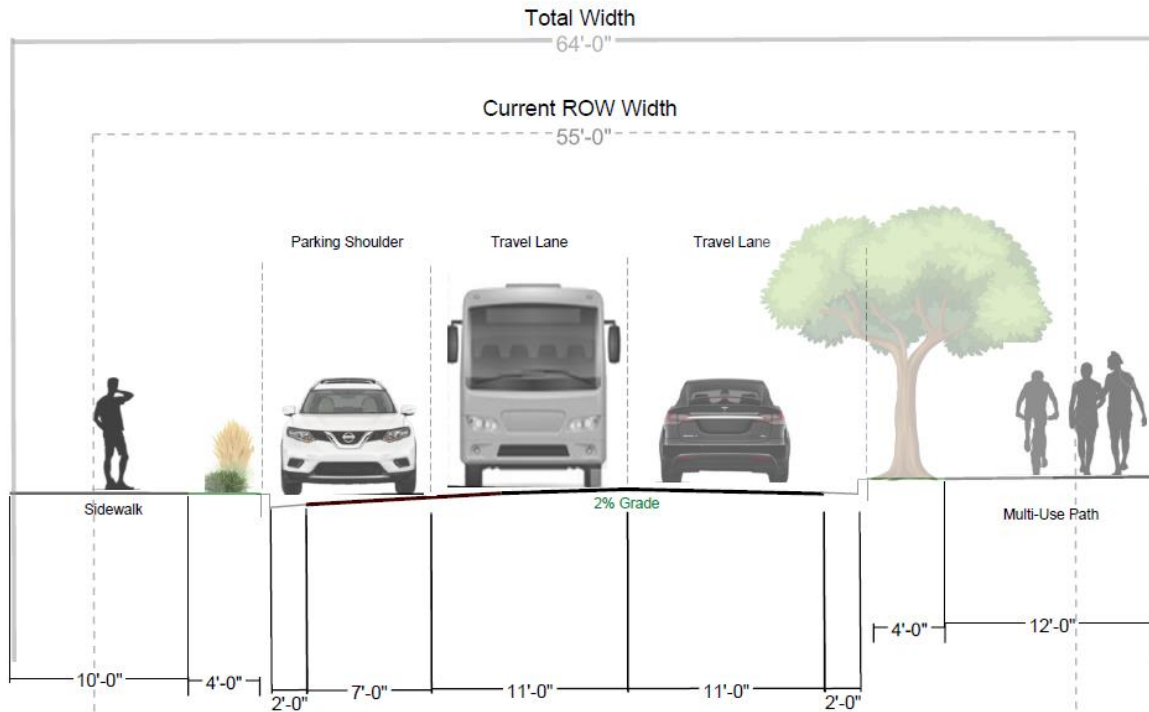
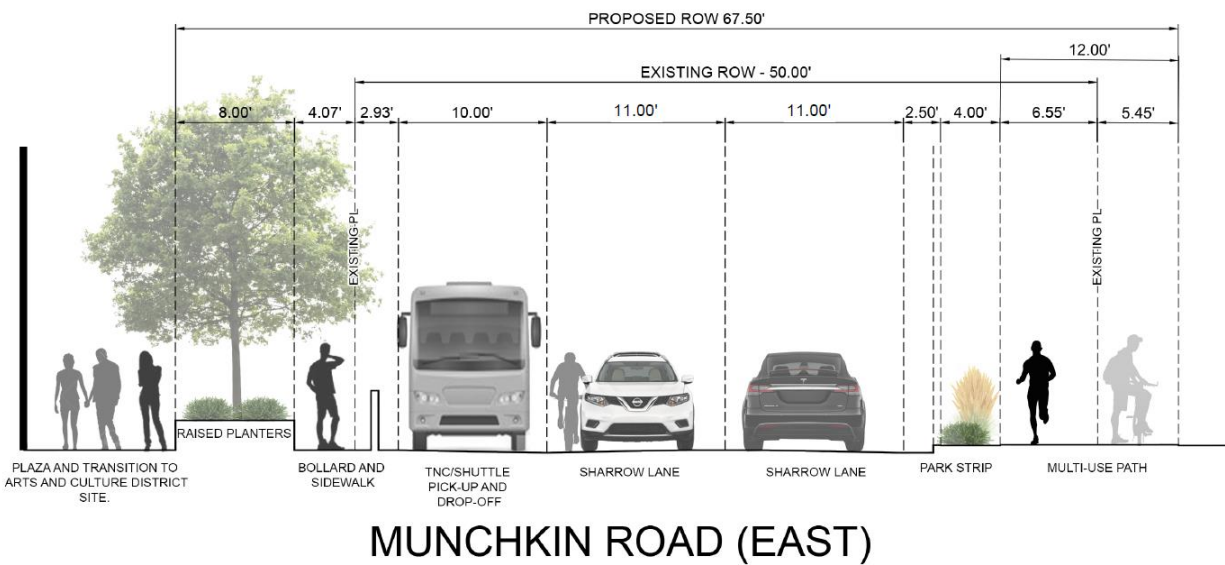


Figure 5: New internal streets and connections proposed for Bonanza Park.



Iron Horse Cross Section

Figure 6: Iron Horse Drive Cross Section



MUNCHKIN ROAD (EAST)

Figure 7: East Munchkin Road Cross Section

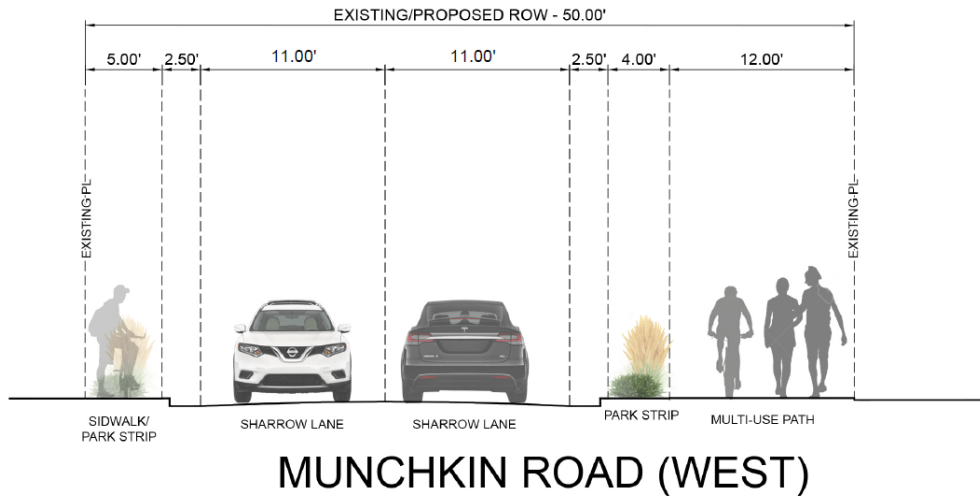


Figure 8: West Munchkin Road Cross Section

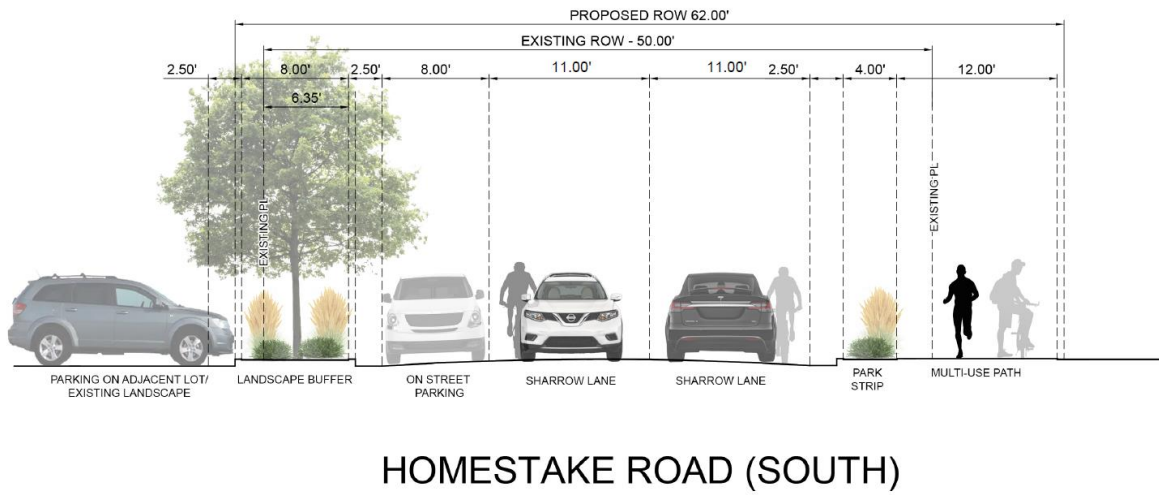


Figure 9: South Homestake Road Cross Section

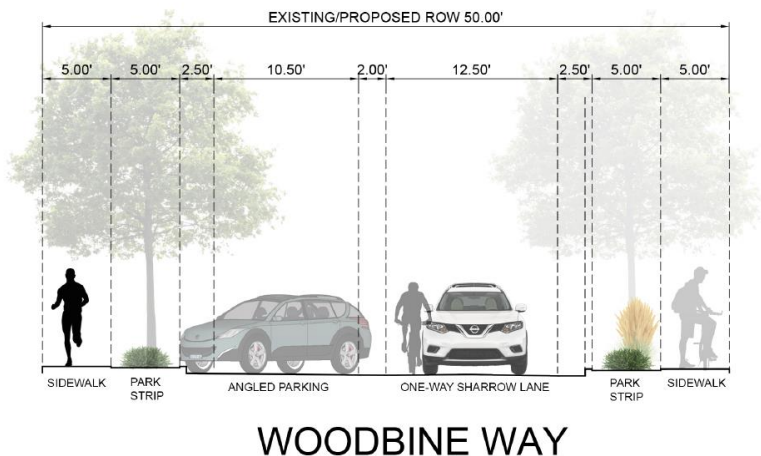


Figure 10: Woodbine Way Cross Section

Sidewalks, Trail Connections, and Signature Trails

Integrating multi-modal transportation is critical in the Bonanza Park neighborhood. Although several trails converge in Bonanza Park, they are disconnected through the interior portions of the neighborhood. Gaps in the sidewalk network and missing pedestrian crossings further limit safety and comfortability for pedestrians.

The code implements the Plan by including the connectivity vision for Bonanza Park (Figure 11). Sidewalk and trail improvements may be made on public rights-of-way or private property. Where improvements are on private property, the code requires a recorded perpetual public access easement formalizing the developer's responsibility to install the sidewalk or trail and the City's responsibility to maintain and repair the sidewalk or trail. Establishing a public access easement does not require an increased Setback, and sidewalks and trails may be located within Setbacks. Sidewalks, trails, and signature trail connections may count toward Open Space.

Developments providing sidewalk and trail connections as envisioned in the Plan and in tandem with other project enhancements may be eligible for additional Building Height outside of the FPZ (see Analysis Section VI).

Applicants may request Planning Commission review of a Conditional Use to replace existing parking to:

- Accommodate perpetual public access easements for sidewalks and trails
- Accommodate easements for the installation of transit improvements
- Activate the space for those who arrive by transit, on foot, or by bike

The Planning Commission may also approve an Applicant's request to convert surface-level parking into Green Community Space or Publicly Accessible Outdoor Community Space.



(III) Lot and site requirements in the draft code ensure development supports the vibrant character of the neighborhood and protects community open space.

Purposes of the BPMX Zoning District include creating a vibrant Mixed-Use pedestrian-oriented neighborhood and ensuring development implements the Bonanza Park Small Area Plan. Table 2 summarizes lot and site requirements in the BPMX Zoning District.

Table 2: Lot and Site Requirements in the BPMX Zoning District

Lot Size	No minimum requirement.		
Density	General	Residential	Commercial
	Established by Setbacks, Height, Parking, Open Space, and Site design criteria.	Min. 10 units per acre.	<u>Single building</u> : Max. 15,000 sq. ft. <u>Single tenant</u> : Max 5,000 sq. ft. ¹
Open Space	Amount	Permitted Typologies	
	Min. 30% ² , not including Streets, driveways, or Parking Areas.	Pocket parks, linear greenspaces with pedestrian or bicycle paths, public courtyards, plaza areas, flexible spaces, community gardens	
Setbacks	Frontage Protection Zone	Streetscape	All Others

	Min. 30 feet	<u>Bonanza Dr.:</u> Min. 25 feet <u>Homestake Rd. / Iron Horse Dr / Rail Trail.:</u> Min. 20 feet <u>Munchkin Rd. / Woodbine Way:</u> Min. 18 feet	Min. 25 feet ³
NOTES 1. Grocery stores, US Post Offices, and Uses with an approved Conditional Use Permit allowing a larger footprint are exempt from this requirement. 2. Projects that meet the requirements of Section 15-2.27-7 <i>Project Enhancements</i> may request a reduction to 20% Open Space for the total Site Area when a Project Enhancement includes Housing. 3. Projects that meet the requirements of Section 15-2.27-7 <i>Project Enhancements</i> may request the Planning Commission grant a Setback reduction to 18 feet for Setbacks that are not Frontage Protection Zone.			

Vertical and Horizontal Mixed-Use

Vertical Mixed-Use involves multiple uses within a single building. Typically, the ground floor includes active uses such as restaurants, retail stores, or community spaces while upper floors include residential units or offices. Horizontal Mixed-Use, by contrast, involves multiple single-use buildings on an individual Lot. For example, a Horizontal Mixed-Use development may include a multi-unit residential building, an office building, and a collection of small shops. Through implementation of the code, Mixed-Use Development will become the predominant style of development in Bonanza Park.

To ensure neighborhood vibrancy, Vertical Mixed-Use with active ground floor uses is required along Internal Streets within the BPMX District. Horizontal Mixed-Use is prohibited along Internal Streets unless approved by the Planning Commission. Where Horizontal Mixed-Use Development fronts an Internal Street, commercial storefronts shall be prioritized. At least 20% of the property's total land area shall be devoted to residential uses, and at least 20% of the property's total land area shall be devoted to commercial, retail/service, office, and/or civic/institutional uses.

Fully Residential Development

The Planning Commission may consider a fully residential development in a Vertical Mixed-Use area when:

- a. All street-facing ground floors include an active use, such as a lobby, Public or Private Recreation Facility, enclosed bicycle storage or bicycle repair stations, a mail room, a community meeting space, an educational or cultural facility, a mural or similar art installation, or a public park or courtyard
- b. In absence of Criteria a., at least 70% of the total square footage averages 80% AMI and is deed restricted AND all residential units on any street-facing ground floor provide exterior access to the street and provide at least two of the following:
 - o A covered porch or stoop
 - o At least 60% glazing on the ground floor along the street-facing façade

- Uniform landscaping elements that enhance the pedestrian experience and preserve views of the residential building
- c. The development unbundles the cost of parking from the cost of rent. Certain affordable housing projects are exempt from this requirement

(IV) Limiting the height of buildings and the placement of rooftop mechanical equipment protects Park City's awe-inspiring mountain views.

One of the purposes of the BPMX Zoning District is to protect entry corridor views along the Bonanza Park Frontage Protection Zone. Table 3 summarizes Building Height requirements in the Zoning District.

Table 3: BPMX Building Height Requirements

	0' – 30' FPZ	30' – 100' FPZ	Outside FPZ
Maximum Height	0 feet (No Buildings permitted)	35 feet from existing grade ¹	35 feet from existing grade ²
Exceptions	None	<u>Antennas, chimneys, vents:</u> 5' extension with 15' stepback <u>Mechanical equipment:</u> 5' extension with 15' stepback <u>Elevator penthouses:</u> 8' extension with 20' stepback	<u>Antennas, chimneys, vents:</u> 5' extension with 10' stepback <u>Mechanical equipment:</u> 5' extension with 10' stepback <u>Elevator penthouses:</u> 8' extension with 10' stepback <u>Passenger tramways:</u> as approved by Planning Commission <u>Gable, hip, Barrel roofs:</u> 5' extension if roof pitch is 4: 12 or greater
Additional Height	Not permitted	Not permitted	45 feet from existing grade with Project Enhancements ³
NOTES 1. Buildings within the 30- to 50-foot FPZ Setback must be stepped back 10 feet for each story above two stories. 2. A vertical stepback at least 10 feet in depth is required for any building developed within 50 feet of the FPZ. 3. A 10-foot stepback shall be provided on building perimeter façade planes that are 45 feet in Building Height with a Setback of 18 feet or less. The following features are permitted within areas where the building is stepped back: a. Screened mechanical equipment up to four feet in height b. Decorative or recreational features, provided that rooftop guardrails are glass and posts are an unobtrusive material such as anodized aluminum c. Rooftop solar panels installed in compliance with LMC Section 15-5-5(G)			

(V) Specific design guidelines ensure development is consistent with the neighborhood character while improving overall connectivity with

greater Park City.

Building Placement and Orientation

The following requirements apply:

- Incorporate open space into building placement
- On parcels greater than 30,000 square feet, break the massing of the building up into smaller volumes
- Orient buildings to the street to create a vibrant pedestrian experience
- Consider maximizing solar exposure during winter months when designing public spaces and gathering areas
- Development over two stories adjacent to parks or designated public amenities must perform a sun/shadow study on the effects of development on these spaces

Building Scale, Articulation, and Fenestration

An Applicant must reduce the mass and scale of a project by incorporating design elements that emphasize three or more of the following:

- Variation in roof forms or parapet heights
- Insets, projections, or other relief in the wall plane
- Architectural emphasis on building entries
- Arcades, porticos, or other forms of covered exterior circulation
- Variations to window size or proportion
- Balconies
- Variations in color, texture, or materials

In addition, building design should avoid blank walls adjacent to rights-of-way, and roof overhangs, projections, awnings, and canopies should contribute to the character of the building.

Buildings must be articulated vertically and horizontally:

Table 4: Building Articulation

	Application	Articulation
Vertical	Buildings greater than 35 feet in height	Must occur every 30 feet through either: • Façade change at least 18" in depth • Material change
Horizontal	Structures greater than 60 but less than 120 feet in length	Exhibit a prominent shift in the façade through: • 10-foot change in façade alignment • 10-foot change in building height • Combined change in façade and building height totaling 10 feet
	Structures greater than 120 feet in length	Prominent shift at each 120-foot interval through: • 15-foot change in façade alignment • 15-foot change in building height • Combined change in façade and building

		height in same location totaling 15 feet
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At least 50% glazing is required on the ground level of all street-facing façades. Forty percent glazing is required for second levels. All glazing must be rated at a minimum 60% light transmittance factor. Reflective, metallic, frosted, tinted, stained, and textured glass is prohibited.

Balconies are permitted for residential uses and may be integrated into a vertical stepback. Railings for balconies must have a minimum 30% transparency.

Site Access

Consolidating site access creates safer conditions for pedestrians and bicyclists. The draft code:

- Encourages use of an alleyway or mid-block walkway for sites larger than two acres
- Requires pedestrian, bicycle, and transit facility connections between the on-site Use and Parking Area
- Prioritizes vehicular access from Internal Streets or the street with the shortest block length
- Limits vehicular access from Park Avenue and Kearns Boulevard and requires screening of Parking Areas and garages
- Requires parking to be located behind the main building
- Requires integration of parking ramps into a building's architecture
- Encourages a change in paving material to delineate parking areas from the main vehicular travel lane

Street Level Design

To encourage walkability and neighborhood vitality, street level design requirements apply to Internal Streets in Bonanza Park:

- Unless otherwise approved by the Planning Commission, Buildings must have an active use on the ground level. Active Uses may include:
 - Retail establishments and services
 - Daycare facilities
 - Community meeting spaces and civic spaces like theaters and museums
 - Educational and medical uses
 - Restaurants and bars
 - Art and craft studios
 - Public Recreation Facilities
 - Other uses determined to be similar by the Planning Commission
- Active Uses do not include Private Recreation Facilities, private clubs, and other similar exclusive uses
- All buildings require at least one main entry on all street-facing façades. On corner lots, two entrances should be provided
- Internal airlock?

Pedestrian Amenities

Pedestrian amenity requirements aim to create thoughtfully designed and meaningful open spaces. The draft code:

- Requires amenities to be versatile, adaptable, and open to the sky
- Encourages placement of amenities along the Streetscape
- Requires amenities to contribute to an active Streetscape and promote interaction
- Allows temporary but not permanent shade or similar structures
- Requires amenities to be designed for all seasons, face the street, consider all four corners of an intersection, and be within 18 inches above or below Existing Grade of the street or sidewalk

Architectural Styles and Roofs

The requirements of Chapter 15-5 apply. Additional standards in the BPMX Zoning District include:

- Use durable building materials to convey a pedestrian scale
- Use high quality building materials that reference Bonanza Park's history, including wood, metal, glass, and stone
- Corporate branding in architecture is not permitted. Signage may include corporate branding and must comply with MCPC Title 12 *Sign Code*
- Flat and sloping roofs are preferred
- Consider snow shedding in the design of roofs
- Design roofs to prevent ice build-up in pedestrian areas
- Use eaves and fascia that are responsive and proportional to the design of the building

Service and Mechanical Areas

The following requirements apply:

- Site trash, recycling, and service areas to minimize impacts to pedestrians
- Screen all exterior mechanical equipment to minimize noise and impacts to the public view
- Screen service and delivery areas and locate where least visible from public view
- Ensure loading and unloading of goods takes place entirely on site
- Where possible, co-locate delivery, service, trash, and recycling areas
- Enclose, properly ventilate, and screen refuse storage areas
- Locate transformers and utility boxes where least visible from public view. Screen utility infrastructure with fencing, landscaping, low walls, or art
- Where possible, put utility infrastructure underground
- Co-locate mechanical equipment, ducts, and vents on the roof or locate internally within the building

Landscaping and Vegetation Protection

Landscaping should enhance the architecture of the building and reflect the Park City climate. A project must consider stormwater best management practices and meet the requirements of [LMC Section 15-5-5\(N\)](#) *Water Wise Landscaping*.

Within the 0- to 30-foot FPZ, projects should include landscaping and pedestrian-focused infrastructure, such as sidewalks, trails, and bike paths with a three-foot vegetative buffer from the edge of road pavement. Multi-modal infrastructure not exceeding 14 feet in height is permitted in the FPZ.

Significant Vegetation, as defined in LMC [Section 15-15-1](#), must be protected or replaced during construction. The landscaping criteria in LMC Sections [15-3-3](#) and [15-5-5\(N\)](#) and MCPC [Title 14](#) apply.

Art

One purpose of the BPMX Zoning District is to incorporate public art and placemaking elements to inspire, awe, delight, and enliven public spaces, streets, and trails.



Figure 12: Examples of public art from the Bonanza Park Small Area Plan.

Public art—including murals, sculptures, enhanced trails, gateways, crosswalks, wayfinding, and interactive exhibits—is encouraged throughout the BPMX Zoning District. The property owner is responsible for maintain all art located on private property. Art is specifically allowed in the FPZ but must not impede pedestrian or bicyclist connectivity. Art proposed for public spaces may first be reviewed by the Public Arts Advisory Board.

(VI) The draft code includes minimum parking requirements and allows developments providing enhanced pedestrian, bicyclist, or

transit infrastructure to reduce their parking.

The plan states “Bonanza Park will replace its myriad of surface parking lots and paved areas community gathering spaces, pervious surfaces, and new and sustainable development that welcome new residents.”

To accomplish the vision of a vibrant, pedestrian-oriented neighborhood, the draft code includes policies favoring reduced parking for mixed-use development, locating parking underground or behind buildings, instituting parking maximums, and encouraging the development of shared parking agreements.

In addition to the requirements of LMC [Chapter 15-3 Off-Street Parking](#), the following requirements apply:

Minimum Parking Requirements

Tables 5 and 6 include the minimum parking requirements for residential and non-residential uses.

Table 5: Residential Parking Ratio Requirements

RESIDENTIAL PARKING RATIO REQUIREMENTS	
USE	PARKING RATIO (NUMBER SPACES)
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

Table 6: Non-Residential Parking Ratio Requirements

NON-RESIDENTIAL PARKING RATIO REQUIREMENTS	
USES	PARKING RATIO REQUIREMENTS (NUMBER SPACES)
Auditorium and Assembly Hall	1 space per 5 seats
Bank	2 spaces per 1,000 sf of net leasable floor Area
Bar	3 spaces per 1,000 sf of net leasable floor area
Café/Deli	2 spaces per 1,000 sf of net leasable floor Area
Child Care Center	1 space per on-duty staff per shift and 1 space per 6 children

Commercial Use	4 spaces per 1,000 sf of net leasable floor Area
Disabled Care Elder Care Group Care Facility	1 space per 2 bedrooms plus 1 space per employee per shift, or 2 spaces per 3 employees per shift, whichever is greater
Flex Industrial	1 space per 1,000 square feet of floor area and 1 space for every 2 employees in the largest shift
Grocery	3 spaces per 1,000 sf of net leasable floor Area
Hospital, Limited Care	1 space per 2 beds
Hotel, Boutique	1 space per room or suite, and 1 space per 200 sf of separately leasable commercial space
Indoor Entertainment, Theater	1 space per 4 seats or 5 spaces per 1,000 sf of floor Area, depending on type of facility
Offices, General	2 spaces per 1,000 sf of leasable floor Area
Office and Clinic, Medical and Veterinary Clinic	5 spaces per 1,000 sf of leasable floor Area
Public and Quasi-Public Institution, Church, School Public Utility Uses	1 space per 5 seats, or 2 spaces per 3 employees, or 1 space per 1,000 sf of floor Area, whichever is greater
Retail & Service Commercial, Minor, Personal Improvement	0 spaces required for buildings that have less than or equal to 3,000 sf net leasable floor area Above 3,000 sf net leasable floor area is 3 spaces per 1,000 sf of net leasable floor area
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable floor Area
Restaurant	0 spaces required for buildings that have less than or equal to 3,000 net leasable floor area Above 3,000 sf net leasable floor area is 3 spaces per each 1,000 sf of net leasable floor area
Restaurant, Outdoor Dining	Based on Site specific review at the time of CUP
Recreation Facility, Public Recreation Facility, Private	1 space per 4 seats or 3 spaces per 1,000 sf of floor Area, or 1 space per 3 persons rated capacity, depending on type of facility

Temporary Improvement	1 space per employee plus 1 guest space
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Mixed-Use Developments may receive a baseline reduction in the amount of required parking, as shown in Table 7.

Table 7: Parking Reductions for Sites with Multiple Uses

PARKING REDUCTIONS FOR SITES WITH MULTIPLE USES					
FIRST USE	SECOND USE				
	MULTI-UNIT RESIDENTIAL	PUBLIC INSTITUTIONAL OR CIVIC	FOOD, BEVERAGE, BOUTIQUE HOTEL, RECREATION, OR ENTERTAINMENT	RETAIL	OTHER COMMERCIAL
Multi-Unit Dwelling ¹	NA				
Public Institutional, or Civic	10%	NA			
Food, Beverage, Boutique Hotel, Recreation or Entertainment ²	15%	20%	NA		
Retail	15%	25%	25%	NA	
NOTES 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, zero spaces shall be required for the first 3,000 square feet of net leasable floor Area of "Retail & Service Commercial, Minor, Personal Service" or "Restaurants, Standard and Bar" Uses.					

Parking Maximums

For newly constructed non-residential, mixed-use, or Multi-Unit Dwelling developments with 10 or more units, no more than 100% of the minimum required parking may be provided if the development is within one-quarter mile of a transit stop. When the parking requirement is zero Parking Spaces, a maximum of five Parking Spaces may be provided.

Alternative Parking Strategies

The draft code encourages strategies to reduce parking:

- Shared parking. The parking requirement for mixed-use projects may be lowered if a shared parking opportunity analysis is approved by the Planning Commission
- Designated car sharing parking. Up to three Parking Spaces reserved for car sharing vehicles count as an average of 1.5 Parking Spaces
- Underground parking. If 90% of required parking is provided on-site and underground, Setbacks for the underground parking structure may be reduced by the Planning Commission up to 50% outside of the FPZ. Each two underground Parking Spaces counts as three Parking Spaces for a reduction of up to five percent in the number of required Parking Spaces
- Off-site parking. Required parking providing pedestrian, bicycle, and transit facility connections may be satisfied off-site within City limits, subject to an approved parking agreement
- Electric Vehicle Charging Stations. The incentives and requirements in LMC [Section 15-3-11](#) apply

In addition to the alternative parking strategies above, projects within 1,000 feet of a Major Transit Stop are eligible for a 15% reduction in total required Parking Spaces. By combining multiple alternative parking strategies, a project may achieve up to a 50% reduction in parking for non-residential uses and up to a 20% reduction for residential uses.

(VII) The draft code requires transportation demand management practices to reduce vehicle trips and support multi-modal transportation.

With limited exceptions, Transportation Demand Management (TDM) Plans are required for all development projects:

LEVEL 1 TDM PLAN. Required for projects with 10-44 Multi-Unit Dwellings

LEVEL 2 TDM PLAN. Required for projects with:

- 45 Multi-Unit Dwellings and greater
- Boutique Hotels with 40-75 rooms
- Retail or Office 3,000 square feet or greater
- Restaurant 2,500 square feet or greater

EXEMPT PROJECTS. Projects exempt from TDM requirements include:

- Remodels or expansions of residential units that do not increase density
- Remodels or expansions of commercial or mixed-use projects that do not involve more than 500 square feet of net leasable space or two lodging rooms or units
- Boutique Hotels with fewer than 10 rooms
- Retail or Office less than 3,000 square feet
- Restaurant less than 2,500 square feet

Each TDM plan must include:

- Identification of applicable TDM strategies to be implemented
- Implementation plan for each TDM strategy
- Monitoring and evaluation plan submitted annually to the Planning Department
- TDM Plan agreement including Owners and lessees of the project Site

In addition to these requirements, Level 1 plans must include:

- Participation in an annual travel survey of residents and employees for the first four years of building occupancy
- Provide the following information to employees and residents on an annual basis:
 - Carpooling/vanpooling information
 - Transit schedules and route information
 - Information on air pollution and alternatives to single-occupancy vehicle trips
 - Bicycle route and facility information
 - Information on walking and biking to work
- One strategy from the Supplemental TDM menu (see below)

Level 2 plans require all Level 1 required components and:

- Establish a TDM Coordinator to directly support commute and mobility programs
- Implement an employee parking cash-out program
- Unbundle parking for residential Dwelling Units at minimum
- Two strategies from the Supplemental TDM menu

Supplemental TDM Menu

Strategies include:

- Alternative work schedules and flex time
- Preferential parking for carpool or vanpool vehicles
- Employee shower facilities
- On-site child care facilities
- Facilities and equipment to encourage telecommuting
- Contributions to funds for park-and-ride lots, multimodal transportation centers, satellite work centers, and similar facilities as approved by the City Council
- On-site amenities that eliminate the need for additional trips (cafeterias, restaurants, automated teller machines, etc.)
- Transit incentives for employees, such as additional pay for carpoolers
- Plans for delivery of goods at off-peak times or centralized delivery of goods for multi-tenant facilities
- Multimodal transportation improvements at the discretion of the Planning Commission, which may include:
 - Pedestrian network improvements
 - Construction or repair of a bike facility
 - Construction of transit-supportive treatments

The Planning Commission may grant a project providing three or more TDM strategies in addition to the Level 1 or Level 2 TDM Plan requirements up to a 20% reduction in required parking for non-residential uses.

(VIII) Sustainability requirements are intended to support the City's Net Zero goals.

Sustainable design, including active transportation considerations, low embodied carbon materials, waste reduction through comprehensive materials recover, and operational programming and technologies reduce a development short- and long-term impacts on the environment.

All projects within the BPMX Zoning District should strive to achieve:

- Low Energy Use Intensity (EUI) per building type
- Improved insulation and thermal efficiency
- EnergyStar and WaterSmart appliances and fixtures
- Energy efficient lighting
- Low-flow plumbing fixtures
- Sensors and timers that control water flow, lighting, and temperature
- On-site Renewable Energy Systems

New buildings should strive to obtain third party certification of the use of sustainable construction techniques and building materials. In April 2025, the City Council will review a proposed resolution encouraging the development of Net Zero Buildings. Once adopted, the contents of the resolution will be incorporated into Section 15-2.27-10 of the code.

(IX) To encourage locally-owned business and entrepreneurship, the draft code includes limitations on Nightly Rentals and Hotels.

Purposes of the BPMX Zoning District include ensuring development provides opportunities for locally serving businesses and encouraging the development of affordable, workforce, attainable, and market-rate long-term housing options. The code implements the Plan by placing limitations on Conventional Chain Businesses (CCBs) (see Analysis above) and restricting Nightly Rentals and Hotels.

Nightly Rentals and Major Hotels are prohibited in the BPMX Zoning District. The code defines Boutique Hotel as a Hotel with no more than 75 rooms. Boutique Hotels are Conditional Uses requiring a CUP in the BPMX Zoning District.

Department Review

The Planning Department reviewed this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website on March 26, 2025. Staff mailed courtesy notice to property owners within 300 feet on

March 26, 2025.⁷

Public Input

Public input is attached as Exhibit B.

Exhibits

- A: Draft Bonanza Park Mixed-Use Zoning District
- B: Public Input

⁷ LMC [§ 15-1-21](#)

15-2.27 BONANZA PARK MIXED USE (BPMX) DISTRICT

15-2.27-1 PURPOSE

15-2.27-2 USES

15-2.27-3 CONNECTIVITY IMPROVEMENTS

15-2.27-4 LOT AND SITE REQUIREMENTS

15-2.27-5 BUILDING HEIGHT

15-2.27-6 DESIGN GUIDELINES

15-2.27-7 PROJECT ENHANCEMENTS

15-2.27-8 PARKING REQUIREMENTS

15-2.27-9 TRANSPORTATION DEMAND MANAGEMENT

15-2.27-10 SUSTAINABILITY REQUIREMENTS

15-2.27-11 CONVENTIONAL CHAIN BUSINESSES

15-2.27-12 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS

15-2.27-13 SIGNS

15-2.27-14 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 the development of affordable, workforce, attainable, and market-rate long-term housing options,

3. create a vibrant Mixed-Use pedestrian-oriented neighborhood, with safe, comfortable access to parks, publicly accessible green spaces, and outdoor community spaces,
4. protect entry corridor views along the Bonanza Park Frontage Protection Zone,
5. allow increased height and decreased setbacks when development provides project enhancements,
6. establish a network of pedestrian and bicycle linkages throughout Bonanza Park,
7. ensure development implements Universal Design Principles and aspires to reach Park City's sustainability goals, reduce vehicle trips, and improve access to transit, and
8. incorporate public art and placemaking elements to inspire, awe, delight, and enliven public spaces, streets, and trails in the Bonanza Park neighborhood.

15-2.27-2 USES

The BPMX District establishes mixed-use buildings to create walkable, human-scale development that is contextual and sensitive to its environments. Uses in the BPMX District are subject to Vertical Mixed Use and Horizontal Mixed Use requirements outlined in Section 15-2.27-4 and Street Level Design outlined in Section 15-2.27-6. Uses in the BPMX District are limited to the following:

A. ALLOWED USES.

1. Amphitheater
2. Bakery

- 47 3. Bank
- 48 4. Bar
- 49 5. Café
- 50 6. Child Care
- 51 7. Child Care Center
- 52 8. Child Care, Family Group
- 53 9. Child Care, In-Home Babysitting
- 54 10. Commercial Use
- 55 11. Commercial Use, Support
- 56 12. Deli or Delicatessen
- 57 13. Direct Fast Chargers
- 58 14. Dwelling, Multi-Unit
- 59 15. Essential Municipal and Public Utility Use, Facility, Service, and Structure
- 60 16. Food Hall
- 61 17. Green Community Space
- 62 18. Grocery Store
- 63 19. Gym
- 64 20. Home Occupation
- 65 21. Hospital, Limited Care Facility
- 66 22. Indoor Entertainment, Theater/Museum
- 67 23. Major Transit Stop
- 68 24. Office and Clinic, Medical and Veterinary Clinic
- 69 25. Office, General

- 26. Office, Medical
- 27. Office, Moderately Intensive
- 28. Plant and Nursery Stock production and sales
- 29. Public Art
- 30. Recreation Facility, Public
- 31. Restaurant
- 32. Retail and Service Commercial, Major
- 33. Retail and Service Commercial, Minor
- 34. Retail and Service Commercial, Personal Improvement
- 35. Transit Hub

B. ADMINISTRATIVE CONDITIONAL USES.

- 1. Fences and walls greater than six feet (6') in height from Final Grade
- 2. Food Truck Location
- 3. Outdoor Dining
- 4. Outdoor Event or Use
- 5. Pet Services
- 6. Public Transit Amenity Area
- 7. Temporary Improvement

C. CONDITIONAL USES.

- 1. Conventional Chain Business
- 2. Disabled Care
- 3. Elder Care
- 4. Flex Industrial

5. Group Care Facility
6. Hospital, General
7. Hotel, Boutique
8. Indoor Entertainment Facility
9. Parking Area
10. Passenger Tramway
11. Public and Quasi-Public Institution, Church, and School
12. Recreation Facility, Private
13. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter
14. Telecommunication Antenna
15. Temporary Sales Trailer in conjunction with an active building permit for the Site

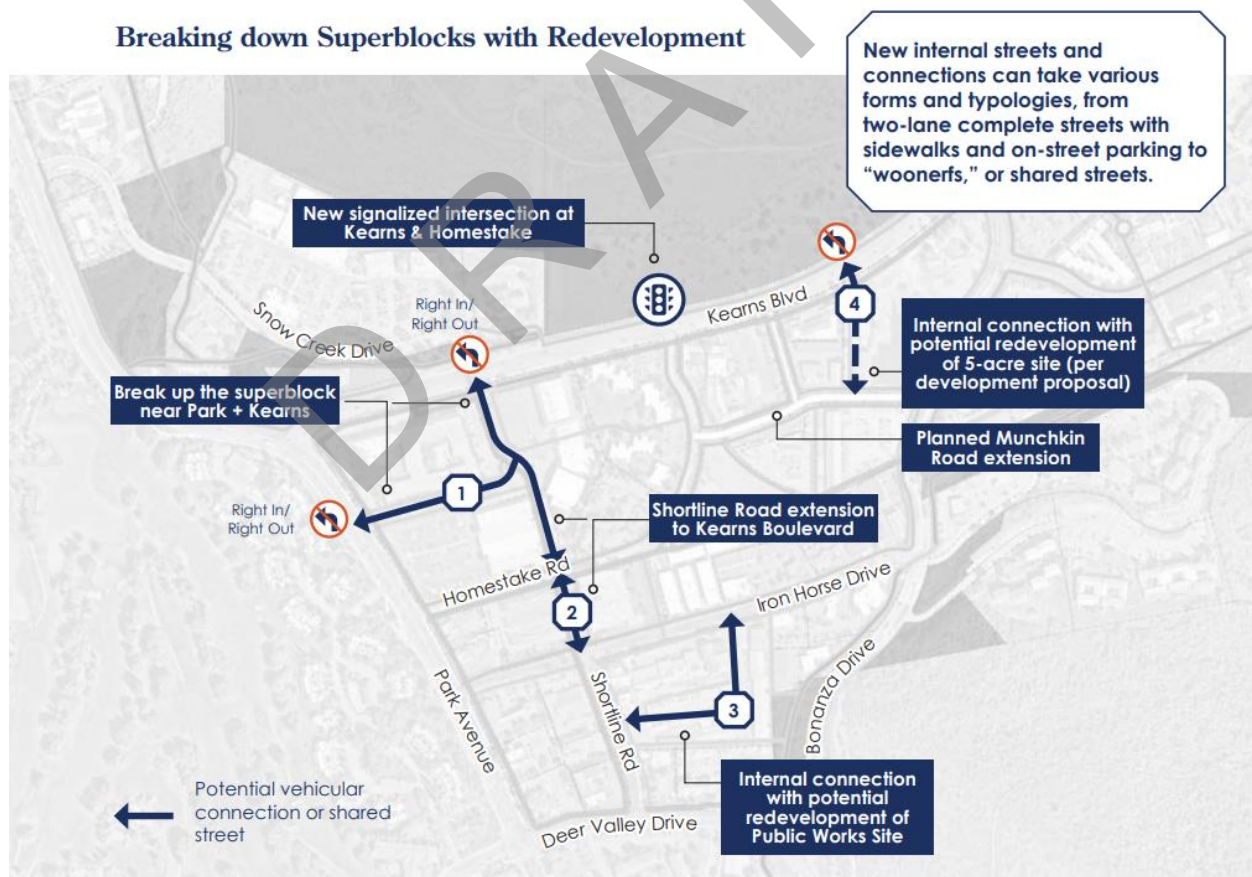
D. **PROHIBITED USES.** Any Use not listed above as an Allowed or Conditional Use is a Prohibited Use.

15-2.27-3 CONNECTIVITY IMPROVEMENTS.

A. **NEW STREET CONNECTIONS.** The Street network has a significant influence on the overall connectivity of a place. New Street connections are required to promote walkability and to create an interconnected system in the BPMX District. Development located adjacent to one of the following areas shall incorporate new Street connections. The Planning Commission may reduce required Setbacks along new Street connections when an Applicant dedicates public Right-of-Way.

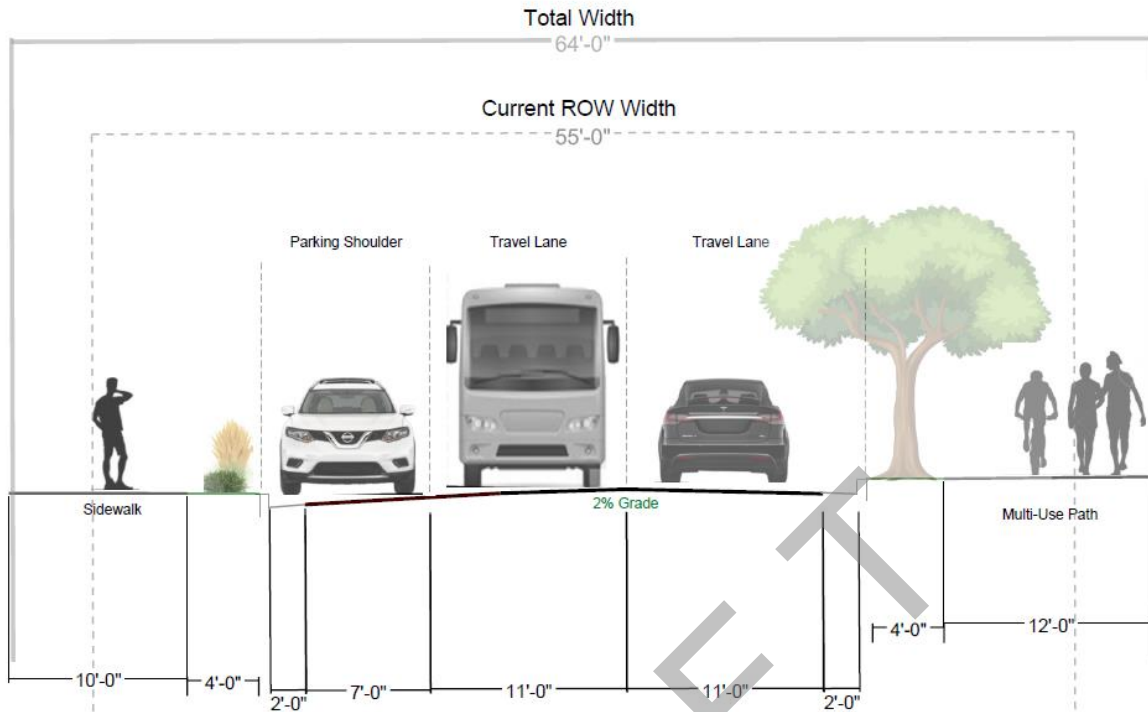
1. Superblock between Park Avenue, Kearns Boulevard, and Homestake Road.
New east-west connections shall be established.

2. Shortline Road. Shortline Road shall be extended north-south to connect from Kearns Boulevard to Deer Valley Drive.
3. Shortline Road and Iron Horse Drive. A new internal connection to these roads between Shortline Road and Bonanza Drive shall be integrated into redevelopment.
4. Kearns Boulevard and Munchkin Road. A new connection shall 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, Public Works, and applicable state review agencies.

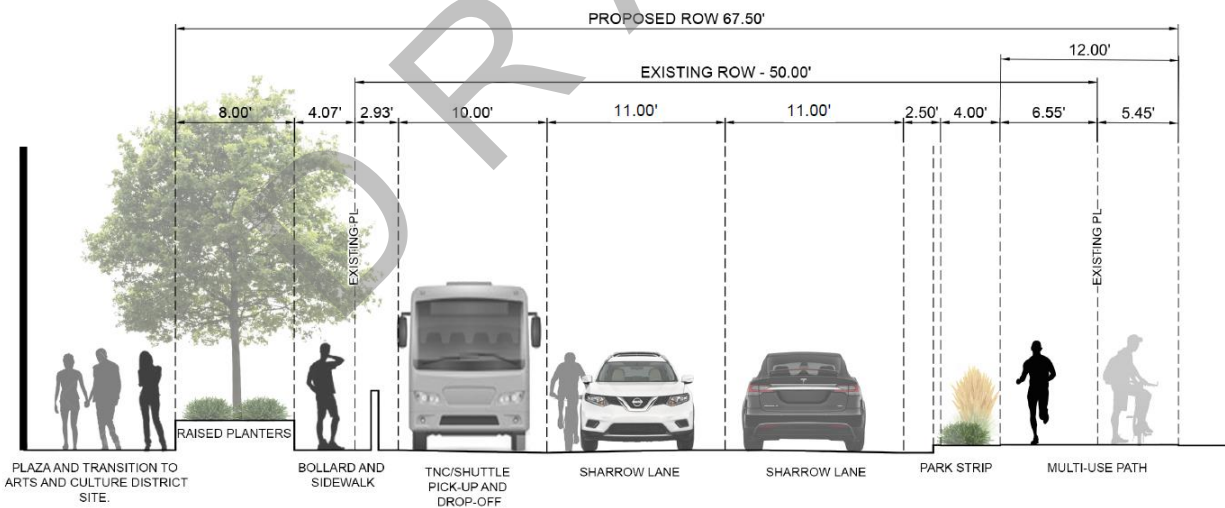


B. STREET DESIGN.

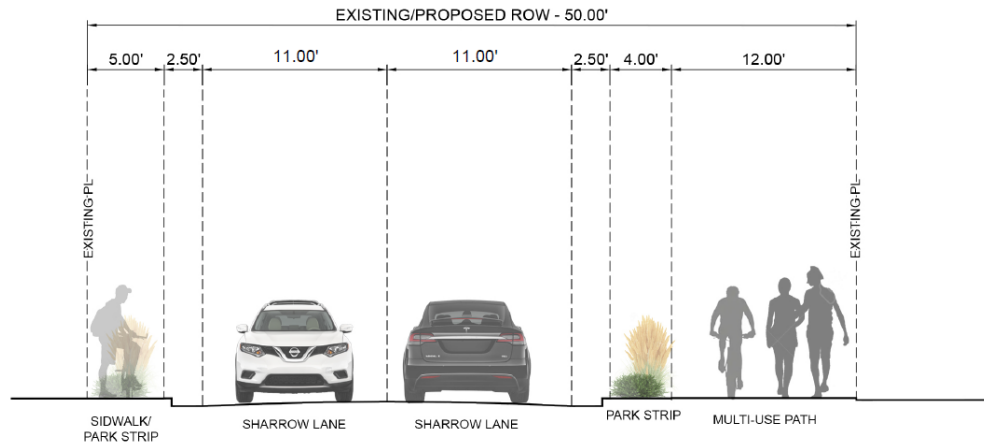
1. All new Streets shall meet Park City standards.
2. All new Streets shall integrate best management practices for stormwater runoff.
3. To the greatest extent practicable, development that is impacting an existing Street shall upgrade the Street to meet code standards in place at the time of application.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



Iron Horse Cross Section

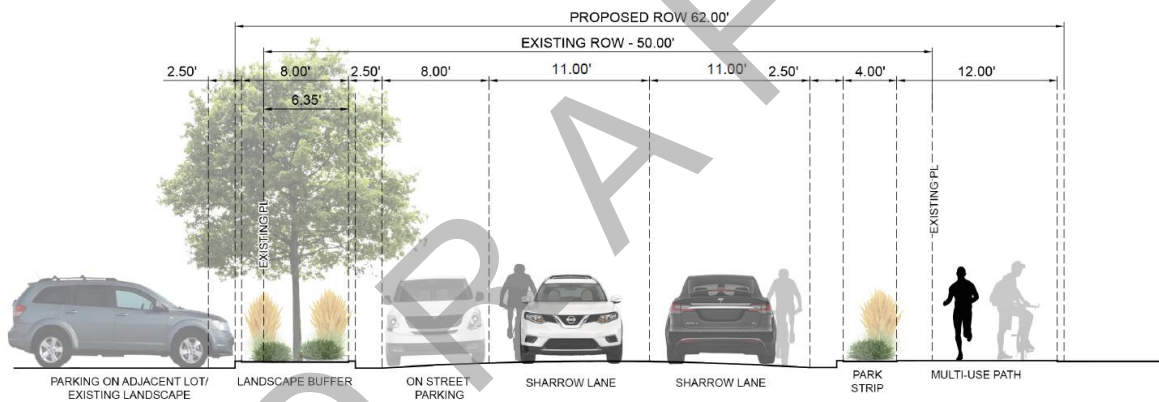


MUNCHKIN ROAD (EAST)



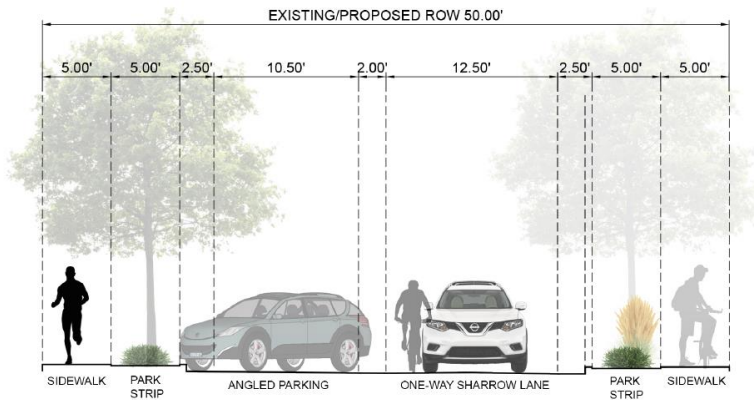
MUNCHKIN ROAD (WEST)

142



HOMESTAKE ROAD (SOUTH)

143



WOODBINE WAY

C. **SIDEWALK, TRAIL CONNECTIONS, AND SIGNATURE TRAILS.** Integrating multi-modal transportation is critical in the Bonanza Park neighborhood. To become a more walkable and connected neighborhood, the network of pedestrian and bicycle linkages must be established to connect with regional trails and improve the area's circulation. Development shall support the goals articulated in the Bonanza Park Small Area Plan, including the creation of new sidewalks, trail connections, and signature trails. Development should integrate the following key sidewalk, trail, and signature trail connections.

Figure 15-2.27-3(C) Connectivity Vision for Bonanza Park:



- D. **PERPETUAL PUBLIC ACCESS EASEMENT.** A perpetual public access easement shall be granted for sidewalk, trail, and signature trail connections on private property in a form approved by the City Attorney's Office.
1. The perpetual public access easement shall be recorded with Summit County and/or shown on the plat.
 2. Establishment of a perpetual public access easement shall not require increased Setbacks. Sidewalk, trail, and signature trail connections may be within a Setback.
 3. Sidewalk, trail, and signature trail connections may count toward Open Space.
 4. The Developer shall at its sole cost and expense install the initial sidewalk and/or trail and/or signature trail connection, unless otherwise agreed to. The

City, at its sole cost and expense, shall maintain, repair, and replace the sidewalk, trail, and/or signature trail connection within the easement area, unless otherwise agreed to.

E. STREET, SIDEWALK, AND SIGNATURE TRAIL LANDSCAPING.

1. Landscaping along streets, sidewalks, and signature trails shall conform with Chapter 14-1 *Trees/Landscaping on Public and Private Property*.

F. STREETLIGHTS AND BANNERS.

1. Installation of streetlights shall be required and placed by the Developer in accordance with Park City Standards.
2. The City may allow for the installation of banners on streetlights within the BPMX District pursuant to Chapter 12-11.

G. EXISTING DEVELOPMENT CONNECTIVITY IMPROVEMENT INCENTIVES. To

enhance Bonanza Park Connectivity Improvements on existing sites, Applicants may submit a parking study showing that parking exceeds demand or request a parking reduction and submit a Transportation Demand Management Plan pursuant to Section 15-2.27-9 to reduce single-occupancy vehicles coming to the site. For existing development Connectivity Improvements, Applicants may request Planning Commission review of a Conditional Use to:

1. Replace existing parking to accommodate perpetual public access easements for sidewalk, trail, and signature trail improvements outlined in the Bonanza Park Small Area Plan.

2. Replace existing parking to accommodate easements for the installation of transit improvements including a Major Transit Stop or Public Transit Amenity Area.
3. Replace existing parking with uses that improve or activate the space for those who arrive by transit, on foot, or by bike.
4. Convert surface-level parking into a Green Community Space or Publicly Accessible Outdoor Community Space.

15-2.27-4 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 Frontage on a Street shown as a private or Public Street on the Streets Master Plan or Section 15-2.27-3, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan or Section 15-2.27-3. All Development activity must comply with the following minimum standards:

- A. **MASTER PLANNED DEVELOPMENT**: Where there is a conflict between the standards in this Section and Chapter 15-6 *Master Planned Development*, the requirements of this Section shall apply.
- B. **LOT SIZE**: No minimum lot size.
- C. **DENSITY**: The BPMX District is a volume-based District and Density is established by Setbacks, Height, Parking, Open Space, and Site design criteria. The following Density and square footage limitations apply.
 1. **Residential**. Minimum residential Density 10 units per acre.
 2. **Commercial**.

- 210 a. A single building is limited to no more than 15,000 square feet of
211 commercial square footage. This limitation shall apply to commercial-
212 only development and mixed-use development with a commercial
213 component.
- 214 b. A single commercial tenant shall not occupy more than 5,000 square
215 feet of commercial square footage, unless it meets one of the following
216 exemptions:

- 217 1. Grocery Store,
218 2. US Post Office,
219 3. The Use is outlined in Section 15-2.27-2 as Allowed or
220 Conditional and has received Conditional Use approval by the
221 Planning Commission pursuant to Section 15-1-10 *Conditional*
222 *Use Review Process*.

223 D. **OPEN SPACE**: The following Open Space requirements apply within the BPMX
224 District.

- 225 1. At least 30% of the total Site Area shall be Open Space and may not be used
226 for Streets, driveways, or Parking Areas.
- 227 2. The following Open Space typologies (Green Community Spaces) are
228 permitted in the BPMX District and may be in the Frontage Protection Zone:
- 229 a. Pocket Park.
230 b. Linear greenspace with pedestrian and/or bicycle path.
231 c. Public Courtyard.
232 d. Plaza areas.

e. Flexible Space.

f. Community Garden.

E. **SETBACKS:**

1. The Frontage Protection Zone requires a minimum landscaped buffer Setback of thirty feet (30') in width abutting the Street. See Chapter 15-2.20.
2. Setbacks for Parcels two (2) acres or larger that are not Frontage Protection Zone Setbacks or Streetscape Setbacks are twenty-five feet (25').
3. Setbacks for Parcels smaller than two (2) acres that are not Frontage Protection Zone Setbacks or Streetscape Setbacks are fifteen feet (15').
4. Projects that meet the requirements of Section 15-2.27-7 *Project Enhancements* may request the Planning Commission grant a Setback reduction to eighteen feet (18') for Setbacks that are not Frontage Protection Zone.
5. The Planning Commission may consider increasing exterior Side Setbacks during Conditional Use review to mitigate potential impacts on adjacent Property. Side Setback exceptions continue to apply.
6. On Corner Lots, the Planning Commission may increase the Setback for pedestrian and bicycle connectivity and Sight Distance Triangle clearance.

F. **STREETSCAPE SETBACKS:** Table 15.2-27-4(F) identifies the required

Streetscape Setbacks in the BPMX District. Streetscape Setbacks are

determined based on Street type to prioritize pedestrian-friendly design and enhance walkability.

Table 15.2-27-4(F): MINIMUM STREETSCAPE SETBACK REQUIREMENTS		
Street Type	Applicability/ Streets	Streetscape Setback
Frontage Protection Zone	Kearns Boulevard and Park Avenue	30 Feet
Internal Street	Bonanza Drive	25 Feet
Internal Street	Homestake Road and Iron Horse Drive	20 Feet
Internal Street	Munchkin Road and Woodbine Way	18 Feet
Rail Trail	East-west connection	20 Feet

G. **SETBACK EXCEPTIONS**: The following Setback exceptions apply within the BPMX District:

1. Bay and box windows not more than ten feet (10') wide projecting not more than two feet (2') in the Side Setback.

2. Window wells and light wells projecting not more than four feet in the Setback.
3. Roof overhangs and eaves projecting not more than three feet in the Setback.
4. Window sills, belt courses, cornices, trim, and other ornamental features projecting not more than six inches (6") beyond the window or main Structure to which it is attached.
5. Patios, decks, pathways, steps, and similar Structures not more than thirty inches (30") above Grade, provided there is at least a five foot (5') Setback from the Lot Line.
6. Awnings over a doorway or window extending not more than three feet (3') in the Side Setback.
7. Driveways leading to a garage or Parking Area.
8. Sidewalks, trails, or signature trails identified in Section 15-2.27-3(C).

H. **VERTICAL AND HORIZONTAL MIXED-USE:** The BPMX District shall implement both Vertical Mixed Use and Horizontal Mixed Use to ensure a variety of Uses that promote vibrancy and a locally serving neighborhood.

1. **Vertical Mixed Use.** Vertical Mixed Use Development contains a range of uses within one Building. Typically, lower floors contain active storefronts such as retail stores or restaurants while upper floors are residential and/or office. Vertical Mixed Use shall be required along Internal Roads within the BPMX District as defined in Section 15-2.27-4(E), unless approved by the Planning Commission.

a. **Criteria for a Residential Development.** The Planning Commission may consider a fully Residential Development in a Vertical Mixed Use area when the criteria below are met:

1. All street-facing ground floors include an active use. For purposes of this Subsection, an active use may include any of the following:

- i. A lobby extending at least 50 feet into the interior of the building from the exterior wall;
- ii. A Public or Private Recreation Facility, provided the Facility includes at least 60% glazing along the street-facing façade;
- iii. Enclosed bicycle storage and/or bicycle repair stations, provided that this use or combination of uses includes exterior access to the street. Access may be restricted to tenants of the residential development; however, at least 60% glazing shall be provided along the street-facing façade;
- iv. A mail room, provided that this use includes at least 60% glazing along the street-facing façade;
- v. A community meeting space or educational or cultural facility, such as a meeting room, library, or art exhibit. Access may be restricted to tenants of the residential

development; however, at least 60% glazing shall be provided along the street-facing façade;

vi. A mural or similar art installation covering no more than 20% of any street-facing façade;

vii. A public Pocket Park, Public Courtyard, Flexible Space, plaza, or landscaped area accessible from the public right-of-way;

viii. Any similar active use reviewed and approved by the Planning Commission that is compatible with the character of the area.

2. A fully Residential Development may be exempt from Criteria 1 if all of the following are met:

i. At least 70% of the total square footage averages 80% AMI and is deed restricted.

ii. All residential units on any street-facing ground floor provide exterior access to the street and include at least two of the following:

1. A covered porch or stoop;

2. At least 60% glazing on the ground floor along the street-facing façade;

3. Uniform landscaping elements enhance the pedestrian experience and preserve views of the residential building (a semi-private yard or

courtyard may be fenced with a maximum height of four feet).

- iii. A fully Residential Development shall unbundle parking costs from the cost of rent or the cost of the unit. Affordable housing projects providing at least 70% of residential units averaging 80% AMI with deed restrictions that rely on grant, Low-Income Housing Tax Credits, or other funding, are exempt from this requirement if these projects can demonstrate that funding is contingent on providing a minimum amount of parking. In no case shall a project providing more than the minimum amount of required parking in Section 15-2.27-8 be exempt from this requirement.

- 2. **Horizontal Mixed Use.** Horizontal Mixed-Use Development integrates distinct land uses, such as residential, commercial, and retail, within a multi-building development or larger area, with these uses arranged side by side rather than stacked vertically. Horizontal Mixed-Use is made up of single-use buildings within a complex or employ a single land use on an individual Lot. Horizontal Mixed Use is allowed along Kearns Boulevard, Park Avenue, and Deer Valley Drive. Horizontal Mixed Use may be appropriate for internal plaza areas within projects. Horizontal Mixed Use is prohibited along Internal Streets within the BPMX District as defined in Section 15-2.27-4(E), unless otherwise approved by the Planning Commission.

- 353 a. Commercial storefronts shall be prioritized along Internal Roads,
354 including Iron Horse Drive, Short Line Road, Homestake Road,
355 Munchkin Road, Woodbine Way, and project plazas to activate the
356 pedestrian realm.
- 357 b. A minimum of 20% of the total project square footage shall be
358 residential uses. A minimum of 20% of the total project square footage
359 shall commercial, retail/service, office, and/or civic/institutional uses.

- 360 I. **SNOW RELEASE.** The design of roofs shall address snow accumulation and
361 ice/snow shedding. Entries, walkways and pedestrian areas shall be protected
362 from ice/snow shedding. Site plans and Building design must resolve snow
363 release issues to the satisfaction of the Chief Building Official.
- 364 J. **CLEAR VIEW OF INTERSECTION.** No visual obstruction in excess of two feet
365 (2') in height above road grade shall be placed on any Corner Lot within the Sight
366 Distance Triangle. A reasonable number of trees may be allowed, if pruned high
367 enough to permit automobile drivers an unobstructed view. This provision must
368 not require changes in the Natural Grade on the Site.

369 **15-2.27-5 BUILDING HEIGHT**

370 No Structure shall be erected to a height greater than thirty-five feet (35') from Existing
371 Grade in the BPMX District, unless granted an exception in Section 15-2.27-7 *Project*
372 *Enhancements*.

373 A. **FRONTAGE PROTECTION ZONE BUILDING HEIGHT.**

- 374 1. See Chapter 15-2.20 regarding the Frontage Protection Zone, which
375 prohibits development within 30 feet (30') of Kearns Boulevard, Park Avenue,

and Deer Valley Drive, and regulates Development within 30 feet (30') to 100 feet (100') from Kearns Boulevard, Park Avenue, and Deer Valley Drive.

2. The maximum Building Height within the Frontage Protection Zone 30-foot (30') to 100-foot (100') Setback is thirty-five feet (35') from Existing Grade.

3. Buildings within the 30-foot (30') to 50-foot (50') Frontage Protection Zone Setback must be stepped back ten feet (10') for each story above two stories.

4. Building Height exceptions within the Frontage Protection Zone Setback are limited to:

a. 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) and must be stepped back from the Frontage Protection Zone Building facades by at least fifteen feet (15').

b. Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet (5') above the height of the Building, and must be stepped back from the Frontage Protection Zone Building facades by at least fifteen feet (15').

c. An Elevator Penthouse may extend up to eight feet (8') above the Zoning District Height and must be stepped back from the Frontage Protection Zone Building facades by at least twenty feet (20').

B. **BPMX DISTRICT BUILDING HEIGHT EXCEPTIONS.** The following exceptions apply to the BPMX District Building Height for Buildings that are not within the 30-foot (30') to 100-foot (100') Frontage Protection Zone Setback:

1. 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.
2. If Project Enhancements are provided pursuant to Section 15-2.27-7, one (1) additional story, or a maximum of forty-five feet (45') from Existing Grade, may be granted pursuant to Section 15-2.27-7.
 - a. A ten-foot (10') stepback shall be provided on building perimeter façade planes that are forty-five feet (45') in Building Height with a Setback of eighteen feet (18') or less to mitigate the impact of Building Height on the pedestrian-scale neighborhood. The following features are permitted within areas where the building is stepped back:
 - i. Mechanical and ventilation equipment, provided the equipment is screened and does not exceed four feet (4') in height.
 - ii. Decorative or recreational features, including rooftop gardens, green roofs, planter boxes, and permanent amenities such as built-in grills. Rooftop guardrails shall be glass and posts shall be an unobtrusive material such as anodized aluminum. Guardrails and posts shall be the minimum height permitted by International Building Code standards.
 - iii. Rooftop solar and photovoltaic panels, provided the equipment is installed in compliance with Section 15-5-5(G).
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 or greater.

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), and must be stepped back from building facades by at least ten feet (10').
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, and must be stepped back from building facades by at least ten feet (10').
6. An Elevator Penthouse may extend up to eight feet (8') above the Zone Height and must be stepped back from building facades by at least ten feet (10').
7. Passenger Tramways may extend above the Zone Height subject to a visual analysis and approval by the Planning Commission.

15-2.27-6 DESIGN GUIDELINES

To implement the Bonanza Park Small Area Plan, specific design guidelines for the BPMX District are adopted 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. Prior to issuance of a Building permit for any Allowed or Conditional Use, the Planning Department must review the proposed plans for compliance with this Chapter and Chapter 15-5 *Architectural Review*. Where there is a conflict between the standards in this Chapter and Chapter 15-5, the requirements of this Chapter shall apply.

445 **B. BUILDING PLACEMENT AND ORIENTATION.**

446 1. Incorporate Open Space into building placement. Open Spaces can
447 enhance the overall aesthetic by allowing for additional landscaping and
448 greenery. Furthermore, these areas can be functional assets, enabling
449 commercial businesses to expand their activities outdoors—such as
450 offering outdoor dining or using the space for outdoor displays or
451 merchandise sales. This approach balances visual appeal with practical
452 business opportunities.

453 2. On parcels greater than 30,000 square feet, the massing of the building
454 should be broken into smaller volumes. Creative approaches to break up
455 building mass and scale is encouraged. This could include separate
456 buildings above grade or linked exterior walkways.

457 3. Buildings should be oriented to the street to create a vibrant pedestrian
458 experience. To the extent practicable, building facades should be parallel
459 to the adjacent street to orient access to public and private streets,
460 pedestrian circulation, and gathering areas.

461 4. Maximizing solar exposure during winter months should be a
462 consideration in designing public spaces and gathering areas.

463 Development over two stories that is adjacent to major open spaces, such
464 as parks or designated public amenities, shall perform a sun/shadow
465 study of the effects of development on such spaces from autumn through
466 spring.

5. **VANTAGE POINTS:** Development should preserve or enhance views of significant community features from prominent public vantage points within the BPMX District. There are eleven (11) vantage points from which the height, mass, and design of structures should be considered to preserve mountain views. If a development can be seen from more than one vantage point, the developer must provide three-dimensional renderings from each vantage point showing the impact of the development on mountain views. Renderings shall be based on a height of five feet (5') above the set reference markers shown in Figure and Table 15-2.27-5(B)(5): Vantage Points.

Figure 15-2.27-5(B)(5)



<u>TABLE 15-2.27-5(B)(5): VANTAGE POINTS</u>			
	Location	Coordinates	Bearing
1	Kearns Boulevard & Bonanza Drive	40.662963 -111.500851	SW
2	Kearns Boulevard & East Gate of Cemetery	40.662276 -111.502057	SW
3	Kearns Boulevard & Woodbine Way	40.661699 -111.503442	SW
4	Kearns Boulevard & Homestake Road	40.661484 -111.504692	SW
5	Kearns Boulevard & Snow Creek Drive	40.661067 -111.507025	SW
6	Park Avenue & Kearns Boulevard	40.66037 -111.50953	SE
7	Park Avenue & Homestake Road	40.658714 -111.507893	SE
8	Park Avenue & Iron Horse Drive	40.657958 -111.507382	SE
9	Park Avenue 200 feet north of Deer Valley Drive	40.657007 -111.506802	SE
10	Bonanza Drive & Iron Horse Drive	40.659307 -111.501548	SW

11	Bonanza Drive & Munchkin Road	40.660805 -111.501397	SW
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C. BUILDING SCALE, ARTICULATION, AND FENESTRATION: Buildings in the BPMX District 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.
 - ii. Insets, projections, or other relief in the wall plane.
 - iii. Architectural emphasis on building entries.
 - iv. Arcades, porticos, or other forms of covered exterior circulation.
 - v. Variations to window size or proportions.
 - vi. Balconies.
 - vii. Variation in color, texture, or materials as allowed in Chapter 15-5.
- b. Building design should avoid blank walls and large undifferentiated expanses of wall surface exposed to public pedestrian Streets, sidewalks, trails, plazas, or parks.

- 500 c. Roof overhangs, projections, awnings, or canopies should
501 contribute to the character of the building and create shadow
502 patterns while aiding in protection of the structure and
503 pedestrians.
- 504 d. Exceptions from the guidelines may be approved by the Planning
505 Director for those areas of the building envelope that are not
506 visible from adjacent development and public spaces.

507 **2. BUILDING ARTICULATION:**

508 a. **VERTICAL.**

- 509 i. All buildings that are approved above thirty-five feet (35') in
510 height shall include vertical articulation to help break up the
511 mass of the building. This articulation shall occur every thirty
512 feet (30') and shall be achieved through a façade change of
513 at least eighteen inches (18") in depth, or through a material
514 change.
- 515 ii. This shall apply to all building facades.

516 **B. HORIZONTAL.**

- 517 i. Structures greater than sixty feet (60'), but less than 120 feet
518 in length must exhibit a prominent shift in the façade of the
519 Structure so that no greater than seventy-five percent (75%)
520 of the length of the Building Façade appears unbroken. Each
521 shift shall be in the form of either a ten-foot (10') change in
522 Building Façade alignment or a ten-foot (10') change in the

Building Height, or a combined change in Building Façade and Building Height totaling ten feet (10').

- ii. Structures that exceed 120 feet in length on any façade 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 Façade alignment or a fifteen-foot (15') change in the Building Height. A combination of both the Building Height and Building Façade change is encouraged and to that end, if the combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.

- iii. This shall apply to all building facades.

3. BUILDING FENESTRATION

- i. Windows for non-residential and mixed-use buildings should be provided to create a direct relationship to the Street.
 - a. A minimum of 50% glazing is required on the ground level of all street-facing facades to create a strong relationship to the Street.
 - b. A minimum of 40% glazing is required for second levels.

- 545 ii. Transparent glazing shall be rated at a minimum 60 percent
546 light transmittance factor.
- 547 iii. Reflective, metallic, frosted, tinted, stained, and textured
548 glass is prohibited.
- 549 iv. Balconies are permitted for all residential uses. These may
550 be integrated into a vertical step-back. Railings for balconies
551 should have a minimum of 30% transparency.
- 552 D. **SITE ACCESS AND ON-SITE PARKING.** Site access should be consolidated to
553 the greatest extent practicable.
- 554 1. For sites that are larger than two (2) acres in size, integration of an
555 alleyway or mid-block walkway is encouraged to support a pedestrian-
556 oriented design.
- 557 2. Access between the on-site Use and Parking Area must be provided
558 through pedestrian, bicycle, and/or transit facility connections (e.g.
559 sidewalks, multi-use paths, bicycle lanes, transit stops, etc.).
- 560 3. On-site parking should be accessed from a Street other than Park Avenue,
561 Kearns Boulevard, Bonanza Drive, and Deer Valley Drive. If there is no
562 access from an Internal Street, the main vehicular access point shall be
563 from the shortest block length.
- 564 4. Additional vehicular access points on Park Avenue and Kearns Boulevard
565 are discouraged and shall be minimized.
- 566 a. Where parking is accessed from Park Avenue or Kearns
567 Boulevard, 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.

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 Buildings 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 public Street or pedestrian way.

9. Consider paving material change to define surface parking areas from the main vehicular travel lane.

E. **STREET LEVEL DESIGN.** Thought shall be given to street-level design

throughout the BPMX District to encourage the overall walkability and vitality of the area. Street Level Design requirements shall apply to Internal Streets as identified in Section 15.2-27-3(E).

1. Unless otherwise approved in this Chapter, Buildings shall 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,

591 retail services, daycare facilities, community meeting spaces, educational
592 and medical uses, civic spaces (theaters, museums, etc.), restaurants,
593 bars, art and craft studios, Public Recreation Facilities, and other uses
594 determined to be substantially similar by the Planning Commission. For
595 buildings that are 100% residential, a lobby or other common space shall
596 meet this requirement. The active use should extend at least fifty feet (50')
597 inside the building. Active uses do not include Private Recreation
598 Facilities, private clubs, and other similar exclusive uses.

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

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

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

606 F. **PEDESTRIAN AMENITY REQUIREMENTS.** Pedestrian Amenity requirements
607 aim to create thoughtfully designed and meaningful Open Spaces that
608 emphasize human scale, offer relief from the built environment, and enrich the
609 pedestrian experience of the BPMX District.

610 1. **PLACEMENT.** Pedestrian Amenities shall be along the Streetscape, open
611 to the sky, and free of permanent enclosures. They must be versatile and
612 adaptable, accommodating such uses as outdoor dining, outdoor events,
613 outdoor uses, or public gathering areas.

614 2. **ACCESSIBILITY.** Pedestrian Amenities must contribute to an active
615 Streetscape and promote interaction. Property owners can meet these
616 requirements through physical or operational improvements to private
617 property or enhancements to the public right-of-way.

618 3. **DESIGN GUIDELINES:**

619 A. Street-level Pedestrian Amenities shall be within 18 inches above
620 or below the Existing Grade of the street or sidewalk, which abuts
621 the space.

622 B. Street-level Pedestrian Amenities shall be open to the sky but
623 may include temporary shade or similar structures.

624 C. Street-level Pedestrian Amenities shall consider all four corners of
625 an intersection.

626 D. Pedestrian Amenities shall be designed for use in all seasons.

627 G. **ARCHITECTURAL STYLES AND MATERIALS.** The limitations identified in
628 Chapter 15-5 shall apply. In addition, the following standards apply:

629 1. Building materials should convey a pedestrian scale and have proven
630 durability in Park City's climate.

631 2. Building materials shall be of a high quality and reference both the history
632 of the Bonanza Park area and materials currently found in the BPMX
633 District. The use of wood, metal, glass, and stone is appropriate in this
634 Zoning District.

635 3. Architecture that reflects corporate branding is not permitted. This shall not
636 be construed to limit the ability to place signage on the property in

637 accordance with the allowances and limitations of Section 15-2.27-13 and
638 Title 12 *Sign Code*.

639 H. **ROOFS.**

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

653 I. **LANDSCAPING.**

- 654 1. Landscaping should complement the context and enhance the
655 architecture of the building.
- 656 2. Stormwater best management practices should be considered in the
657 landscape design.
- 658 3. Landscape materials should reflect the Park City climate.

4. For parcels in the Frontage Protection Zone, the first thirty feet (30') should include landscaping and pedestrian-focused infrastructure.

- 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 least 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. Public Transit Amenity Areas and Transit Hubs are also permitted in these areas, provided they do not exceed ten feet (10') to fourteen feet (14') in height.

5. The limitations of Section 15-5-5(N) *Water Wise Landscaping* shall apply.

J. **VEGETATION PROTECTION.** The Property Owner must protect or replace 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.

682 K. **SERVICE AND MECHANICAL AREAS.**

- 683 1. Trash, recycling, and service areas should be designed as integrated
684 components of the building and should be sited to minimize impacts to
685 pedestrians. Facilities can be located in underground parking facilities
686 when appropriate.
- 687 2. All exterior mechanical equipment must be Screened to minimize noise
688 infiltration to adjoining Properties and to mitigate visual impacts on nearby
689 Properties and general public view. All mechanical equipment must be
690 shown on the plans prepared for City review.
- 691 3. Service and delivery areas shall be located where least visible from
692 general public view and shall not impede pedestrian or bicyclist
693 connectivity.
- 694 4. The loading and unloading of goods must take place entirely on the Site.
695 Loading and delivery areas must be Screened from general public view.
696 All loading areas shall be shown on the plans prepared for City review.
- 697 5. Shared delivery, service, trash, and recycling areas are encouraged.
- 698 6. All Structures must provide a means of storing refuse generated by the
699 Structure's occupants. All refuse storage facilities must be shown on the
700 plans prepared for City review. Refuse storage must be Screened,
701 enclosed, and properly ventilated.
- 702 7. When possible, transformers and other utility boxes should be located
703 where least visible from general public view.
- 704 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.

L. ART INSTALLATIONS.

1. Integration of public art is encouraged in all development in the BPMX Zoning 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 but shall not impede pedestrian or bicyclist connectivity.

4. Art proposed to be displayed in the public realm may first be reviewed by the Public Arts Advisory Board.

15-2.27-7 PROJECT ENHANCEMENTS: Project Enhancements are intended to provide early project predictability and allow flexibility in selecting incentives to qualify for additional Building Height of up to forty-five feet (45') from Existing Grade outside of the Frontage Protection Zone and Setback and Open Space reductions in the BPMX District.

727 A. **PURPOSE:** Project Enhancements are intended to support a vibrant and locally
728 serving development in the BPMX District through the provision of affordable,
729 workforce, and attainable housing, increased mobility and alternative transit
730 provisions, increased on-site sustainability measures, and community-serving
731 components.

732 B. **PROCEDURES:** This will help create certainty in the project review process so
733 Applicants can determine whether they qualify for a fourth story bonus (up to
734 forty-five feet (45') from Existing Grade outside of the Frontage Protection Zone)
735 and Setback reductions by completing the following:

- 736 1. Applicants must submit a preliminary proposal outlining a rough site plan,
737 volumetrics, renderings, and project description for Planning Commission
738 review and input. The Planning Commission will forward a recommendation to
739 the City Council for consideration. Preliminary proposals should identify which
740 measures have been selected for consideration

741 C. **INCREASED BUILDING HEIGHT:** A development providing project
742 enhancements may be eligible for additional height up to 45 feet when:

- 743 1. The project provides two Tier A enhancements; or
744 2. The project provides one Tier A and at least two Tier B enhancements.

745 D. **DECREASED SETBACKS:** In addition to increased height, a project may qualify
746 for reduced Setbacks if additional enhancements are provided:

- 747 1. The project provides two Tier A (and one is Housing) and at least one Tier B
748 enhancement; or

2. The project provides one Tier A (Housing) and at least four Tier B enhancements.

E. **TIER A:**

1. **HOUSING.** At least 25% of total project square footage is deed-restricted affordable at an average AMI of 60% or 35% of total square footage is deed-restricted at an average AMI of 80%. Inclusion of a mix of residential units that meets a range of community needs – workforce, affordable, attainable, senior housing, etc. and sets a baseline average of 60% AMI or 80% AMI or as otherwise established in the City's Affordable Housing Resolution. Provision of units should be based on the mix of owner-occupied and rental units from the most up-to-date Housing Needs Assessment. Housing must be provided on site and be deed restricted.
2. **PARKING.** The applicant requests a substantial parking reduction, submits an effective Transportation Demand Management Plan that reduces parking demand and single-occupancy vehicle trips, and provides at least 90% of the project parking underground.
3. **CRITICAL CONNECTIONS.** The applicant dedicates right-of-way outlined in Section 15-2.27-3.

F. **TIER B:**

1. **CAR SHARE PROGRAM FOR RESIDENTS.**
 - i. **Car Share Parking and Use:** The applicant shall provide on-site car share parking in a location accessible to project

771 residents that is mutually agreed upon by the developer and car
772 share operator and approved by the Planning Commission.

- 773 ii. **Electric Vehicles:** At least half of the car share vehicles shall be
774 electric vehicles. The developer shall install Electric Vehicle
775 Charging Stations and at least one Direct Current Fast Charger
776 for the electric car share vehicles. The developer shall ensure
777 that electricity is provided to the Electric Vehicle Charging
778 Stations and Direct Current Fast Charger. The property owner
779 shall ensure that electricity is provided to the Electric Vehicle
780 Charging Stations and Direct Current Fast Charger at no cost to
781 the car share operator or user. The applicant is responsible for
782 ensuring sufficient and continuous electricity supply to power the
783 Electric Vehicle Charging Station and Direct Current Fast
784 Charger and covering all costs associated with electricity usage
785 during the term of the binding agreement.

- 786 iii. **Binding Agreement for Long-Term Use:** The applicant shall
787 enter into a binding agreement with a car share operator
788 outlining the location, operation, and maintenance of the car
789 share vehicles within the development. The agreement shall
790 clarify the roles and responsibilities of both parties, including
791 gas, insurance, cleaning, maintenance, and monitoring.

- 792 iv. **Annual Report:** The car share operator shall submit an annual
793 report to the property owner and City regarding car share
794 usage, maintenance, and operation.
- 795 v. **Timing and Compliance:** All car share infrastructure must be in
796 place and operable prior to the issuance of a certificate of
797 occupancy unless otherwise agreed upon.

798 **2. BIKE SHARE PROGRAM.**

- 799 i. **Infrastructure Provision:** The applicant shall provide adequate
800 conduit, power supply, and site preparation for future bike share
801 station installations in a location mutually agreed upon by the
802 developer and bike share operator. The site should be visible,
803 open, and accessible to the public, proximate to transit stops,
804 pedestrian paths, or other active transportation corridors, and
805 accessible for service vehicles for maintenance and operations.
- 806 ii. **Electricity Requirements:** The applicant shall ensure that
807 electricity is provided to the bike share station at no cost to the
808 bike share operator. The applicant is responsible for ensuring
809 sufficient and continuous electricity supply to power the station
810 and covering all costs associated with electricity usage during
811 the term of the agreement.
- 812 iii. **Access Requirements:** The applicant must provide safe and
813 convenient vehicular and pedestrian access to the bike share
814 station, including connectivity to adjacent pathways, sidewalks,

815 and transit facilities, as well as adequate lighting and wayfinding
816 signage to enhance station visibility and usability.

817 iv. **License Agreement:** The applicant shall enter into a license
818 agreement with the bike share operator outlining the location,
819 operation, and maintenance of the bike share facilities within the
820 development. The agreement shall clarify the roles and
821 responsibilities of both parties.

822 v. **Capital and Operating Support:** As part of traffic and
823 transportation mitigation measures, the applicant shall work with
824 the bike share operator to compensate for the capital and
825 operational expenses of the bike share station. This includes at
826 least 12 bikeshare docks and eight e-bikes and associated
827 station costs and contributing to annual operating expenses,
828 which may include an annual maintenance fee per bike per
829 year, unless otherwise agreed upon.

830 vi. **Timing and Compliance:** All bike share infrastructure and
831 financial contributions must be in place prior to the issuance of a
832 certificate of occupancy unless otherwise agreed upon.

833 3. **SIGNATURE TRAIL CONNECTION.** The applicant dedicates public access
834 easements for a signature trail connection identified in Section 15-2.27-3.

835 4. **PUBLIC TRANSIT IMPROVEMENTS.** The applicant provides an on-site
836 perpetual public access easement and/or encroachment agreement and
837 constructs a Public Transit Improvement including a Major Transit Stop or

Public Transit Amenity Area in a location and form to be approved by the City.
The applicant shall enter into a long-term maintenance agreement with the City.

5. **SUSTAINABILITY PLAN.** The applicant constructs a project that meets the criteria of Section 15-2.27-10 and provides a long-term project operational plan to include waste reduction and landfill diversion, food waste collection and composting, green business operations, potential for local renewable energy development such as distributed solar with storage or thermal energy networks, design for greywater reuse, rainwater capture or other water conservation features, green infrastructure such as bioswales, and building operational performance to achieve an Energy Star score of 90 or above, or to be designed and built to achieve 10 percent better than the most recent ASHRAE 90.1 standards.
6. **CHILD CARE FACILITY.** The applicant constructs space for a child care facility that accommodates at least 25 children and executes a minimum ten-year lease with a certified child care provider offering a reduced rent at fifty percent (50%) or less the rent per square foot for the next least expensive commercial space within the development.
7. **LIMITATION ON CONVENTIONAL CHAIN BUSINESSES.** The applicant restricts Conventional Chain Businesses within the project and includes incubator spaces for local entrepreneurs.
8. **SIGNIFICANT ACTIVATED OUTDOOR PUBLIC SPACE.** The project exceeds the required 30% Open Space requirement and includes long-term

programming plan for activated publicly accessible outdoor spaces that provide music, entertainment, and seasonal activation.

G. **CITY COUNCIL REVIEW**. The City Council shall review Project Enhancements proposals considering adherence to the standards outlined in this Section, hold a public hearing, and either approve or deny the request. Approved projects shall return to the Planning Commission for standard application processing.

H. **PROGRAM REVIEW AND AMENDMENTS**. The City Council has the discretion to review and update the Project Enhancements on a two-year schedule to assess the effectiveness of the program and enhancements implemented through successful projects. As part of this review, the Planning Department will identify evolving market conditions that may affect feasibility of specific criteria.

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 Chapter 15-3 *Off-Street Parking*. Where there is a conflict between the standards in this Chapter and Chapter 15-3, the requirements of this Chapter shall apply.

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 Chapter 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.

884 Specific Uses, and the related parking ratio requirements are also shown
885 below. Also refer to Section 15-15-1 *Definitions* for clarification of Uses.

Table 15-2.27-8(B)(1) RESIDENTIAL PARKING RATIO REQUIREMENTS	
USE	PARKING RATIO (NUMBER SPACES)
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

886
887 2. **NON-RESIDENTIAL USES**. In non-residential projects, or for non-residential
888 space associated with primarily residential Structures, the following parking
889 requirements shall apply. Also refer to LMC Section 15-15-1 *Definitions* for
890 clarification of Uses.

Table 15-2.27-8(B)(2) NON-RESIDENTIAL PARKING RATIO REQUIREMENTS

USES	PARKING RATIO REQUIREMENTS (NUMBER SPACES)
Auditorium and Assembly Hall	1 space per 5 seats
Bank	2 spaces per 1,000 sf of net leasable floor Area
Bar	3 spaces per 1,000 sf of net leasable floor area
Café/Deli	2 spaces per 1,000 sf of net leasable floor Area
Child Care Center	1 space per on-duty staff per shift and 1 space per 6 children
Commercial Use	4 spaces per 1,000 sf of net leasable floor Area
Disabled Care Elder Care Group Care Facility	1 space per 2 bedrooms plus 1 space per employee per shift, or 2 spaces per 3 employees per shift, whichever is greater
Grocery	3 spaces per 1,000 sf of net leasable floor Area
Flex Industrial	1 space per 1,000 square feet of floor area and 1 space for every 2 employees in the largest shift

Hospital, Limited Care	1 space per 2 beds
Hotel, Boutique	1 space per room or suite, and 1 space per 200 sf of separately leasable commercial space
Indoor Entertainment, Theater	1 space per 4 seats or 5 spaces per 1,000 sf of floor Area, depending on type of facility
Offices, General	2 spaces per 1,000 sf of leasable floor Area
Office and Clinic, Medical and Veterinary Clinic	5 spaces per 1,000 sf of leasable floor Area
Public and Quasi-Public Institution, Church, School Public Utility Uses	1 space per 5 seats, or 2 spaces per 3 employees, or 1 space per 1,000 sf of floor Area, whichever is greater
Retail & Service Commercial, Minor, Personal Improvement	0 spaces required for buildings that have less than or equal to 3,000 sf net leasable floor area Above 3,000 sf net leasable floor area is 3 spaces per 1,000 sf of net leasable floor area
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable floor Area
Restaurant	0 spaces required for buildings that have less than or equal to 3,000 net leasable floor area

	Above 3,000 sf net leasable floor area is 3 spaces per each 1,000 sf of net leasable floor area
Restaurant, Outdoor Dining	Based on Site specific review at the time of CUP
Recreation Facility, Public Recreation Facility, Private	1 space per 4 seats or 3 spaces per 1,000 sf of floor Area, or 1 space per 3 persons rated capacity, depending on type of facility
Temporary Improvement	1 space per employee plus 1 guest space

- C. **CALCULATION OF SPACES.** If a project incorporates two Uses, the Use requiring a higher number of Parking Spaces shall govern. Whenever the calculation results in a fractional number, the number of spaces required shall be rounded up to the next whole number.
- D. **PARKING MAXIMUMS.** No more than one hundred percent (100%) 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 ($\frac{1}{4}$) mile of a transit stop. When the parking requirement is zero Parking Spaces, a maximum of five (5) Parking Spaces may be provided. Exceptions to the maximum parking limit may be approved by the Planning Commission if found to be consistent with Section

15-2.27-1 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 Planning Commission.

1. The parking requirement for Mixed-Use projects may be lowered if the Applicant submits a shared parking opportunity analysis, approved by the Planning Commission, which results in a peak-parking-demand measure that is less than the Parking Requirement established by this Section 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 to promote a vibrant pedestrian friendly environment that reduces car-pedestrian conflict. If 90% of required parking is provided on-site and underground, Setbacks for the underground parking structure may be reduced by the Planning Commission up to 50% outside of the Frontage Protection Zone if utilities can be accommodated.

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

947 approval by the City unless a new alternative parking arrangement is
 948 approved by the City within a reasonable timeframe, as determined by
 949 the Planning Director.

950 2. **PARKING REDUCTIONS FOR SITES WITH MULTIPLE USES.** For
 951 buildings or sites with multiple Uses, parking may be reduced. To calculate
 952 the parking requirement, calculate the sum of the minimum Off-Street
 953 parking requirements for the two Uses with the highest Off-Street parking
 954 requirement, and then multiply that sum by the number shown below for that
 955 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 INSTITUTIONAL OR CIVIC	FOOD, BEVERAGE, BOUTIQUE HOTEL, RECREATION, OR ENTERTAINMENT	RETAIL	OTHER COMMERCIAL
Multi-Unit Dwelling ¹	NA				

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

Public Institutional, or Civic	10%	NA			
Food, Beverage, Boutique Hotel, Recreation or Entertainment ²	15%	20%	NA		
Retail	15%	25%	25%	NA	
Other Commercial	20%	25%	25%	20%	NA

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3. **ADDITIONAL ALTERNATIVE STRATEGIES.** After any reduction in the required number of Off-Street Parking Spaces under Section 15-2.27-8(H) is applied, 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

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.

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 CHARGING STATIONS.** Electric Vehicle Charging Stations and Direct Current Fast Chargers (i.e., spaces with approved charging infrastructure for Electric Vehicles consistent with Section 15-3-11) that are in addition to the Electric Vehicle 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 Electric Vehicle 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.

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 twenty percent (20%) for residential Uses as

provided in Sections 15-2.27-8(H)(1), (2), and (3), unless approved by the Planning Commission.

15-2.27-9 TRANSPORTATION DEMAND MANAGEMENT

A. **APPLICABILITY.** A Transportation Demand Management (TDM) Plan is required for all development projects. 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. Multi-Unit Dwellings: 10 - 44 Dwelling Units
- b. Boutique Hotel: 10 – 39 rooms

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. Multi-Unit Dwellings: 45 Dwelling Units and greater
- b. Boutique Hotel: 40 – 75 rooms
- c. Commercial: 3,000 square feet or greater
- d. Office: 3,000 square feet or greater
- e. Restaurant: 2,500 square feet or greater

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

- 1. Remodels or expansions of existing residential units that do not increase the total number of residential units;

- 1008 2. Remodels or expansions of Commercial, Retail, Office, Hotel, or
1009 mixed-use projects involving no more than 500 square feet of
1010 commercial net leasable space or two (2) lodging rooms or units;
1011 3. Any Boutique Hotel with fewer than ten (10) rooms;
1012 4. Retail less than 3,000 square feet;
1013 5. Office less than 3,000 square feet; and
1014 6. Restaurant less than 2,500 square feet.

1015 C. **TDM PLAN.** The Applicant shall submit a TDM Plan for review and approval by
1016 the Planning Commission. The TDM Plan shall document and demonstrate
1017 consistency with the requirements in this Section. The TDM Plan shall include,
1018 but is not limited to, the following:

- 1019 1. Identification of the applicable TDM strategies to be implemented based on
1020 the size of the project and estimated number of trips generated.
1021 2. Implementation plan for each TDM strategy, including timelines,
1022 responsibilities, and budget allocations.
1023 3. Monitoring and evaluation plan, submitted annually to the Planning
1024 Department, to track the effectiveness of TDM strategies and adjust them as
1025 needed. At their discretion, the Planning Director may require additional
1026 Planning Commission review and modifications as needed.

1027 D. **LEVEL 1 TDM PLAN REQUIRED COMPONENTS.** The following TDM trip
1028 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, locations of bicycle share locations, 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 15-2.27-8(F)).

E. **LEVEL 2 TDM PLAN REQUIRED COMPONENTS.** 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 15-2.27-9(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 twenty percent (20%) reduction in the required parking for non-residential Uses.

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:
 - a. Pedestrian network improvements (e.g., providing sidewalks that are wider than the required minimum width),
 - b. Construct or improve a bike facility (e.g., providing improved safety of bicycle facilities serving key transit nodes), or

c. Construct transit-supportive treatments (e.g., traffic calming near transit stop, transit stop enhancements and amenities, etc.).

5. On-site child care facilities.

6. Facilities and equipment to encourage telecommuting (e.g., video-conferencing facilities and equipment).

7. 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.

8. On-Site amenities such as cafeterias, restaurants, automated teller machines, and other services that would eliminate the need for additional trips.

9. Transit incentives for employees such as additional pay for carpoolers, etc.

10. 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 SUSTAINABILITY REQUIREMENTS

A. **APPLICABILITY.** All Development within the BMPX District should strive to support the City's Net Zero goals through the implementation of sustainable design including active transportation considerations, low embodied carbon materials, waste reduction through comprehensive materials recover, and operational programming and technologies to reduce short- and long-term impacts on the environment.

B. **REQUIREMENTS.** All projects within the BPMX should strive to achieve a low Energy Use Intensity (EUI) per building type including improved insulation and thermal efficiency, EnergyStar and WaterSmart appliances and fixtures, energy efficient lighting, low-flow plumbing fixtures, sensors and timers that control water flow, lighting and temperature, and on-site Renewable Energy Systems.

New buildings should strive to obtain third party certification of the use of sustainable construction techniques and building materials. The following programs should be considered [INSERT CITY REOLUTION FOR NET ZERO BUILDINGS ONCE ADOPTED].

15-2.27-11 CONVENTIONAL CHAIN BUSINESSES

A. **APPLICABILITY.** This Section provides guidance on Conventional Chain Businesses in the BPMX District.

Existing businesses within the BPMX District that meet the definition of a Conventional Chain Business as of (**INSERT DATE OF ADOPTION**), will be issued a one-time Conditional Use Permit to memorialize existing conditions. Any amendments to this Permit will require a new application subject to the requirements of this Section.

New Development and redevelopments inclusive of a business that meets the thresholds outlined in the Conventional Chain Business Definition in Section 15-15-1 must acquire a Conditional Use Permit, in addition to meeting the requirements outlined below. This Section shall not apply to Grocery Stores, Banks, or Gyms as defined in Section 15-15-1.

B. REQUIREMENTS.

1. No Conditional Use Permit shall be issued in the BPMX District, unless approved by the Planning Commission pursuant to Section 15-1-10.
2. In addition to the requirements listed in Section 15-1-10, the Planning Commission shall also consider whether the proposed Use meets the goals outlined in the Bonanza Park Small Area Plan, as defined below:
 - a. Conventional Chain Businesses cannot exceed 30% of the total commercial square footage within a single development.
 - b. The Conventional Chain Business will not create an oversaturation of similar uses within the BPMX District. For the purposes of this Subsection, “oversaturation” is defined as more than two Conventional Chain Businesses of a similar use type.

- 1139 c. The proposed business will diversify retail and community services
1140 provisions within the BPMX District and Park City, providing basic
1141 necessities for the daily needs of residents.
- 1142 d. The proposed business encourages innovation or a creative business
1143 idea. To this end, a Conventional Chain Business seeking a
1144 Conditional Use Permit shall demonstrate innovation or creativity in at
1145 least one of the following areas:
- 1146 1. The development or sale of products and services;
 - 1147 2. Employee work schedules;
 - 1148 3. Transportation of employees to the workplace;
 - 1149 4. Established working relationships with a community nonprofit,
1150 organization, or institution demonstrating a commitment to
1151 serving an unfulfilled need in the neighborhood or City.
- 1152 e. The proposed business provides local entrepreneurs with an
1153 opportunity to offer distinct services or sell locally made products.
- 1154 f. The proposed business offers affordable and needed services, meals,
1155 or products to the BPMX District or Park City community.
- 1156 g. The proposed business creates unique recreational, entertainment, or
1157 cultural opportunities.
- 1158 h. The proposed business offers services not currently found within Park
1159 City's municipal boundary.
- 1160 i. The proposed business will be aesthetically compatible with the BPMX
1161 District character and adhere to the design guidelines within this

1162 Chapter, in addition to those outlined in Chapter 15-5 *Architectural*
1163 *Review*.

1164 j. The proposed business will be compatible with Allowed and
1165 Conditional Uses for the BPMX District in Section 15-2.27-3.

1166 **15-2.27-12 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS**

1167 A. **OUTDOOR DISPLAY OF GOODS PROHIBITED.** Unless expressly allowed as a
1168 Conditional Use, all goods including food, beverage, and vending machines must
1169 be within a completely enclosed Structure. New construction of enclosures for
1170 the storage of goods shall not have windows and/or other fenestration that
1171 exceeds a wall-to-window ratio of thirty percent (30%). This Section does not
1172 preclude temporary sales in conjunction with a Special Event License, sidewalk
1173 sale, or seasonal plant sale.

1174 B. **OUTDOOR USES PROHIBITED/EXCEPTIONS.** The following outdoor Uses
1175 may be allowed by the Planning Department upon the issuance of an
1176 Administrative Permit. The Applicant must submit the required Application, pay all
1177 applicable fees, and provide all required materials and plans. Appeals of
1178 departmental actions are heard by the Planning Commission.

1179 1. **OUTDOOR DINING.** Outdoor dining is subject to the following criteria:

- 1180 a. The proposed seating Area is located on private Property or leased
1181 public Property and does not diminish parking or landscaping.
- 1182 b. The proposed seating Area does not impede pedestrian circulation.
- 1183 c. The proposed seating Area does not impede emergency Access or
1184 circulation.

- 1185 d. The proposed furniture is Compatible with the Streetscape.
- 1186 e. No music or noise is in excess of the City Noise Ordinance, Title 6.
- 1187 f. No Use after 10:00 p.m.
- 1188 g. No net increase in the Restaurant's seating capacity without adequate
- 1189 mitigation of the increased parking demand.

- 1190 2. **OUTDOOR GRILLS/BEVERAGE SERVICE STATIONS.** Outdoor grills
- 1191 and/or beverage service stations are subject to the following criteria:
- 1192 a. The Use is on private Property or leased public Property and does not
 - 1193 diminish parking or landscaping.
 - 1194 b. The Use is only for the sale of food or beverages in a form suited for
 - 1195 immediate consumption.
 - 1196 c. The Use is Compatible with the neighborhood.
 - 1197 d. The Use does not impede pedestrian circulation.
 - 1198 e. The Use does not impede emergency Access or circulation.
 - 1199 f. Design of the outdoor grill or beverage service station is Compatible
 - 1200 with the adjacent Buildings and Streetscape.
 - 1201 g. No violation of the City Noise Ordinance, Title 6.
 - 1202 h. Compliance with the City Sign Code, Title 12.

- 1203 3. **OUTDOOR STORAGE AND DISPLAY OF BICYCLES, KAYAKS,**
- 1204 **MOTORIZED SCOOTERS, AND CANOES.** Outdoor storage and display of
- 1205 bicycles, kayaks, motorized scooters, and canoes is subject to the following
- 1206 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. **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 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 of if the Property Line extends into the public sidewalk. An item of merchandise may be displayed on

1230 commonly owned Property; however, written permission for the display
1231 of the merchandise must be obtained from the Owner's association.

1232 c. The display is prohibited from being permanently affixed to any
1233 Building.

1234 d. The display does not diminish parking or landscaping.

1235 e. The Use does not violate the Summit County Health Code, the Fire
1236 Code, or International Building Code. The display does not impede
1237 pedestrian circulation, sidewalks, emergency Access, or circulation. At
1238 minimum, forty-four inches (44") of clear and unobstructed Access to
1239 all fire hydrants, egress and Access points must be maintained.

1240 Merchandise may not be placed so as to block visibility of or Access to
1241 any adjacent Property.

1242 f. The merchandise must be removed if it becomes a hazard due to wind
1243 or weather conditions, or if it is in a state of disrepair, as determined by
1244 either the Planning Director or Building Official.

1245 5. **OUTDOOR EVENTS AND MUSIC.** Outdoor events and music require an
1246 Administrative Conditional Use permit. The Use must also comply with
1247 Section 15-1-10, Conditional Use review. The Applicant must submit a Site
1248 plan and written description of the event, addressing the following:

1249 a. Notification of adjacent Property Owners.

1250 b. No violation of the City Noise Ordinance, Title 6.

1251 c. Impacts on adjacent Residential Uses.

1252 d. Proposed plans for music, lighting, Structures, electrical signs, etc.

1253 e. Parking demand and impacts on neighboring Properties.

1254 f. Duration and hours of operation.

1255 g. Impacts on emergency Access and circulation

1256 **15-2.27-13 SIGNS**

1257 **A. APPLICABILITY.** Signs are allowed in the BPMX District as provided in Title 12

1258 *Sign Code.* The following signs are prohibited in the Frontage Protection Overlay
1259 Zone (FPZ):

1260 1. "A" Frame, Sandwich Board and Sidewalk or Curb Signs.

1261 2. Permanent Banners and Pennants.

1262 3. Billboards and Other Off-Premises Signs.

1263 4. Moving/Variable Message Signs. Electronically controlled copy changes, or
1264 any other signs that move or use movement to emphasize text or images.

1265 5. Neon and Neon Appearing Signs. Neon lights, similar gas-filled light tubes,
1266 and lighting made to appear as neon are prohibited, except when used for
1267 indirect illumination and in such a manner as to not be directly exposed to
1268 public view. This includes technology that simulates or mimics neon signs
1269 through the use of LED lights or other methods.

1270 6. Portable and Wheeled Signs.

1271 7. Signs Causing Direct Glare. A sign or illumination that causes any direct
1272 glare into or upon any public right-of-way, adjacent lot or building other than
1273 the building to which the sign may be accessory.

- 1274 8. Signs Creating Optical Illusion. Signs with optical illusion of movement by
1275 means of a design which presents a pattern capable of reversible
1276 perspective, giving the illusion of motion or changing of copy.
- 1277 9. Signs Obstructing Egress. A sign which obstructs any window or door
1278 opening used as a means of ingress or egress, prevents free passage from
1279 one part of a roof to any other part, interferes with an opening required for
1280 ventilation or is attached to or obstructs any standpipe, fire escape or fire
1281 hydrant. A sign which obstructs the free movement of pedestrians on
1282 sidewalks, pedestrian malls, trails or any other public access way.
- 1283 10. Signs on Parked Vehicles. Signs placed on or affixed to vehicles and/or
1284 trailers, including bicycles, which are parked on a public right-of-way, public
1285 property or private property so as to be visible from a public right-of-way
1286 where the apparent purpose is to advertise a product or commercial service
1287 or activity, or direct people to a business or commercial activity located on
1288 the same or nearby property. However, this is not in any way intended to
1289 prohibit signs placed on or affixed to vehicles and trailers, such as lettering
1290 on motor vehicles, where the sign is incidental to the primary use of the
1291 vehicle or trailer for transportation.
- 1292 11. Unsafe Signs. Any sign which: (1) Is structurally unsafe; (2) Constitutes a
1293 hazard to safety or health by reason of inadequate maintenance or
1294 dilapidation; (3) Is not kept in good repair; (4) Is capable of causing
1295 electrical shocks to persons likely to come into contact with it; (5) In any
1296 other way obstructs the view of, may be confused with or purports to be an

1297 official traffic sign, signal or device or any other official government
1298 regulatory or informational sign; (6) Creates an unsafe distraction for vehicle
1299 operators or pedestrians; (7) Obstructs the view of vehicle operators or
1300 pedestrians entering a public roadway from any parking area, service drive,
1301 public driveway, alley or other thoroughfare; (8) Is located on trees, rocks,
1302 light poles or utility poles, except where required by law; or (9) Is located so
1303 as to conflict with the clear and open view of devices placed by a public
1304 agency for controlling traffic or which obstructs a motorist's clear view of an
1305 intersecting road, alley or major driveway.

1306 **15-2.27-14 RELATED PROVISIONS**

- 1307 A. Fences and Walls. Section 15-4-2.
- 1308 B. Satellite Receiving Antenna. Section 15-4-13.
- 1309 C. Telecommunication Facility. Section 15-4-14.
- 1310 D. Parking. Chapter 15-3.
- 1311 E. Landscaping. Title 14; Sections 15-3-3 and 15-5-5(N).
- 1312 F. Lighting. Sections 15-3-3 and 15-5-5(J).
- 1313 G. Park City Sign Code. Title 12.
- 1314 H. Architectural Review. Chapter 15-5.
- 1315 I. Snow Storage. Section 15-3-3.

1316 **15-6.1-3 ZONING DISTRICTS AND USES**

- 1317 1. **ZONING DISTRICTS**. Affordable Master Planned Developments are Allowed in
1318 the following Zoning Districts:

- 1319 1. Residential Development
1320 2. Residential Development Medium
1321 3. Residential Medium
1322 4. Recreation Commercial
1323 5. General Commercial
1324 6. Bonanza Park Mixed Use District
1325 7. Light Industrial
1326 8. Community Transition
1327 9. Historic Commercial Business
1328 10. Historic Recreation Commercial, east of Park Avenue

- 1329 2. **USES**. An Affordable Master Planned Development can only contain Uses that are
1330 Allowed or Conditional in the Zoning District in which it is located.

- 1331 3. **COMMERCIAL USES**. An Affordable Master Planned Development may include
1332 up to 10,000 square feet of Commercial, Retail, Office, Public, and Quasi-public
1333 Uses.

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.

1356 7. **NO SEPARATE LEASES.** The secondary quarters shall not be rented or leased
1357 separately from the main dwelling. Nightly Rentals and other seasonal rentals are
1358 prohibited to help residential bases grow for locals. Secondary living quarters are
1359 for the Use of the Owner of the main dwelling for guests, household help, relatives,
1360 and other similar Persons.

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1361 **15-15-1 DEFINITIONS**

1362 For the purpose of the LMC, certain numbers, abbreviations, terms, and words shall be
1363 used, interpreted, and defined as set forth herein. Defined terms will appear as proper
1364 nouns throughout this Title. Words not defined herein shall have a meaning consistent
1365 with Webster's New Collegiate Dictionary, latest edition.

1366
1367 Unless the context clearly indicates to the contrary, words used in the present tense
1368 include the future tense; words used in the plural number include the singular; the word
1369 "herein" means "in these regulations"; the word "regulations" means "these regulations";
1370 "used" or "occupied" as applied to any land or Building shall be construed to include the
1371 words "intended, arranged, or designed to be used or occupied".

1372 [Existing Definitions in BLACK, proposed Definitions in Red]

1373 **ART/PLACEMAKING ELEMENTS.** Features that reflect the identity and character of an
1374 area, such as murals, statues, and sculptures. Dark sky-compliant lighting may be
1375 allowed. Signage is excluded to maintain adherence to the sign code.

1376 **ATTAINABLE HOUSING.** Housing that is priced affordable to households with incomes
1377 between 81 and 150 percent of AMI.

1378 **BANK.** A financial institution engaged in providing services such as accepting deposits,
1379 cashing checks, lending money, and offering financial products or services, including but
1380 not limited to savings and checking accounts, loans, mortgages, and investment
1381 advisory services. Ancillary uses may include ATM facilities, safe deposit boxes, etc.

CONNECTIVITY IMPROVEMENTS. Includes new pedestrian paths or streets that create walkable and connected development patterns and break up existing superblocks or major improvements like tunnels and bridges.

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 Project Enhancement.

FLEX INDUSTRIAL. A zoning or land-use classification designed to accommodate a mix of light industrial, production, and commercial activities, often aimed at supporting locally-owned businesses that produce goods and services for the surrounding community. Flex industrial spaces are versatile, allowing for uses such as small-scale manufacturing, craft industries, and local production facilities (e.g., a brewery supplying beer to nearby businesses), while maintaining compatibility with neighborhood character. This classification also serves as a mechanism to preserve and grandfather in pre-existing industrial uses, ensuring their continued contribution to the local economy and community identity.

GREEN COMMUNITY SPACE. Outdoor public spaces permitting 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.

- 1405 5. **POCKET PARK.** Small park accessible to the general public.
- 1406 6. **PUBLIC COURTYARD.** Publicly accessible open area between buildings
- 1407 and walls.
- 1408 **GROCERY STORE.** Medium to large commercial facility (typically 10,000–50,000
- 1409 square feet) that provides essential access to food and goods, strategically located to
- 1410 support community needs, enhance accessibility, and contribute to local economic and
- 1411 social infrastructure.
- 1412 **GYM.** A facility primarily designed and equipped for physical exercise, fitness training,
- 1413 or recreational activities, which may include, but is not limited to, weightlifting
- 1414 equipment, cardio machines, fitness classes, personal training services, and areas for
- 1415 sports or athletic activities. Ancillary uses may include locker rooms, saunas, retail sales
- 1416 of fitness-related merchandise, and food or beverage services.
- 1417 **HOTEL/HOTEL CONDOMINIUM/MOTEL.** A Building containing lodging rooms for the
- 1418 occupancy of guests for compensation on a nightly basis that includes facilities such as
- 1419 restaurants, bars, spas, meeting rooms, on-site check-in lobbies, recreation facilities,
- 1420 group dining facilities, and/or services customarily associated with hotels, such as
- 1421 concierge services, shuttle services, room service, and daily maid service (collectively
- 1422 referred to as a "Hotel"). Lockout Units, Bed and Breakfast Inns, and Boarding Houses
- 1423 are not Hotels. Hotels are considered a lodging Use and ownership of units may be by a
- 1424 condominium or timeshare instrument. Hotel rooms may include a Lockout Unit.
- 1425 1. Hotel, Major. A Hotel with more than fifteen (15) Hotel Rooms.
- 1426 2. Hotel, Minor. A Hotel with fewer than sixteen (16) Hotel Rooms.
- 1427 3. Hotel, Boutique. A Hotel with no more than 75 Hotel Rooms.

1428 **INDOOR ENTERTAINMENT FACILITY.** An establishment or enterprise for the purpose
1429 of amusing or entertaining Persons for profit or non-profit and generally contained within
1430 a Structure. Such Uses include, but are not limited to, theater, playhouse, cinema,
1431 performing arts, planetarium, discovery center, museum, or bowling alley.

1432 **MAJOR OPEN SPACE.** A substantial area of undeveloped land, often publicly
1433 accessible, preserved for purposes such as recreation, conservation, or enhancing
1434 visual appeal. Examples include large parks, nature preserves, or prominent greenway
1435 corridors within a community.

1436 **MAJOR TRANSIT STOP.** A transit stop that is served by at least two fixed transit routes
1437 with frequency of service intervals of twenty (20) minutes or less during peak periods
1438 and includes a waiting shelter consistent with City standards.

1439 **MIXED USE.** A parcel, structure, or both that combines two (2) or more land uses, such
1440 as commercial, residential, or recreational spaces.

1441 **MULTI-UNIT DWELLING.** A Building containing four (4) or more Dwelling Units.

1442 **OUTDOOR USE OR EVENT.** Any land Use, Business or activity that is not conducted
1443 entirely within an enclosed Building or Structure, not including outdoor recreation
1444 activities and those Uses customarily associated with indoor Uses, such as parking,
1445 drive-up windows, ATM's, gas pumps, playgrounds, and such. Outdoor Uses include
1446 outdoor dining; outdoor food and beverage service stations and carts; outdoor storage
1447 and display of bicycles, kayaks, and canoes; and outdoor events and music.

1448 **PARKING.**

1449 1. **Parking, Public.** A Parking Area or parking facility to be used by the public for
1450 fee or otherwise.

1451 2. **Parking, Residential.** A Parking Area or Structure used exclusively for
1452 residential, non-commercial Uses.

1453 3. **Parking, Shared.** The Development and Use of Parking Areas on two (2) or
1454 more separate Properties for joint Use by the businesses or residents on those
1455 Properties.

1456 4. **Parking, Underground.** A Parking Area or Structure below grade, utilized by all
1457 land uses.

1458 **PEDESTRIAN AMENITY.** An intentionally designed and meaningful open space that
1459 prioritizes human scale and enhances the pedestrian experience. Integrates nature and
1460 urban design, contributing to the appeal and functionality of commercial and mixed-use
1461 neighborhoods.

1462 **PEDESTRIAN CONNECTION.** A pathway, sidewalk, or network of sidewalks and
1463 pathways designed to facilitate safe and accessible movement of people traveling by
1464 foot, including at-grade improvements as well as tunnels or bridges.

1465 **PROJECT ENHANCEMENT.** Specific programmatic or infrastructure improvements a
1466 development provides in exchange for additional height and/or density. Subject to the
1467 requirements of Section 15-2.27-7.

1468 **PUBLICLY ACCESSIBLE OUTDOOR COMMUNITY SPACE.** Space suitable for year-
1469 round use, and of a high design quality with gathering spaces, seating areas, play
1470 structures, and public art.

1471 **SUSTAINABLE DEVELOPMENT.** Development that incorporates best practices to
1472 minimize energy use. Park City has adopted net-zero goals, and sustainable
1473 development can help the community reach these goals.

1474 **TRAFFIC CALMING.** Transit planning to deliberately slow traffic in residential areas
1475 through methods such as speed bumps, bump-outs at intersections, and on-street
1476 parking as part of a complete street design. Other methods include parklets, sidewalks,
1477 signage, and street trees.

1478 **TRANSIT HUB.** A property utilized as a mass transit station or an interchange of
1479 multiple modes of transportation.

1480 **UNIVERSAL DESIGN PRINCIPLES.** Principles through which public and private
1481 spaces are designed to have equal access by people of all ages and abilities, with little
1482 or no need for adaptation or specialized design.

1483 **USE.** The purpose or purposes for which land or Structures are occupied, maintained,
1484 arranged, designed, or intended.

1485 1. **USE, INTENSITY OF.** The maximum number of residential units, or commercial,
1486 or industrial space within a specified land Area designated for that purpose.

1487 **WAYFINDING.** Ways in which people orient themselves in physical space and navigate
1488 from place to place. Examples can include signs, symbols, landmarks, or pathways.

Alec Barton

From: Craig Elliott <celliott@elliottworkgroup.com>
Sent: Thursday, December 12, 2024 9:48 AM
To: Rebecca Ward; Christin VanDine; Rick Shand; Sarah Hall; Bill Johnson; Laura Suesser; Henry Sigg; John Frontero
Cc: Carla Lehigh
Subject: [External] Bonanza Park Mixed Use District
Attachments: Bonanza Park Mixed-Use Zoning District Code Amendments CE Markup.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

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

[CAUTION] This is an external email.

Planning Director and Commissioners:

Thanks for listening to my overall comments last night about the Bonanza Park Mixed Use District. I've attached a pdf file of the hard copy left in chambers last night of the proposed code changes with comments for your review.

I am happy to sit down to discuss if the comments prompt any questions.

My cell number is (435)901-3150 feel free to call or text.

CRAIG ELLIOTT | AIA

1441 Ute Boulevard Suite 100 - Park City UT - 84098

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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.

15-2.27 BONANZA PARK MIXED USE (BPMX) DISTRICT

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

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,

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 BPMX District.

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

- 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.

- 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

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

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

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 entity?

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.

	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.

- 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 be 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.

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

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.
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.**

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

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.
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.
- b. Building design should avoid blank walls and large undifferentiated expanses of wall surface exposed to public pedestrian rights of way, plazas, or parks.

Define the word "large".

- 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.

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 setback, 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 setback 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 setback 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.

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.

Stairs and Elevators?

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

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

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

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.
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.).
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.
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.
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.

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

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

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

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.

20' is entirely arbitrary and makes very little sense.

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.

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. F. This is a building code issue, not planning.

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

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

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

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.

- 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 least 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.
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.

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

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?]

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:

- 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)

This is every project. Just say it.

15-2.27-8 PARKING REQUIREMENTS

- A. APPLICABILITY.** All development within the BPMX 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

	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
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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

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 storage	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

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 ($\frac{1}{4}$) 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.

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 BPMX 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.

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 INSTITUTIONAL 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%	25%	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.

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.
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).

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

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

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.

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.

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.

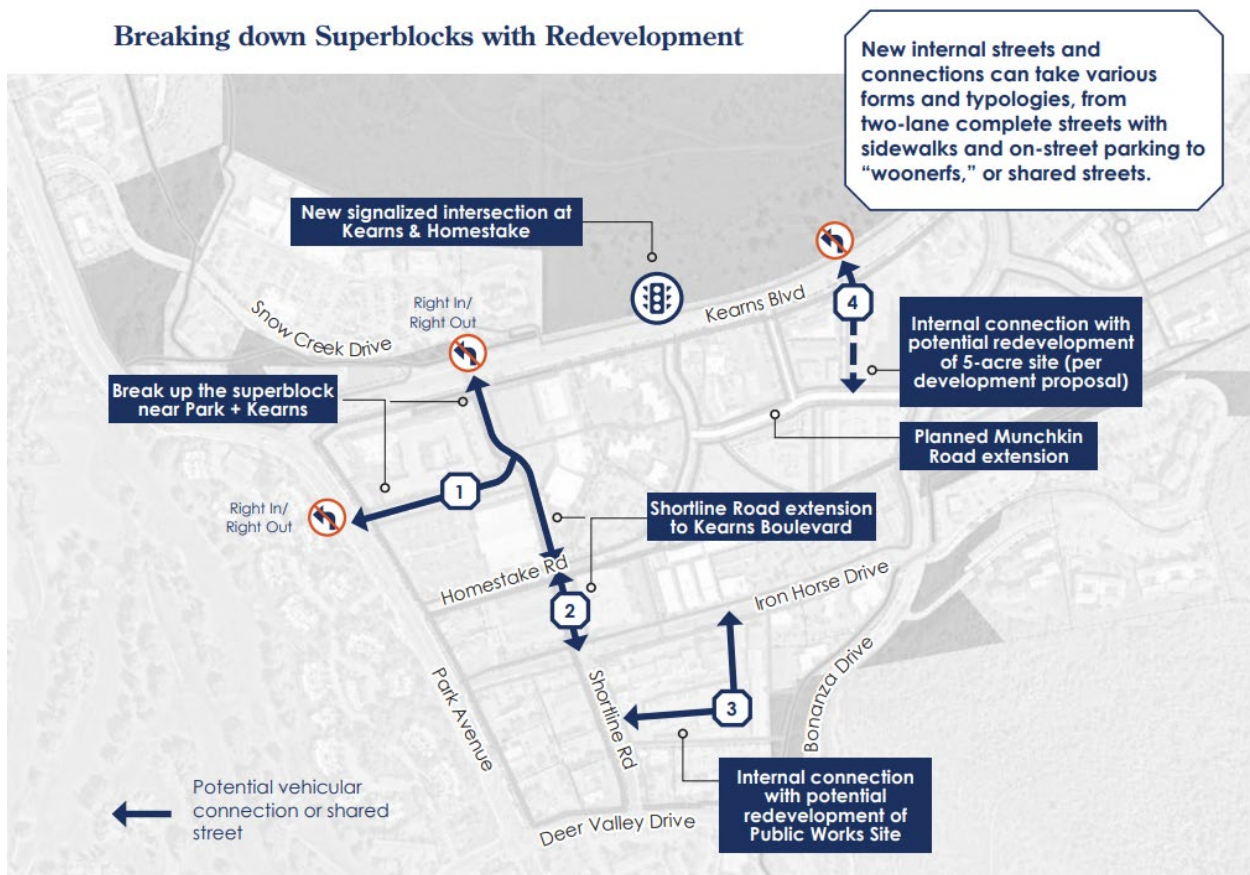
15-2.27-10 STREET SYSTEMS.

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



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

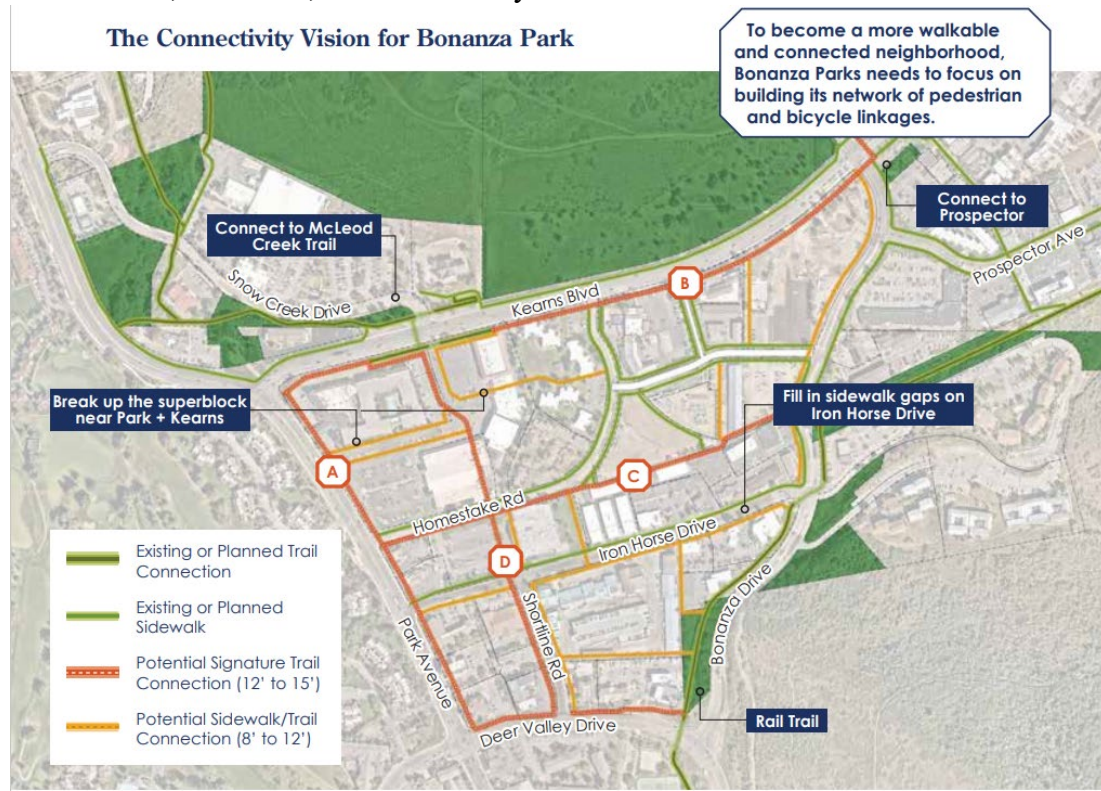
Establishing a network of pedestrian and bicycle linkages is critical to improve the overall connectivity of the Bonanza Park neighborhood. Similarly, additions of open space and green areas will improve the overall sense of community and opportunities for gathering in the neighborhood. All development 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

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

- A. **APPLICABILITY.** All Development within the BPMX 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 Council'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.

- 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:

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. The 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.

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.

- 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

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.

DRAFT

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.

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.

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.

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.

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

Alec Barton

From: Craig Elliott <celliott@elliottworkgroup.com>
Sent: Wednesday, February 12, 2025 3:23 PM
To: Rebecca Ward; Christin VanDine; Rick Shand; Sarah Hall; Bill Johnson; Laura Suesser; Henry Sigg; John Frontero
Cc: Carla LeHigh
Subject: [External] Re: Bonanza Park Mixed Use District
Attachments: 2025-02-12 BoPa Proposed Code CE Markup.pdf

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

[CAUTION] This is an external email.

Planning Director and Commissioners:

I've attached a pdf file of the most up to date BPMX District proposed code language with my comments. I came down with the flu last Friday and was not able to review this information until today. I apologize for not providing sooner.

CRAIG ELLIOTT | AIA

1441 Ute Boulevard Suite 100 - Park City UT - 84098

Office: 435.649.0092 x301 | ELLIOTTWORKGROUP.COM

On Dec 12, 2024, at 9:48 AM, Craig Elliott <celliott@elliottworkgroup.com> wrote:

Planning Director and Commissioners:

Thanks for listening to my overall comments last night about the Bonanza Park Mixed Use District. I've attached a pdf file of the hard copy left in chambers last night of the proposed code changes with comments for your review.

I am happy to sit down to discuss if the comments prompt any questions.

My cell number is (435)901-3150 feel free to call or text.

CRAIG ELLIOTT | AIA

1441 Ute Boulevard Suite 100 - Park City UT - 84098

Office: 435.649.0092 x301 | ELLIOTTWORKGROUP.COM

<Bonanza Park Mixed-Use Zoning District Code Amendments CE Markup.pdf>

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 Chapter 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.

15-2.27 BONANZA PARK MIXED USE (BPMX) DISTRICT

<u>15-2.27-1</u>	<u>PURPOSE</u>
<u>15-2.27-2</u>	<u>USES</u>
<u>15-2.27-3</u>	<u>LOT AND SITE REQUIREMENTS</u>
<u>15-2.27-4</u>	<u>BUILDING HEIGHT</u>
<u>15-2.27-5</u>	<u>DESIGN GUIDELINES</u>
<u>15-2.27-6</u>	<u>PROJECT ENHANCEMENTS</u>
<u>15-2.27-7</u>	<u>PARKING REQUIREMENTS</u>
<u>15-2.27-8</u>	<u>TRANSPORTATION DEMAND MANAGEMENT</u>
<u>15-2.27-9</u>	<u>STREET SYSTEMS</u>
<u>15-2.27-10</u>	<u>OPEN SPACE AND TRAIL CONNECTIVITY</u>
<u>15-2.27-11</u>	<u>SUSTAINABILITY REQUIREMENTS</u>
<u>15-2.27-12</u>	<u>CONVENTIONAL CHAIN BUSINESSES</u>
<u>15-2.27-13</u>	<u>GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS</u>
<u>15-2.27-14</u>	<u>SIGNS</u>
<u>15-2.27-15</u>	<u>RELATED PROVISIONS</u>

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 the development of affordable, workforce, attainable, and market-rate long-term housing options,
3. create a vibrant Mixed-Use pedestrian-oriented neighborhood, with safe, comfortable access to parks, publicly accessible green spaces, and outdoor community spaces,
4. protect entry corridor views along the Bonanza Park Frontage Protection Zone,
5. allow increased height, decreased setbacks, and reduced open space, when development provides significant project enhancements,
6. establish a network of pedestrian and bicycle linkages throughout Bonanza Park,
7. ensure development implements Universal Design Principles and aspires to reach Park City's sustainability goals, reduce vehicle trips, and improve access to transit, and
8. incorporate public art and placemaking elements to inspire, awe, delight, and enliven public spaces, streets, and trails in the Bonanza Park neighborhood.

Define the Views that are expected to be protected and from what vantage point.

Define the word "significant".

15-2.27-2 USES

Uses in the BPMX District are limited to the following:

A. ALLOWED USES.

1. Bakery
2. Bank
3. Bar
4. Café
5. Child Care
6. Child Care Center
7. Child Care Family
8. Child Care, Family Group
9. Child Care, In-Home Babysitting
10. Commercial Use
11. Commercial Use, Support
12. Deli or Delicatessen
13. Dwelling, Multi-Unit
14. Essential Municipal and Public Utility Use, Facility, Service, and Structure
15. Food Hall
16. Green Community Space
17. Grocery Store
18. Gym
19. Home Occupation
20. Hospital, Limited Care Facility
21. Indoor Entertainment, Theater/Museum
22. Major Transit Stop
23. Mobility Hub
24. Office and Clinic, Medical and Veterinary Clinic
25. Office, General
26. Office, Medical
27. Office, Moderately Intensive
28. Plant and Nursery Stock production and sales
29. Public Art
30. Recreation Facility, Public
31. Restaurant
32. Retail and Service Commercial, Major
33. Retail and Service Commercial, Minor
34. Retail and Service Commercial, Personal Improvement
35. Transit Hub

B. ADMINISTRATIVE CONDITIONAL USES.

1. Fences and walls greater than six feet (6') in height from Final Grade
2. Food Truck Location
3. Outdoor Event Facility
4. Pet Services
5. Public Transit Amenity Area

Removal of "Hotel" and "Nightly Rental" will create at least two existing non-conforming properties in the District. It is not likely to encourage the property to redevelop in the manner desired by the change of zone.

6. Temporary Improvement

C. **CONDITIONAL USES.**

1. Conventional Chain Business
2. Disabled Care
3. Elder Care
4. Flex Industrial
5. Group Care Facility
6. Hospital, General
7. Hotel, Boutique
8. Indoor Entertainment Facility
9. Passenger Tramway and Ski Base Facility
10. Public and Quasi-Public Institution, Church, and School
11. Recreation Facility, Private
12. Satellite Dish Antenna, greater than thirty-nine inches (39”) in diameter
13. Service Station, Direct Fast Chargers
14. Telecommunication Antenna
15. Temporary Sales Trailer in conjunction with an active building permit for the Site

This area is generally a good place for Chain Businesses. Sometimes Chain Business work as a draw that enhances the viability of a local business.

Has an analysis been done on the number of local businesses that exist and compared to the adult, working age, population of Park City? Our local business ownership has to be a very high percentage.

Is a business considered local if owned by someone from Salt Lake, or Snyderville Basin? Is a franchise owned by a local considered a chain business?

- D. **PROHIBITED USES.** Any Use not listed above as an Allowed or Conditional Use is a Prohibited Use.

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 Frontage on a Street shown as a private or Public Street on the Streets Master Plan or Section 15-2.27-9, 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.
1. **Residential.** Minimum residential density 10-units per acre.
 2. **Commercial.**

a. A single building is limited to no more than 15,000 square feet of commercial square footage. This limitation shall apply to commercial-only development and mixed-use development with a commercial component.

b. 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,

This number seems arbitrary. It might be better if the number was tied to the area of the site.

What is the goal of this area limitation? Is an office space or medical tenant a commercial tenant?

3. The use has received conditional use approval pursuant to Section 15-1-10 *Conditional Use Review Process*.

C. **OPEN SPACE**: The following Open Space requirements apply within the BPMX District.

1. At least 30% of the total Site Area shall be Open Space and may not be used for Streets, roads, driveways, or parking areas.
2. Projects that meet the requirements of Section 15-2.27-6 *Project Enhancements* may request a reduction to 20% Open Space for the total Site Area when satisfying parking requirements underground.

D. **[PRELIMINARY DRAFT – STREET TYPES TO BE DEFINED] STREETSCAPE SETBACKS**: Table 15.2-27-3(D) identifies the required Streetscape Setbacks in the BPMX District. Streetscape Setbacks are determined based on street type to prioritize pedestrian-friendly design and enhance walkability. Wider streets require greater setbacks to create comfortable, accessible spaces for pedestrians and bicyclists, while narrower streets allow for reduced setbacks that maintain a cohesive streetscape.



Table 15.2-27-3(D): MINIMUM STREETSCAPE SETBACK REQUIREMENTS

Street Type	Applicability/ Streets	Streetscape Setback
■	Kearns Boulevard and Park Avenue	30 Feet

Bonanza Park Mixed Use (BPMX) District

It makes sense to understand these setbacks with relation to the curb of a street. Street right-of-ways are almost always much larger than the street itself. This may result in a much larger setback than desired in a mixed-use neighborhood. Consider the setbacks of Main Street are essentially zero.

X	Bonanza Drive	25 Feet
X	Homestake Road, Iron Horse Drive, Prospector Avenue, Sidewinder Drive	20 Feet
X	Munchkin Road, Snow Creek Drive, Woodbine Way	18 Feet
Rail Trail	East-West connection	20 Feet

SETBACKS: The Frontage Protection Zone requires a minimum landscaped buffer Setback of thirty feet (30') in width abutting the Street. See Chapter 15.2.20. Setbacks that are not Frontage Protection Zone or Streetscape Setbacks are twenty-five feet (25'). Projects that meet the requirements of Section 15-2.27-6 *Project Enhancements* may request the Planning Commission grant a Setback reduction to twenty feet (20') for Setbacks that are not Streetscape Setbacks.

1. **SETBACK EXCEPTIONS:** The following setback exceptions apply within the BPMX District.
 - a. 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.
 - b. On Corner Lots, the Setback may be increased for pedestrian and bicycle connectivity and Sight Distance Triangle clearance.
- F. **VERTICAL AND HORIZONTAL MIXED-USE:** The BPMX District shall implement both Vertical Mixed-Use and Horizontal Mixed-Use principles to ensure a variety of uses that promote a locally serving neighborhood.
 1. **Vertical Mixed Use.** Vertical Mixed-Use development contains a range of uses within one building. Typically, lower floors contain active storefronts such as retail stores or restaurants while upper floors are residential and/or office. Vertical Mixed Use shall be required along Internal Roads within the BPMX District as defined in Section 15-2.27-3(D), unless otherwise approved by the Planning Commission.
 2. **Horizontal Mixed Use.** Horizontal Mixed-Use development integrates distinct land uses, such as residential, commercial, and retail, within a multi-building development or larger area, with these uses arranged side by side rather than stacked vertically. Horizontal Mixed-Use is made up of single-use buildings within a complex or employ a single land use on an individual parcel. Horizontal Mixed Use is allowed along Kearns Boulevard, Park Avenue, and Deer Valley Drive, and Internal Roads within the BPMX District.
- G. **PEDESTRIAN AMENITY GUIDELINES:** Pedestrian Amenity requirements aim to create thoughtfully designed and meaningful open spaces that emphasize human scale,

offer relief from the built environment, and enrich the pedestrian experience of the BPMX District. Pedestrian Amenities may include but are not limited to benches, outdoor seating, bike racks, shade structures, and Public Art.

1. **PLACEMENT.** Pedestrian Amenities should be along the Streetscape, open to the sky, and free of permanent enclosures. They must be versatile and adaptable, accommodating uses such as outdoor dining, outdoor vending, or public gathering areas.
 2. **ACCESSIBILITY.** Pedestrian Amenities must contribute to an active Streetscape and promote interaction. Property owners can meet these requirements through physical or operational improvements to private property or enhancements to the public right-of-way.
 3. **DESIGN GUIDELINES:**
 - a. Street level Pedestrian Amenities shall be within 18 inches above or below the Existing Grade of the street or sidewalk, which abuts the space.
 - b. Street level Pedestrian Amenities shall be open to the sky but may include temporary shade or similar structures.
 - c. Street level Pedestrian Amenities shall consider all four corners of an intersection.
 - d. Pedestrian Amenities shall face the street.
 - e. Pedestrian Amenities shall be designed for use in all seasons.
- 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 Sight 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.

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 Zoning District Building Height.

A. FRONTAGE PROTECTION ZONE.

1. The maximum Building Height within the Frontage Protection Zone is thirty-five feet (35') from Existing Grade. For buildings within the 30-foot to 50-foot protection

zone, each story above two stories must be stepped back ten feet (10'). Building Height exceptions within the Frontage Protection Zone are limited to:

- a. 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), and must be stepped back from the Frontage Protection Zone Overlay building facades by at least fifteen feet (15').
- b. Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet (5') above the height of the Building, and must be stepped back from the Frontage Protection Zone Overlay building facades by at least fifteen feet (15').
- c. An Elevator Penthouse may extend up to eight feet (8') above the Zoning District Height and must be stepped back from the Frontage Protection Zone Overlay building facades by at least twenty feet (20').

This language is confusing.

B. BUILDING HEIGHT EXCEPTIONS. The following exceptions apply to the Zoning District Building Height outside of the Frontage Protection Zone:

1. 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.

This is a bit confusing also. Is the stepback required on the area above 35'? It might be better to use a building height tool similar to the HCB which uses a 45 degree angle from a specific height until it intersects with the maximum height.

2. If Project Enhancements are provided pursuant to Section 15-2.27-6, one (1) additional story, or a maximum of forty-five feet (45') from Existing Grade, may be granted pursuant to Section 15-2.27-6.

- a. A ten-foot stepback shall be provided on perimeter façade planes that are forty-five feet (45') in Building Height with a Setback less than twenty feet (20') to mitigate the impact of Building Height on the pedestrian-scale neighborhood. The following features are permitted within areas where the building is stepped back:

- i. Mechanical and ventilation equipment, provided the equipment is screened and does not exceed four feet (4') in height.
- ii. Decorative or recreational features, including rooftop gardens, green roofs, planter boxes, and permanent amenities such as built-in grills. Rooftop guardrails shall be glass and posts shall be an unobtrusive material such as anodized aluminum. Guardrails and posts shall be the minimum height permitted by International Building Code standards. The following decorative or recreational features require an Administrative Conditional Use Permit: rooftop restaurants, bars, small open pergolas, play structures, sun shades, and hot tubs.
- iii. Rooftop solar and photovoltaic panels, provided the equipment is installed in compliance with Section 15-5-5(G).

3. Affordable Master Planned Developments may be granted additional height up to forty-five feet (45) from Existing Grade pursuant to Chapter 15-6.1.
4. 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 or greater.
5. 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), and must be stepped back from building facades by at least ten feet (10').
6. Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet (5') above the height of the Building, and must be stepped back from building facades by at least ten feet (10').
7. An Elevator Penthouse may extend up to eight feet (8') above the Zone Height and must be stepped back from building facades by at least ten feet (10').
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 DESIGN GUIDELINES

To implement the Bonanza Park Small Area Plan, specific design guidelines for the BPMX District are adopted 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. Prior to issuance of a Building permit for any Allowed or Conditional Use, the Planning Department must review the proposed plans for compliance with this Chapter and Chapter 15-1 *Architectural Review*. 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.**

1. Incorporate open space into building placement. Open spaces can enhance the overall aesthetic by allowing for additional landscaping and greenery. Furthermore, these areas can be functional assets, enabling commercial businesses to expand their activities outdoors—such as offering outdoor dining or using the space for outdoor displays or merchandise sales. This approach balances visual appeal with practical business opportunities.
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.
3. Buildings should be oriented to the street to create a vibrant pedestrian experience. To the extent practicable, building facades should be parallel to the

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

adjacent street to orient access to public and private streets, pedestrian circulation, and gathering areas.

4. Maximizing solar exposure during winter months should be a consideration in designing public spaces and gathering areas. Development over two stories that is 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.

How much of the Mountain(s) are required to be seen? Which Peaks? Are plantings considered when reviewing these views? This seems way too arbitrary.

5. **VANTAGE POINTS:** Development should preserve or enhance views of significant community features from prominent public vantage points within the BPMX District. There are twelve (12) vantage points from which the height, mass, and design of structures must be considered to preserve mountain views. If a development can be seen from more than one vantage point, the developer must provide three-dimensional renderings from each vantage point showing the impact of the development on mountain views.

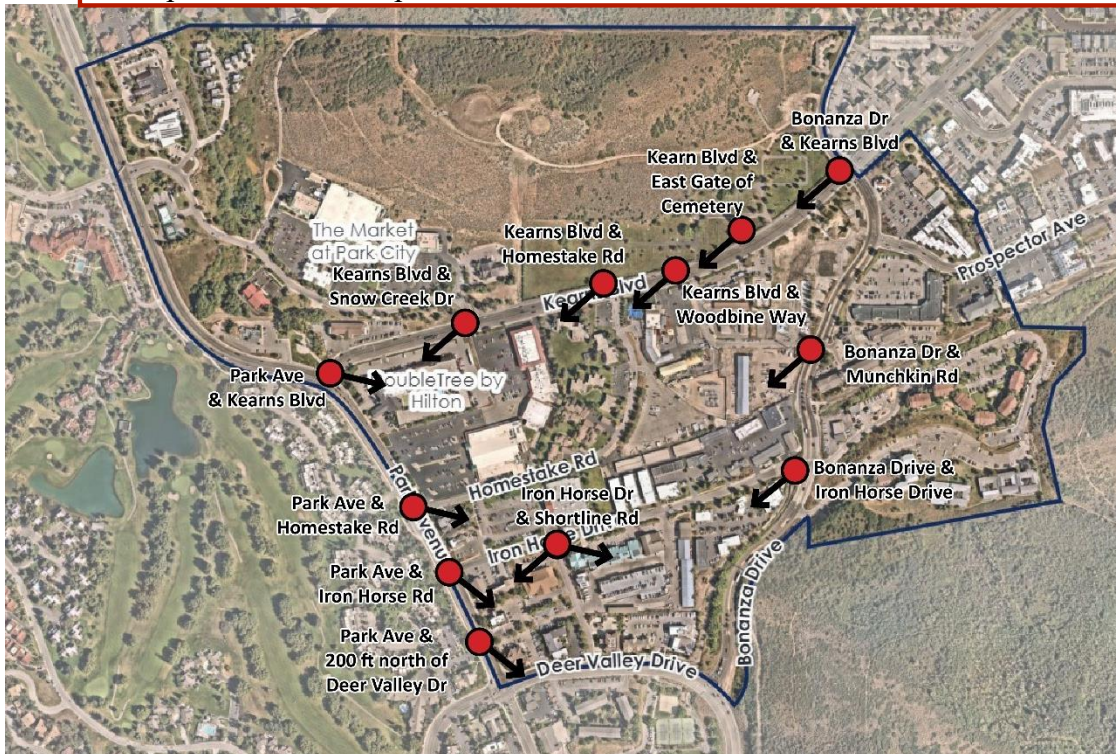


TABLE 15-2.27-5(B)(5): VANTAGE POINTS

Location	Coordinates	Bearing
Bonanza Drive & Iron Horse Drive	40.659307 -111.501548	SW
Bonanza Drive & Munchkin Road	40.660805 -111.501397	SW

Iron Horse Drive & Shortline Road	40.658352 -111.505721	SW/SE
Kearns Boulevard & Bonanza Drive	40.662963 -111.500851	SW
Kearns Boulevard and East Gate of Cemetery	40.662276 -111.502057	SW
Kearns Boulevard & Woodbine Way	40.661699 -111.503442	SW
Kearns Boulevard & Homestake Road	40.661484 -111.504692	SW
Kearns Boulevard & Snow Creek Drive	40.661067 -111.507025	SW
Park Avenue & Kearns Boulevard	40.66037 -111.50953	SE
Park Avenue & Homestake Road	40.658714 -111.507893	SE
Park Avenue & Iron Horse Drive	40.657958 -111.507382	SE
Park Avenue 200 feet north of Deer Valley Drive	40.657007 -111.506802	SE

C. **BUILDING SCALE, ARTICULATION, AND FENESTRATION:** Buildings in the BPMX District 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.
 - ii. Insets, projections, or other relief in the wall plane.
 - iii. Architectural emphasis on building entries.
 - iv. Arcades, porticos, or other forms of covered exterior circulation.
 - v. Variations to window size or proportions.
 - vi. Balconies.
 - vii. Variation in color, texture, or materials as allowed in Chapter 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 approved by the Planning Director for those areas of the building envelope that are not visible from adjacent development and public spaces.

2. **BUILDING ARTICULATION:**

a. **VERTICAL.**

- i. 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 eighteen inches (18") in depth, or through a material change.
- ii. This shall apply to all building facades.

B. **HORIZONTAL.**

- i. Structures greater than sixty feet (60'), but less than 120 feet in length must exhibit a prominent shift in the façade of the Structure so that no greater than seventy-five percent (75%) of the length of the Building Façade appears unbroken. Each shift shall be in the form of either a ten-foot (10') change in Building Façade alignment or a ten-foot (10') change in the Building Height, or a combined change in Building Façade and Building Height totaling ten feet (10').
- ii. Structures that exceed 120 feet in length on any façade 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 Façade alignment or a fifteen-foot (15') change in the Building Height. A combination of both the Building Height and Building Façade change is encouraged and to that end, if the combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.
- iii. This shall apply to all building facades.

3. **BUILDING FENESTRATION**

- i. Windows for non-residential and mixed-use buildings should be provided to create a direct relationship to the street.

If you have a three story building that is three ten foot floor to floor dimensions, that results in a the roof at 30' plus or minus. Does a parapet need to either recede or step forward 18"?

Is this required of residential uses at the street level?

40% seems like a very large amount of glazing.

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

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

Stairs and Elevators?

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

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

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

a. A minimum of 50% glazing is required on the ground level of all street-facing facades to create a strong relationship to the street.

b. A minimum of 40% glazing is required for second levels.

ii. Transparent glazing shall be rated at a minimum 60 percent light transmittance factor.

iii. Reflective, metallic, frosted, tinted, stained, and textured glass is prohibited.

iv. 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.

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.

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.).

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

4. Additional vehicular access points on Park Avenue and Kearns Boulevard are discouraged and shall be minimized.

a. Where parking is accessed from Park Avenue or Kearns Boulevard, 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.

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 public Street or pedestrian way.

9. Consider paving material change to define surface parking areas from the main vehicular travel lane.

E. **STREET LEVEL DESIGN.** Thought shall be given to street-level design throughout the BPMX District to encourage the overall walkability and vitality of the area. Street Level Design requirements shall apply to Internal Roads as identified in Section 15.2-27-3(D).

50' is too deep for a lobby in most residential buildings.

Strike the word "main" as it is not likely a main entry on both elevations.

20' is entirely arbitrary and makes very little sense.

This should be removed. It may not work for all retail spaces.

F. This is a building code issue, not planning.

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

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, daycare facilities, community meeting spaces, educational and medical uses, civic spaces (theaters, museums, etc.), restaurants, bars, art and craft studios, and other uses determined to be substantially similar by the 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 fifty feet (50') 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.
3. On corner lots, two (2) entrances should be provided. At least one (1) of these entries should be located within twenty feet (20') of the corner.
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 apply:

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 reference both the history of the Bonanza Park area and materials currently found in the BPMX District. The use of wood, metal, glass, and stone is appropriate in this Zoning 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 in the Frontage Protection Zone, the first thirty feet (30') should include landscaping and pedestrian-focused infrastructure.
 - 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 least 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 ten feet (10') to fourteen feet (14') in height.

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. Facilities can be located in underground parking facilities when appropriate.
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. Service and delivery areas shall be located where least visible from general public view and shall not impede pedestrian or bicyclist connectivity.
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 Structures 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.
7. When possible, transformers and other utility boxes should be located where least visible from general public view.
 - 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.

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

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

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 Zoning 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 but shall not impede pedestrian or bicyclist connectivity.
4. Art proposed to be displayed in the public realm may first be reviewed by the Public Arts Advisory Board.

15-2.27-6 PROJECT ENHANCEMENTS: Project Enhancements are intended to provide early project predictability and allow flexibility in selecting incentives to qualify for additional Building Height of up to forty-five feet (45') from Existing Grade outside of the Frontage Protection Zone and Setback and Open Space reductions in the BPMX District.

A. PURPOSE: Project Enhancements are intended to support locally serving development in the BPMX District through the provision of affordable, workforce, and attainable housing, increased mobility and alternative transit provisions, and increased on-site sustainability measures.

B. PROCEDURES: This will help create certainty in the project review process so Applicants can determine whether they qualify for a fourth story bonus (up to forty-five feet (45') from Existing Grade outside of the Frontage Protection Zone) and Setback and Open Space reductions by completing the following:

a. Applicants must submit a preliminary proposal outlining a rough site plan, volumetrics, ~~renderings~~, and project description for Planning Commission review and input. The Planning Commission will forward a recommendation to the City Council for consideration.

i. Preliminary proposals should identify which measures have been selected for consideration. A minimum of three (3) site-specific enhancements shall be selected:

1. **HOUSING.** Inclusion of a mix of residential units that meet a range of community needs – affordable, workforce, attainable, senior housing, etc. and set a baseline average for Area Median Income. Provision of units should be based on the mix of owner-occupied and rental units from the most up-to-date Housing Needs Assessment.
2. **PARKING.** Provision of required parking underground.
3. **PARKING.** Development of a Shared Parking Agreement with adjacent developments to reduce vehicle trips and congestion within the BPMX District.
4. **MOBILITY.** Implementation of an on-site car share and long-term operations plan.
5. **MOBILITY.** Implementation of on-site and adjacent trail or pedestrian connectivity improvements as indicated in the Connectivity Vision for Bonanza Park like tunnels or bridges.
6. **SUSTAINABILITY.** Provision of long-term project operational plans to include waste reduction and landfill diversion, food waste collection and composting, green business operations, potential for local renewable energy development such as distributed solar with storage or thermal energy networks, design for greywater reuse, rainwater capture

This is an interesting process and has the potential to be successful. I would strike the requirement of "renderings". It is not likely that a quality architect will be able to provide renderings of any true nature at this phase of the design process.

or other water conservation features, green infrastructure such as bioswales, and building operational performance to achieve an Energy Star score of 90 or above, or to be designed and built to achieve 10 percent better than the most recent ASHRAE 90.1 standards.

7. **COMMUNITY-SERVING.** Inclusion of on-site childcare, senior facilities, or other Uses that serve the workforce or other community needs.
 8. **COMMUNITY-SERVING.** Inclusion of restricted commercial spaces that provide reduced rental rates for local businesses.
 9. **COMMUNITY-SERVING.** Long-term programming plan for activated publicly accessible outdoor spaces that provide for music, entertainment, and seasonal activation.
- b. For projects providing four or more site-specific enhancements, including housing and underground parking, Applicants may request reductions in Setbacks and Open Space as outlined in Section 15-2.27-3.
 - c. The City Council shall review project enhancements proposals considering adherence to the standards outlined in Section 15-2.27-7(B) and either approve or deny the request. If approved, the Applicant could finalize their proposed plans.
 - d. Approved projects shall return to the Planning Commission for standard application processing.
- c. **PROGRAM REVIEW AND AMENDMENTS.** The City Council has the discretion to review and update the Project Enhancements on a two-year schedule to assess the effectiveness of the program and enhancements implemented through successful projects. As part of this review, the Planning Department will identify evolving market conditions that may affect feasibility of specific criteria.

15-2.27-7 PARKING REQUIREMENTS

- A. **APPLICABILITY.** All development within the BPMX District is subject to the following parking requirements in addition to requirements outlined in Chapter 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 Chapter 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 Section 15-15-1 *Definitions* for clarification of Uses.

Table 15-2.27-7(B)(1) RESIDENTIAL PARKING RATIO REQUIREMENTS	
USE	PARKING RATIO (NUMBER SPACES)
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

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 Section 15-15-1 *Definitions* for clarification of Uses. Uses may also qualify for additional parking via underground parking if proven project enhancements are provided.

Table 15-2.27-7(B)(2) NON-RESIDENTIAL PARKING RATIO REQUIREMENTS	
USES	PARKING RATIO REQUIREMENTS (NUMBER SPACES)
Auditorium and Assembly Hall	1 space per 5 seats
Bank	2 spaces per 1,000 sf of net leasable floor Area
Bar	3 spaces per each 1,000 sf of net leasable floor area
Café/Deli	2 spaces per 1,000 sf of net leasable floor Area
Child Care Center	1 space per on-duty staff per shift and 1 space per 6 children
Commercial Use	4 spaces per 1,000 sf of net leasable floor Area

Disabled Care Elder Care Group Care Facility	1 space per 2 bedrooms plus 1 space per employee per shift, or 2 spaces per 3 employees per shift, whichever is greater
Flex Industrial	1 space per 1,000 square feet of floor area and 1 space for every 2 employees in the largest shift
Hospital, Limited Care	1 space per 2 beds
Hotel, Boutique	1 space per room or suite, and 1 space per 200 sf of separately leasable commercial space
Indoor Entertainment, Theater	1 space per 4 seats or 5 spaces per 1,000 sf of floor Area depending on type of facility
Offices, General	2 spaces per 1,000 sf of leasable floor Area
Office and Clinic, Medical and Veterinary Clinic	5 spaces per 1,000 sf of leasable floor Area
Public and Quasi-Public Institution, Church, School Public Utility Uses	1 space per 5 seats, or 2 spaces per 3 employees, or 1 space per 1,000 sf of floor Area, whichever is greater
Retail & Service Commercial, Minor, Personal Improvement	0 spaces required for buildings that have less than or equal to 3,000 sf net leasable floor area Above 3,000 sf net leasable floor area is 3 spaces per 1,000 sf of net leasable floor area
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable floor Area
Restaurant	0 spaces required for buildings that have less than or equal to 3,000 net leasable floor area Above 3,000 sf net leasable floor area is 3 spaces per each 1,000 sf of net leasable floor area
Restaurant, Outdoor Dining	Based on Site specific review at the time of CUP
Temporary Improvement	1 space per employee plus 1 guest space

Recreation Facility, Public Recreation Facility, Private	1 space per 4 seats or 3 spaces per 1,000 sf of floor Area, or 1 space per 3 persons rated capacity depending on type of facility
Temporary Improvement	1 space per employee plus 1 guest space

- C. CALCULATION OF SPACES.** If a project incorporates two Uses, the Use requiring a 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 percent (100%) 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 ($\frac{1}{4}$) mile of a transit stop. When the parking requirement is zero Parking Spaces, a maximum of five (5) Parking Spaces may be provided. Exceptions to the maximum parking limit may be approved by the Planning Commission if found to be consistent with Section 15-2.27-1 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 Planning Commission.
1. The parking requirement for Mixed-Use projects may be lowered if the Applicant submits a shared parking opportunity analysis, approved by the Planning Commission, which results in a peak-parking-demand measure that is less than the Parking Requirement established by this Section 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 BPMX District is encouraged to provide underground parking to promote a vibrant pedestrian friendly environment that reduces car-pedestrian conflict. If 90% of required parking is provided on-site and underground, Setbacks for the underground parking structure may be reduced by the Planning Commission up to 50% outside of the Frontage Protection Zone if utilities can be accommodated.

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.
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, BOUTIQUE HOTEL, RECREATION, OR ENTERTAINMENT	RETAIL	OTHER COMMERCIAL

Multi-Unit Dwelling ¹	NA				
Public Institutional, or Civic	10%	NA			
Food, Beverage, Boutique Hotel, Recreation or Entertainment ²	15%	20%	NA		
Retail	15%	25%	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 15-2.27-7(H) is applied, the alternative strategies described below may be combined for an additional non-residential Use parking reduction of up to ten percent (10%).
- 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).
 - ELECTRIC VEHICLE (EV) CHARGING STATIONS.** Electric Vehicle (EV) Charging Stations (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.

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.

- 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.
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 twenty percent (20%) for residential Uses as provided in Sections 15-2.27-7(H)(1), (2), and (3), unless approved by the Planning Commission.

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



15-2.27-8 TRANSPORTATION DEMAND MANAGEMENT

- A. **APPLICABILITY.** A Transportation Demand Management (TDM) Plan is required for all development projects \. 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. Multi-Unit Dwellings: 10 - 44 Dwelling Units
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. Multi-Unit Dwellings: 45 Dwelling Units and greater
 - b. Boutique Hotel: 40 – 75 rooms
 - c. Retail: 3,000 square feet or greater
 - d. Office: 3,000 square feet or greater
 - e. Restaurant: 2,500 square feet or greater

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

1. Remodels or expansions of existing residential units that do not increase the total number of residential units;
2. Remodels or expansions of Commercial, Retail, Office, Hotel, or mixed-use projects involving no more than 500 square feet of commercial net leasable space or two (2) lodging rooms or units;
3. Any Boutique Hotel with fewer than ten (10) rooms;

4. Retail less than 3,000 square feet;
5. Office less than 3,000 square feet; and
6. Restaurant less than 2,500 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.
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, locations of bicycle share locations, 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 15-2.27-8(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.

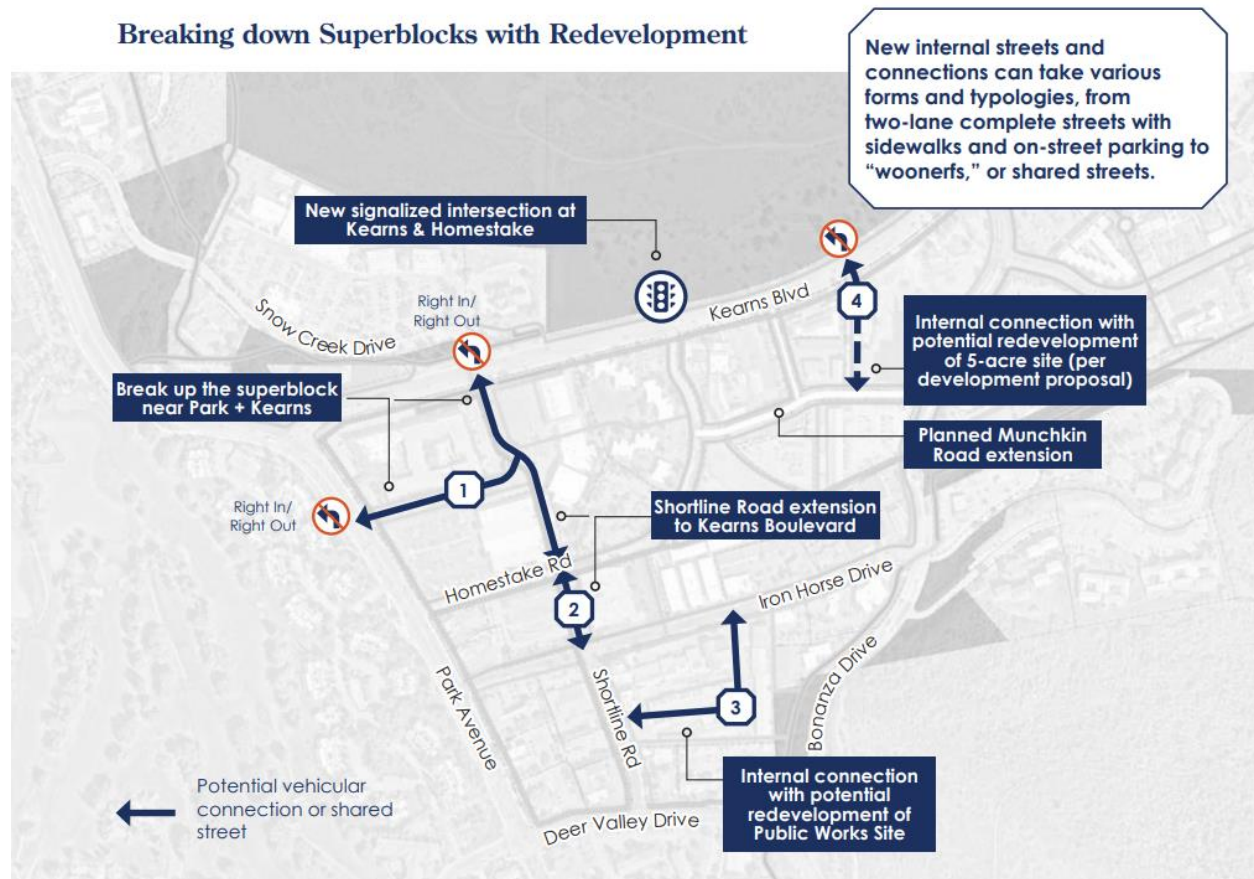
2. Establishment of a TDM Coordinator to directly support commute programs, implement mobility programs, and develop transportation policies and initiatives.
 3. Employee parking cash-out program.
 4. Unbundle parking for residential Dwelling Units at minimum.
 5. Two strategies from the Supplemental TDM Menu (see Section 15-2.27-7(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 twenty percent (20%) reduction in the required parking for non-residential Uses.
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:
 - a. Pedestrian network improvements (e.g., providing sidewalks that are wider than the required minimum width),
 - b. Construct or improve a bike facility (e.g., providing improved safety of bicycle facilities serving key transit nodes), or
 - c. Construct transit-supportive treatments (e.g., traffic calming near transit stop, transit stop enhancements and amenities, etc.).
 5. On-site child care facilities.
 6. Facilities and equipment to encourage telecommuting (e.g., video-conferencing facilities and equipment).
 7. 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.
 8. On-Site amenities such as cafeterias, restaurants, automated teller machines, and other services that would eliminate the need for additional trips.
 9. Transit incentives for employees such as additional pay for carpoolers, etc.
 10. 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.

15-2.27-9 STREET SYSTEMS.

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 Avenue, Kearns Boulevard, and Homestake Road. New east-west connections shall be established.
 2. Shortline Road. Shortline Road shall be extended north-south to connect from Kearns Boulevard to Deer Valley Drive.
 3. Shortline Road and Iron Horse Drive. A new internal connection to these roads between Shortline Road and Bonanza Drive shall be integrated into redevelopment.
 4. Kearns Boulevard and Munchkin Road. A new connection shall 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, Public Works, and applicable state review agencies.



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. Pedestrian infrastructure, including sidewalks and crosswalks, shall be integrated into new or updated City streets.
5. Traffic calming measures, including intersection bump-outs, street trees, parklets, and on-street parking, should be integrated into new or updated City streets.

15-2.27-10 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 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. An amenity terrace 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 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 Avenue, Kearns Boulevard, Shortline Road extension, Rail Trail, and Deer Valley Drive as indicated in Figure 15-2.27-10(B) below.

Figure 15-2.27-10(B) Connectivity Vision For Bonanza Park



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.

15-2.27-11 SUSTAINABILITY REQUIREMENTS

- A. **APPLICABILITY.** All Development within the BPMX District should strive to support the City's Net Zero goals through the implementation of sustainable design including active transportation considerations, low embodied carbon materials, waste reduction through comprehensive materials recover, and operational programming and technologies to reduce short- and long-term impacts on the environment.

- B. **REQUIREMENTS.** All projects within the BPMX should strive to achieve a low Energy Use Intensity (EUI) per building type including improved insulation and thermal efficiency, EnergyStar and WaterSmart appliances and fixtures, energy efficient lighting, low-flow plumbing fixtures, sensors and timers that control water flow, lighting and temperature, and on-site Renewable Energy Systems.

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

4. INSERT CITY RESOLUTION FOR NET ZERO BUILDINGS ONCE ADOPTED.

15-2.27-12 CONVENTIONAL CHAIN BUSINESSES

- A. **APPLICABILITY. This Section provides guidance on Conventional Chain Businesses in the BPMX District.**

Existing businesses within the BPMX District that meet the definition of a Conventional Chain Business as of (INSERT DATE OF ADOPTION), will be issued a one-time Conditional Use Permit to memorialize existing conditions. Any amendments to this Permit will require a new application subject to the requirements of this Section.

New Development and redevelopments inclusive of a business that meets the thresholds outlined in the Conventional Chain Business Definition in Section 15-15-1 must acquire a Conditional Use Permit, in addition to meeting the requirements outlined below. This Section shall not apply to Grocery Stores, Banks, or Gyms as defined in Section 15-15-1.

- B. **REQUIREMENTS.**

1. No Conditional Use Permit shall be issued in the BPMX District, unless approved by the Planning Commission pursuant to Section 15-1-10.
2. In addition to the requirements listed in Section 15-1-10, the Planning Commission shall also consider whether the proposed Use meets the goals outlined in the Bonanza Park Small Area Plan, as defined below:
 - a. Conventional Chain Businesses cannot exceed 30% of the total commercial square footage within a single development.
 - b. The Conventional Chain Business will not create an oversaturation of similar uses within the BPMX District.
 - c. The proposed business will diversify retail and community services provisions within the BPMX District and Park City, providing basic necessities for the daily needs of residents.

- d. The proposed business encourages innovation or a creative business idea.
- e. The proposed business provides local entrepreneurs with an opportunity to offer distinct services or sell locally made products.
- f. The proposed business offers affordable and needed services, meals, or products to the BPMX District or Park City community.
- g. The proposed business creates unique recreational, entertainment, or cultural opportunities.
- h. The proposed business offers services not currently found within Park City's municipal boundary.
- i. 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 Chapter 15-5 Architectural Review.
- j. The proposed business will be compatible with existing businesses.

15-2.27-13 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS

- A. **OUTDOOR DISPLAY OF GOODS PROHIBITED.** Unless expressly allowed as a Conditional Use, all goods including food, beverage, and 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 Special Event License, sidewalk sale, or seasonal plant sale.
- 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 increase 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 Use does not impede pedestrian circulation.
 - e. The Use does not impede emergency Access or circulation.
 - f. Design of the outdoor grill or beverage 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. **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 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 of 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.
- 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.

5. **OUTDOOR EVENTS AND MUSIC.** Outdoor events and music require 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

15-2.27-14 SIGNS

- A. **APPLICABILITY.** Signs are allowed in the BPMX District as provided in the Park City Sign Code, Title 12. The following signs are prohibited in the Frontage Protection Overlay Zone (FPZ):

- 1. "A" Frame, Sandwich Board and Sidewalk or Curb Signs.
- 2. Permanent Banners and Pennants.

3. Billboards and Other Off-Premises Signs.
4. Moving/Variable Message Signs. Electronically controlled copy changes, or any other signs that move or use movement to emphasize text or images.
5. Neon and Neon Appearing Signs. Neon lights, similar gas-filled light tubes, and lighting made to appear as neon are prohibited, except when used for indirect illumination and in such a manner as to not be directly exposed to public view. This includes technology that simulates or mimics neon signs through the use of LED lights or other methods.
6. Portable and Wheeled Signs.
7. Signs Causing Direct Glare. A sign or illumination that causes any direct glare into or upon any public right-of-way, adjacent lot or building other than the building to which the sign may be accessory.
8. Signs Creating Optical Illusion. Signs with optical illusion of movement by means of a design which presents a pattern capable of reversible perspective, giving the illusion of motion or changing of copy.
9. Signs Obstructing Egress. A sign which obstructs any window or door opening used as a means of ingress or egress, prevents free passage from one part of a roof to any other part, interferes with an opening required for ventilation or is attached to or obstructs any standpipe, fire escape or fire hydrant. A sign which obstructs the free movement of pedestrians on sidewalks, pedestrian malls, trails or any other public access way.
10. Signs on Parked Vehicles. Signs placed on or affixed to vehicles and/or trailers, including bicycles, which are parked on a public right-of-way, public property or private property so as to be visible from a public right-of-way where the apparent purpose is to advertise a product or commercial service or activity, or direct people to a business or commercial activity located on the same or nearby property. However, this is not in any way intended to prohibit signs placed on or affixed to vehicles and trailers, such as lettering on motor vehicles, where the sign is incidental to the primary use of the vehicle or trailer for transportation.
11. Unsafe Signs. Any sign which: (1) Is structurally unsafe; (2) Constitutes a hazard to safety or health by reason of inadequate maintenance or dilapidation; (3) Is not kept in good repair; (4) Is capable of causing electrical shocks to persons likely to come into contact with it; (5) In any other way obstructs the view of, may be confused with or purports to be an official traffic sign, signal or device or any other official government regulatory or informational sign; (6) Creates an unsafe distraction for vehicle operators or pedestrians; (7) Obstructs the view of vehicle operators or pedestrians entering a public roadway from any parking area, service drive, public driveway, alley or other thoroughfare; (8) Is located on trees, rocks, light poles or utility poles, except where required by law; or (9) Is located so as to conflict with the clear and open view of devices placed by a public agency for controlling traffic or which obstructs a motorist's clear view of an intersecting road, alley or major driveway.

15-2.27-15 RELATED PROVISIONS

Bonanza Park Mixed Use (BPMX) District

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

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.

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.

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”.

[Existing Definitions in BLACK, proposed Definitions in Red]

AFFORDABLE HOUSING. Housing that is priced affordable to households with incomes at or below 80% of Area Median Income.

ART/PLACEMAKING ELEMENTS. Features that reflect the identity and character of an area, such as murals, statues, and sculptures. Dark sky-compliant lighting may be allowed. Signage is excluded to maintain adherence to the sign code.

ATTAINABLE HOUSING. Housing that is priced affordable to households with incomes between 81 and 150 percent of AMI.

BANK. A financial institution engaged in providing services such as accepting deposits, cashing checks, lending money, and offering financial products or services, including but not limited to savings and checking accounts, loans, mortgages, and investment advisory services. Ancillary uses may include ATM facilities, safe deposit boxes, etc.

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

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 Project Enhancement.

FLEX INDUSTRIAL. A zoning or land-use classification designed to accommodate a mix of light industrial, production, and commercial activities, often aimed at supporting locally-owned businesses that produce goods and services for the surrounding community. Flex industrial spaces are versatile, allowing for uses such as small-scale manufacturing, craft industries, and local production facilities (e.g., a brewery supplying beer to nearby businesses), while maintaining compatibility with neighborhood character. This classification also serves as a mechanism to preserve and grandfather in pre-existing industrial uses, ensuring their continued contribution to the local economy and community identity.

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

GROCERY STORE. Medium to large commercial facility (typically 10,000–50,000 square feet) that provides essential access to food and goods, strategically located to support community needs, enhance accessibility, and contribute to local economic and social infrastructure.

GYM. A facility primarily designed and equipped for physical exercise, fitness training, or recreational activities, which may include, but is not limited to, weightlifting equipment, cardio machines, fitness classes, personal training services, and areas for sports or athletic activities. Ancillary uses may include locker rooms, saunas, retail sales of fitness-related merchandise, and food or beverage services.

HOTEL/HOTEL CONDOMINIUM/MOTEL. A Building containing lodging rooms for the occupancy of guests for compensation on a nightly basis that includes facilities such as restaurants, bars, spas, meeting rooms, on-site check-in lobbies, recreation facilities, group dining facilities, and/or services customarily associated with hotels, such as concierge services, shuttle services, room service, and daily maid service (collectively referred to as a "Hotel"). Lockout Units, Bed and Breakfast Inns, and Boarding Houses are not Hotels. Hotels are considered a lodging Use and ownership of units may be by a condominium or timeshare instrument Hotel rooms may include a Lockout Unit.

1. Hotel, Major. A Hotel with more than fifteen (15) Hotel Rooms.
2. Hotel, Minor. A Hotel with fewer than sixteen (16) Hotel Rooms.
3. Hotel, Boutique. A Hotel with no more than 75 Hotel Rooms.

INDOOR ENTERTAINMENT FACILITY. An establishment or enterprise for the purpose of amusing or entertaining Persons for profit or non-profit and generally contained within a Structure. Such Uses include, but are not limited to, theater, playhouse, cinema, performing arts, planetarium, discovery center, museum, or bowling alley.

MAJOR OPEN SPACE. A substantial area of undeveloped land, often publicly accessible, preserved for purposes such as recreation, conservation, or enhancing visual appeal. Examples include large parks, nature preserves, or prominent greenway corridors within a community.

MAJOR TRANSIT STOP. A transit stop that is served by at least two fixed transit routes with frequency of service intervals of twenty (20) minutes or less during peak periods and includes a waiting shelter consistent with City standards.

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

MULTI-UNIT DWELLING. A Building containing four (4) or more Dwelling Units.

OUTDOOR USE OR EVENT. Any land Use, Business or activity that is not conducted entirely within an enclosed Building or Structure, not including outdoor recreation activities and those Uses customarily associated with indoor Uses, such as parking, drive-up windows, ATM's, gas pumps, playgrounds, and such. Outdoor Uses include outdoor dining; outdoor food and beverage service stations and carts; outdoor storage and display of bicycles, kayaks, and canoes; and outdoor events and music.

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 AMENITY. An intentionally designed and meaningful open space that prioritizes human scale and enhances the pedestrian experience. Integrates nature and urban design, contributing to the appeal and functionality of commercial and mixed-use neighborhoods.

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.

PROJECT ENHANCEMENT. 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.

PUBLICLY ACCESSIBLE OUTDOOR COMMUNITY SPACE. Space 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.

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.

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.

April 3, 2025

VIA E-MAIL <SARAH.HALL@PARKCITY.ORG>

Park City Planning Commission
c/o Sarah Hall, Chair
445 Marsac Avenue
Park City, UT 84060

Re: Bonanza Park Land Management Code Amendment - PL-24-06302

Dear Planning Commissioners:

This firm represents Wintzer-Wolfe Properties (WWP), the owners of approximately 8.2 acres within the city and this proposed new zoning district, the Bonanza Park Mixed Use district. As the largest private property in the proposed new district, we have identified several topics that we suggest require further consideration, analysis, and likely revision before any action should be taken on this proposed rezone.

As the planning commission considers its recommendation to the city council, we ask that the planning commission consider these important points:

1) Two Trail Segments.

The trail segment figure should be updated. Figure 15-2.27-10(B) depicts two problematic trails for WWP. These segments are also problematic for the community. The first is the trail segment labeled as segment "C" on the figure. That trail is behind the WWP property, including Windy Ridge and other businesses on the WWP property. Notably, that trail would have to be ALL located on the WWP property as the city's recently developed EngineHouse project is at a lower elevation and has a significant retaining wall ranging between 4 to 10 feet in height running near the property line. Similarly, a second north-south trail segment [shown on Figure 15-2.27-10(B) near the rail trail label, but NOT the rail trail] would run completely on the WWP property because according to the figure, the trail would not be located on the adjacent Park City-owned transit property.

In short, both trail segments are proposed to be exclusively on the WWP property and the adjoining city-owned properties are spared the responsibility to bear an exaction¹ for a public trail. We know some may argue that the trail will be located within the setbacks so there is no harm. This argument fails to account for several facts, some of which we will detail here:

- Both trails will be in the shadows of buildings (current and future) without any area provided for ice or snow removal or storage. Our client is familiar with what it takes to remove snow

¹ An exaction is a type of taking of private property. It can be lawful if there is a substantial nexus between the impact and take but where there is nothing now or in the future that is creating this demand we believe the trails are not merited or consistent with takings law.

in this area and the very long trail with no area for storage will make maintaining these trails very difficult, if not impossible, under the planned configuration.

- WWP has requested information on who would be responsible to build the depicted trails, particularly the two trail segments on the WWP land. WWP has not received an answer but under longstanding U.S. Supreme Court precedent, a city must show an individual property is creating the need for a trail before a property owner can be made to pay for it. This is even the case for trails in setbacks. Removing the two trail segments that cross the WWP land would obviate the issue and remove an improper burden from our client's land.
- Having a public trail located on private property, instead of being integrated into a public street, raises liability concerns. Is the city going to operate, maintain, and protect property owners from liability concerns arising during the use of the trail? If not, then properties will not want to redevelop as they will not want to take on the obligations associated with operating these public trails located entirely on private property. A better solution is to rely on the public streets for integrated uses or for the city to purchase land where it wants a public trail.
- The alley and shade effects have not been studied. Again, as mentioned above, there isn't adequate area to maintain such a long trail segment (nearly 1,000 feet alone on one area of the WWP property). If WWP is forced to accommodate all of the hoped for trail width on its property, then these trails will be in the shade of the buildings and the trail will feel more like an alley to be endured instead of a trail to be enjoyed.
- One of the segments is intended to connect to Bonanza but would have trail users emerge where there is no cross-walk, thereby encouraging jay walking.

2) Setback Changes

Setbacks should be reconsidered. Setbacks limit the buildable area of each parcel. A comparison of the proposed setback changes in the new BMPX zone to the setbacks in the existing Light Industrial and General Commercial zones reveals that as a whole, more land is devoted to setbacks in the proposed rezone. This change will make less land available for development and may slow redevelopment in this new zone. The below is our effort to synthesize these changes into one chart:

Setback	BPMX	LI	GC
Front	30' to 18'	30'	20' (may be reduced to 10' administratively) 30' FPZ
Side	25' (may be reduced to 20' by PC)	10'	10'
Rear	25' (may be reduced to 20' by PC)	10'	10'

The above chart shows side and rear setbacks will increase and front setbacks will be the same or worse under the new zone. The net effect is there would be less land available to develop. This should be reconsidered.

3) Open Space

Open space is important for the well-being of residents and community members. In the current zones, no open space is required in the General Commercial zone while Light Industrial zone requires 30% open space. The new BPMX zone requires 30% open space but the question remains, is a hodge podge of open space dotted among all parcels in the new zone going to be better than having the city acquire a single or a series of publicly owned and maintained open space areas? This is a question worthy of study and it should be noted that the current arrangement of imposing an open space requirement on every property in the zone it is likely this requirement will operate as a disincentive to redevelopment. The planning commission may want to consider removing or reducing the open space requirement in exchange for encouraging a meaningful open space amenity being developed by the city in the area. Such an amenity could jump-start redevelopment and create something that all could enjoy even those that are not planning to redevelop soon.

4) Parking

Parking is key for both commercial and residential uses, both in terms of current businesses and future businesses within redeveloped properties. The elimination of surface parking will result in redeveloped uses being pushed into structure parking with associated higher cost and resulting higher rents. While a centralized parking facility would be great for the neighborhood area, as there is with China Bridge for Main Street, if that is not possible it would be good to allow surface parking and other less expensive parking options. Our primary goal with this comment is to ensure that local businesses are able to afford rents and stay in our community. Structured parking will increase rent and change the nature of the tenants in this neighborhood.

5) Uses

We have prepared an enclosure listing all of the uses that will be removed from this new zoning district. We note that some of these uses that will be lost seem to be important to the area—including our properties. These possible lost uses include dog grooming businesses, some dining types, and other uses supportive of restaurants and commercial.

In sum, we ask that the planning commission recommend changes to the proposed zoning district to improve the likelihood it will contribute to our community. Recommending removal of the two trail segments described will help ensure that the WWP's properties are not unfairly targeted for trail improvements that won't benefit the community but will damage existing and future uses on these properties. Other recommendations on setbacks, open space and parking requirements can help improve the functioning of businesses in this area and incentivize the redevelopment of areas of the zone. The primary focus should be on continuing actions to allow local businesses to stay in our community and provide incentives for redevelopment that addresses current and future community needs.

Sincerely,

SNELL & WILMER L.L.P.

A handwritten signature in blue ink, appearing to read 'Wade R. Budge'.

Wade R. Budge, P.C.

WRB:dm

cc: Wintzer-Wolfe Properties
Rebecca Ward, Planning Director, rebecca.ward@parkcity.org
Mark Harrington, mark@parkcity.org

Permitted Uses Removed

LI	GC
Secondary Living Quarters	Secondary Living Quarters
Accessory Apartment ¹	Lockout Unit ¹
Nightly Rental	Accessory Apartment ²
Agriculture	Nightly Rental
Office, Intensive	Conservation Activity
Parking Area or Structure with four (4) or fewer spaces	Agriculture
Food Truck Location ⁸	Bed and Breakfast Inn
	Boarding House, Hostel
	Hotel, Minor
	Hotel, Major
	Office, Intensive
	Hospital, Limited Care Facility
	Parking Area or Structure with four (4) or fewer spaces
	Parking Area or Structure with five (5) or more spaces
	Food Truck Location ¹⁰
	Public Transit Amenity Area ¹¹

Conditionally Permitted Uses Removed

LI	GC
Raising, grazing of horses	Single Family Dwelling
Bed and Breakfast Inn	Duplex Dwelling
Boarding House, Hostel	Triplex Dwelling
Hotel, Minor	Timeshare Project and Conversion
Financial Institutions with Drive-Up Window ⁵	Timeshare Sales Office, off-site within an enclosed Building
Retail and Service Commercial with Outdoor Storage	Private Residence Club Project and Conversion ⁸
Retail and Service Commercial, Auto-Related	Financial Institution with a Drive-up Window ⁶
Transportation Services	Retail and Service Commercial with Outdoor Storage
Retail Drive-Up Window ⁵	Retail and Service Commercial, Auto Related
Service Station	Transportation Service
Restaurant, Outdoor Dining	Retail Drive-Up Window ⁶
Restaurant, Drive-Up Window ⁵	Service Station
Light Industrial Manufacturing and Assembly Facility	Restaurant and Cafe, Outdoor Dining ⁷

Parking Area or Structure with five (5) or more spaces	Restaurant, Drive-up Window ⁶
Passenger Tramway Station and Ski Base Facility	Sexually Oriented Businesses ⁸
Ski Tow Rope, Ski Lift, Ski Run, and Ski Bridge	Hospital, General
Recreation Facility, Commercial	Light Industrial Manufacturing and Assembly
Commercial Stables, Riding Academy	Passenger Tramway and Ski Base Facility
Heliports	Ski tow rope, ski lift, ski run, and ski bridge
Commercial Parking Lot or Structure	Commercial Parking Lot or Structure
Household Pet, Boarding ⁶	Recreation Facility, Commercial
Household Pet, Daycare ⁶	Heliport
Household Pet, Grooming ⁶	Household Pet, Boarding ⁷
Commercial, Resort Support	Household Pet, Daycare ⁷
	Household Pet, Grooming ⁷
	Commercial, Resort Support