



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
June 25, 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/87087333912>

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

2.A. SR-224 Bus Rapid Transit and Re-Create 248 Study Staff Communications

3. PUBLIC COMMUNICATIONS

4. WORK SESSION

4.A. **301 Marsac Avenue – Plat Amendment and Steep Slope Conditional Use Permit** – The Applicant Proposes Creating a 3,750-Square-Foot Lot to Construct a New Single-Family Dwelling on a Very Steep Slope in the Historic Residential - 1 Zoning District. Plat PL-23-05947, SSCUP PL-23-05946 (25 mins.)

5. REGULAR AGENDA

5.A. **685 and 715 Saddle View Way – Condominium Plat Amendment** – The Applicant Proposes to Amend The Saddle Condominiums Phase One Plat for Unit 6 and Unit 9 to Construct a 318-Square-Foot Addition. PL-25-06508 (10 mins.)
(A) Public Hearing; (B) Action

5.B. **1750 Kearns Boulevard (Treasure Mountain Junior High School and Park City High School) – Modification to a Conditional Use Permit** – The Applicant is Proposing to Modify the April 9, 2025, Planning Commission Approval to Relocate an Accessory Building in the Recreation and Open Space Zoning District. PL-24-06236 (30 mins.)
(A) Public Hearing; (B) Action

5.C. **2060 Park Avenue (Park City Police Department) – Modification to a Conditional Use Permit** – The Applicant Proposes to Construct Nine Parking Spaces in the Residential Development - Medium Density Zoning District and Sensitive Land Overlay. PL-25-06413 (25 mins.)
(A) Public Hearing; (B) Action

5.D. **Bonanza Park – Rezone and Land Management Code Amendments** – Proposed Rezone of Approximately 70 Acres Between Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive from General Commercial and Light Industrial to Bonanza Park Mixed-Use District, Enactment of Land Management Code Chapter 15-2.27 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, Updates to the Frontage Protection Zone to Protect the City's Entry Corridors Through Height

Regulations, and Updates to Chapter 15-6.1, the Affordable Master Planned Development Code, to Allow These in the New Bonanza Park Mixed-Use Zoning District. PL-24-06302 (90 mins.)
(A) Public Hearing; (B) Possible Recommendation for City Council Consideration on July 10, 2025

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.

Planning Commission Staff Communications

Subject: Major Transit Projects Update
Author: Conor Campobasso, Senior Transportation Planner
Alex Roy, Assistant Transportation Planning Manager
Department: Transportation Planning
Date: June 25, 2025

Summary

To help reduce vehicle congestion, lessen parking demand, and provide better alternatives to driving, Park City and its regional partners are advancing transit-focused solutions through coordinated planning efforts.

Both High Valley Transit (HVT) and Park City are leading major transit initiatives on the SR-224 and SR-248 corridors, respectively. Summit County is further along in its process and plans to construct a Bus Rapid Transit (BRT) system along SR-224 by 2028.

Park City is nearing the end of its Alternatives Analysis for SR-248, with a goal of implementing a new system by 2033. Below is a summary of each project and its current status.

SR-224 BRT

In 2018, Bus Rapid Transit (BRT) on SR-224 was determined to be the most effective way to move people from Kimball Junction to Old Town while maintaining our mountain lifestyle. By adding a combination of dedicated bus and mixed-flow lanes, BRT will provide frequent, fast, and reliable transit for approximately 5,000 people a day – without additional traffic or parking structures. BRT is planned to provide free bus service, seven days a week, with 10-15 minute frequency.

The project is currently in the final design phase, addressing important community alignment goals with HVT and UDOT on elements such as the size of the right-of-way expansions, station design, turning movements, pedestrian and bicycle safety, and more.

Since 2011, multiple planning studies have evaluated and identified transit improvements along SR-224 to evaluate the benefits, costs, and impacts, including:

- The 2018 [SR-224 Valley to Mountain Transit Alternatives Analysis](#) (AA) Study developed a Locally Preferred Alternative (LPA) for side-running bus rapid transit (BRT) on SR-224.
- The LPA recommended in the AA Study was adopted by the [Park City Council on June 26, 2018](#).
- The Old Town Transit Center was selected as the terminus of the BRT line, as adopted by the [Park City Council on November 18, 2021](#) (formerly it was the 5-Acre Parcel)

- In 2023, the Federal Transit Administration (FTA) approved [a Categorical Exclusion securing NEPA compliance](#) for the project, which is required to obtain Federal funding.
- In 2024, HVT began the final design phase of the SR-224 BRT project.
- During 2024-26, HVT will be working on project design and ROW acquisition with complete BRT service scheduled for 2028.

Over the past couple of years, the SR-224 BRT project has been discussed at the following Park City Council meetings:

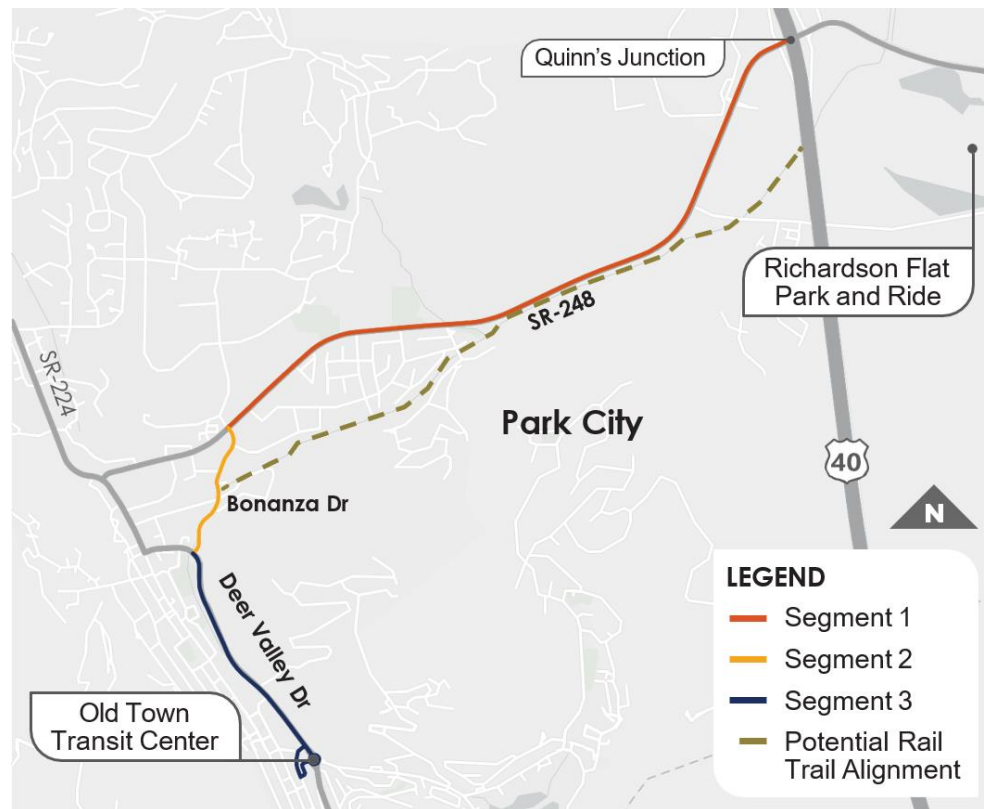
- [1/12/2023 City Council Meeting](#): HVT presented that any SR-224 widening would occur within the UDOT Right-Of-Way (ROW), noting SR-224 is a UDOT road. Questions were raised by the PC Council about the impacts and effectiveness of widening within City limits and potential conflicts with other community priorities, and where the ultimate decision-making authority was held.
- [1/16/2024 City Council Meeting](#): HVT presented that they were starting to work on a final design process that could take two years.
- [11/18/2024 Joint City-County Council Meeting](#): A joint meeting between SC Council and PC Council occurred, where Park City was asked to commit \$20,000,000 to BRT. PC Council also asked to understand the value and impact of widening SR-224 in Park City limits.
- [12/6/2024 City Council Meeting](#): HVT presented project benefits and asked the PC Council to disregard the previous financial request until additional information was available and estimate refinements could be made. HVT also reviewed the timeline for the project and noted that they were scaling some of the project elements back to help reduce the overall cost, which in turn could reduce amounts requested from Park City.
- [2/27/2025 City Council Meeting](#): Park City Transportation presented on potential widening in specific areas along SR-224 in City limits, Thaynes Canyon Drive/Snow Creek Drive BRT stop locations, transit traffic signal priority technology, and the Park Ave/Deer Valley Drive potential intersection design. Park City deployed the Mayor and City Council Liaisons to discuss the project and impacts with UDOT and HVT.
- [5/1/2025 City Council Meeting](#): The Mayor and Council Liaisons summarized their UDOT meetings with the City Council. The City Council supported an increased UDOT leadership project role and presence moving forward.
- [6/25/2025 City Council Meeting](#): City Council provide Park City, HVT, and UDOT direction to maintain the landscaped median alone on SR-224.

As noted above, the City Council, HVT, and City Staff are working to finalize several key components, including:

- A design recommendation to widen SR-224 and add an additional lane at the Empire Avenue intersection (commonly known as the "Box of Rocks") within Park City limits;
- The proposed location, design, and size of the BRT stations at Thaynes and Snow Creek;
- The placement and design of noise walls; and
- The implementation of intersection and traffic signal prioritization technology for BRT.

SR-248 Transit Study (Re-create 248)

For SR-248, our goal is to enhance reliable and express transit services along the corridor, efficiently move travelers to and from park-and-ride lot(s) and areas outside the City, and to and from locations within town (economic centers, residential nodes, and resort bases).



On [June 28, 2024](#), the City Council authorized a Transit Study and Alternatives Analysis (AA) in order to meet federal funding requirements. This marks a shift from previous assessments focused on vehicle travel time efficiency. The Transit Study is the first step in the federal process, leading to an Environmental Analysis (EA) required by the Federal Transit Administration (FTA) and essential for federal funding eligibility. The work is being accelerated by utilizing existing studies already conducted on the corridor.

On [December 6, 2024](#), we presented Council with several items related to the Transit Study, including:

- **Purpose and Need Statements** – defining the corridor's transportation challenges and goals of the project
- **Measures of Effectiveness** – metrics to evaluate how well each alternative addresses the project goals
- **Range of Alternatives** – an initial set of transit options considered
- **P&N Screening Results** – identification of which alternatives should move forward based on alignment with the project's Purpose and Need

The Council supported three modes to continue investigating on SR-248 and a desire to also obtain a conceptual Rail Trail alignment, even though it will be contentious to many

community members. The three modes are [Bus Rapid Transit \(BRT\)](#), [Light Rail \(LRT\)](#), and [Automated Guideway Transit \(AGT\)/Monorail](#). We evaluated six alternatives, consisting of three transit modes and two alignments, and evaluated them against each other.

The Level 1 screening consists of a more data-driven approach than the Purpose and Need screening. The three modes (Figure 1) and two alignments (six total options) were evaluated against industry transit standards, environmental databases, and proximity to serving populations and providing access to education, services, food, and health care. Additionally, the evaluation considered a ‘do nothing’ alternative to the impacts of no investment on the corridor.

MODE	DEDICATED BUS LANES	LIGHT RAIL	AUTOMATED GUIDEWAY TRANSIT/ MONORAIL
EXAMPLE			
DEDICATED LANES?	Yes – dedicated bus lanes	Yes – electrified guideway	Yes – elevated guideway
PASSENGER CAPACITY	60-90 passengers per bus	120-180 passengers per car	8-80 passengers per car
COMPATIBLE WITH EXISTING SYSTEM?	Yes	No	No
OTHER CONSIDERATIONS?	• Recommended as priority project in Park City Forward. • Compatible with High Valley Transit and Park City Transit plans.	• Steep grades and curves may prohibit service. • Requires separate operations and maintenance facility.	• May not be eligible for federal funding. • Requires separate operations and maintenance facility.

City Staff will continue to work with City Council to determine which Alternative is best suited for Park City. A more detailed analysis will be conducted this Fall.

Planning Commission Staff Report



Subject: 301 Marsac Avenue
Applications: Plat Amendment: PL-23-05946
Steep Slope CUP: PL-23-05946
Author: Elissa Martin, Planning Project Manager
Date: June 25, 2025
Type of Item: Work Session

Recommendation

(I) Review the proposed 301 Marsac Avenue Plat Amendment and Steep Slope Conditional Use Permit to construct a 4,103-square-foot Single-Family Dwelling and Accessory Building on a Very Steep Slope in the Historic Residential-1 Zoning District, (II) conduct a work session, and (III) provide input to the Applicant to prepare for a public hearing.

Description

Applicant: Silver Stream Advisors, LLC
Representatives: Thomas Eddington, In Plan Design
Andrea Gulyas, Andrea Lauren Design LLC

Location: 301 Marsac Ave (PC-441)

Zoning District: Historic Residential – 1

Adjacent Land Uses: Single Family and Multi-Family Residential

Reason for Review: Plat Amendments and Steep Slope Conditional Use Permits require Planning Commission review and Final Action¹

DRC	Development Review Committee
HR-1	Historic Residential – 1
HDDR	Historic District Design Review
LMC	Land Management Code
ROW	Right-of-Way
SFD	Single-Family Dwelling
SSCUP	Steep Slope Conditional Use Permit

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

¹ LMC [§ 15-1-8\(G\)](#)

Background

Planning staff has been working with the Applicant for over two years regarding a proposal to develop 301 Marsac Avenue, Lots 1 and 2 of Block 54 of the Amended Plat of the Park City Survey located on the east side of SR 224 with Very Steep Slopes between 90% - 100%.



Figure 1: 301 Marsac Avenue vicinity map

An encroachment agreement was recorded on June 3, 2022 for the Duplex at 301 and 303 Ontario Avenue on the Lot with a common rear Lot line to the east on Ontario Avenue (Recorder Entry No. 1190328).

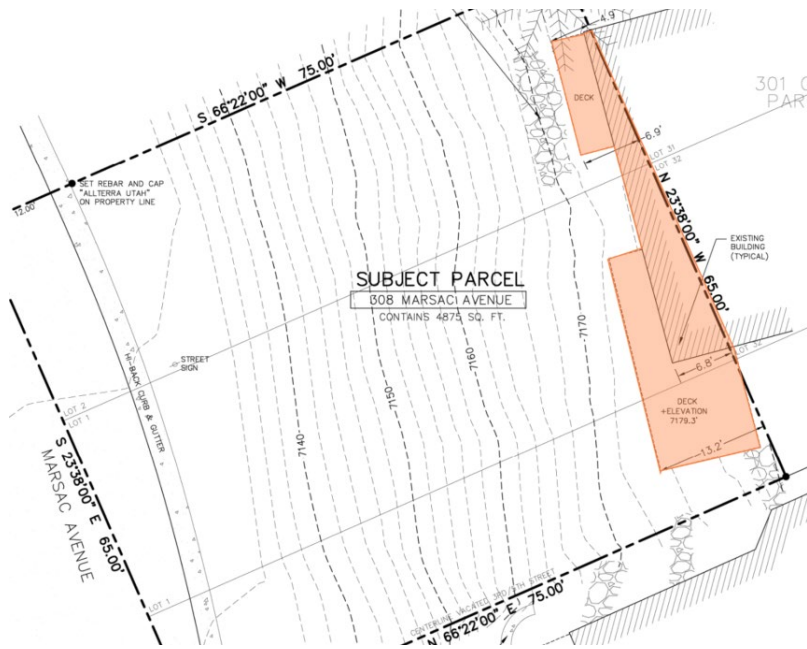


Figure 2: Existing Conditions Survey showing encroachments of 301 and 303 Ontario Avenue onto 301 Marsac Avenue (staff shaded in orange).



Figure 3: The Duplex at 301 and 303 Ontario Avenue that encroaches onto 301 Marsac Avenue visible from Google

Maps.

Land Management Code (LMC) [§ 15-2.2-6](#) states that “a Steep Slope Conditional Use Permit is required for construction of any Structure with a Building Footprint in excess of two hundred square feet (200 sq. ft.) if said Building Footprint is located on or projecting over an existing Slope of thirty percent (30%) or greater.”



Figure 4: Image from Applicant's submittal showing the Very Steep Slopes at 301 Marsac Avenue.

The Applicant proposes a Plat Amendment to create one 3,750-square-foot Lot and a Steep Slope Conditional Use Permit (SSCUP) to construct a 4,103-square-foot Single-Family Dwelling (SFD) and 200-square-foot Accessory Building in the Historic Residential-1 (HR-1) Zoning District, on Very Steep Slopes. The Plat Amendment application (PL-23-05947), SSCUP (PL-23-05946), and Historic District Design Review (HDDR) application (PL-23-05944) are being reviewed concurrently.

The Applicant submitted applications for 301 Marsac Avenue in October of 2023 and has since submitted several updated iterations based on feedback from the Planning team. The original 2023 submittal included plans for a Duplex. The Plans were not consistent with the HR-1 Zoning District or Historic District Regulations; the Planning team notified the Applicant of revisions that would be needed.



Figure 5: Original proposed Duplex plans dated November 2023

- December 5, 2023 - Planning staff sent the Applicant an Incomplete Application Notice.
- April 8, 2024 - the Applicant submitted updated plans.
- April 16, 2024 - Planning staff sent the Applicant the second Incomplete Application Notice requesting that the plans be stamped by a licensed engineer or architect.
- June 10, 2024 - Planning staff provided a comprehensive list of LMC Sections that apply to the Plat Amendment, SSCUP, and HDDR applications.

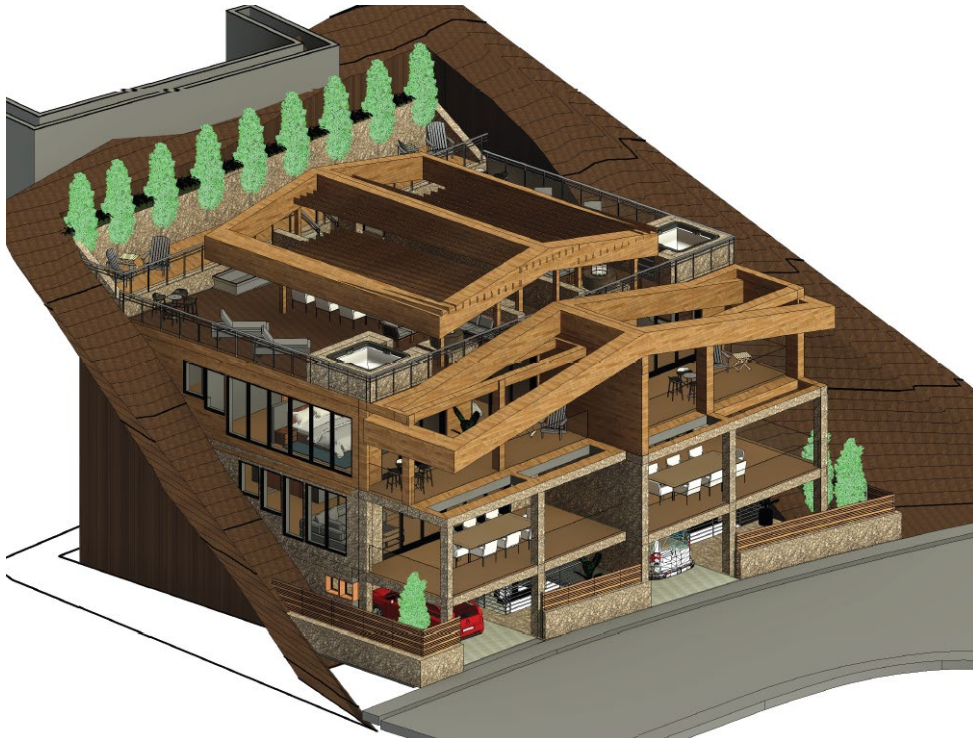


Figure 6: Revised Duplex Plans dated April 2024



Figure 7: Revised Duplex plans dated October 30, 2024

- October 30, 2024 – Applicant submitted revised plans for the Duplex that addressed some of the comments provided by Planning staff to bring the Structure into compliance with the LMC standards. However, the Plat Amendment application to combine two Old Town Lots to create one Duplex Lot was not complete as it did not include a plat prepared by a certified Surveyor, with the submitted materials.
- November 19, 2024 - Applicant submitted a plat prepared by a certified Surveyor, to combine two Lots and create a 4,181-square-foot Lot.
- December 3, 2024 - Planning staff notified the Applicant that the Plat Amendment application was complete and that the plans would be included on the next Development Review Committee (DRC) meeting scheduled for December 17, 2024.
- December 17, 2024 - Plat Amendment, SSCUP, and CUP for a Duplex were reviewed by the DRC.
- December 26, 2024 - Planning staff sent the Applicant a comprehensive memo with DRC comments and Plan review comments. At that time, Planning staff reiterated the information provided to the Applicant on June 10, 2024, that due to the portion of Marsac Avenue (SR-224) within the property boundary that is required to be dedicated as public Right-of-Way (ROW), the Lot size is reduced from the original presumed Lot Area (before the Plat was created) from 4,875 square feet to 4,181 square feet. This change in Lot size required a reduction to the maximum Building Footprint for the proposed Duplex.
- April 21, 2025 - Planning staff met with the Applicant and reiterated that the plans need to show compliance not only with the SSCUP criteria but must also be consistent with the HDDR standards, specifically the solid to void ratio of glazing that is compatible with the Historic Districts.
- April 25, 2025 - Applicant submitted a revised Plat to create a compliant SFD Lot and new plans for a SFD.

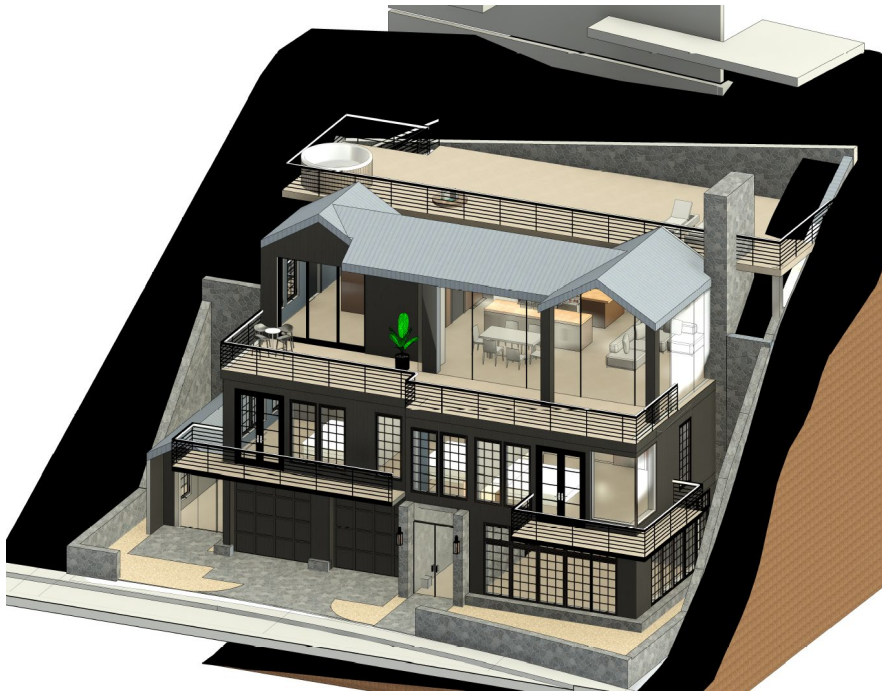


Figure 8: Revised plans for a SFD dated April 25, 2025

- May 5, 2025 - Planning staff sent the Applicant a comprehensive list of items that still need to be addressed to comply with the LMC.
- June 2, 2025 - Applicant submitted plans that addressed some of the issues listed in the May 5, 2025 memo, but several aspects in the plans remain non-compliant.

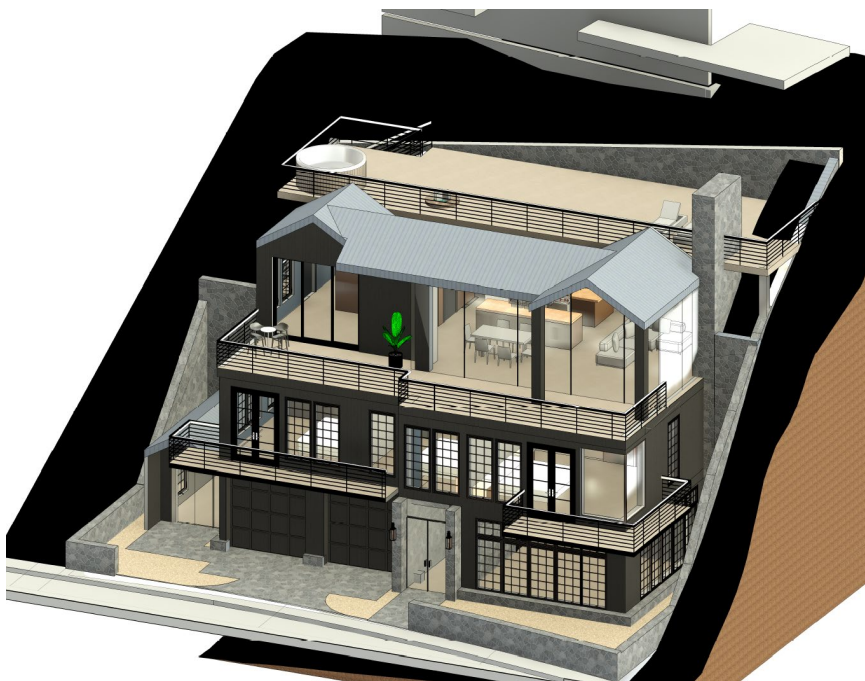


Figure 9: Plans submitted June 2, 2025 with non-compliant floor to ceiling glazing.

Purpose of Work Session

While staff continues to work with the Applicant to update their plans, staff wanted to provide the Applicant with an opportunity to hear from the Planning Commission regarding mitigation required to comply with the SSCUP criteria for the HR-1 Zoning District to prepare for a public hearing.

Pursuant to LMC § [15-7.1-6](#), the Planning Commission must find Good Cause to approve 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, 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.”

Additionally, the Planning Commission has discretion to require mitigation measures to reduce the impact of development on Steep Slopes, pursuant to LMC § [15-2.2-6](#) *Development on Steep Slopes*, including:

- ***BUILDING FORM AND SCALE:*** *Where Building masses orient against the Lot’s existing contours, the Structures must be stepped with the Grade and broken into a series of individual smaller components that are Compatible with the District. Low profile Buildings that orient with existing contours are strongly encouraged. The garage must be subordinate in design to the main Building. In order to decrease the perceived bulk of the Main Building, the Planning Commission may require a garage separate from the main Structure or no garage.*

A potential Condition of Approval the Planning Commission may consider is a requirement to modify the proposed SFD by breaking it up into a series of smaller components, that step with the Grade and are Compatible with the HR-1 Zoning District.

- ***SETBACKS.*** *The Planning Commission may require an increase in one or more Setbacks to minimize the creation of a “wall effect” along the Street front and/or the Rear Lot Line. The Setback variation will be a function of the Site constraints, proposed Building scale, and Setbacks on adjacent Structures.*
- ***DWELLING VOLUME.*** *The maximum volume of any Structure is a function of the Lot size, Building Height, Setbacks, and provisions set forth in this Chapter. The Planning Commission may further limit the volume of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and existing Structures.*

A potential Condition of Approval the Planning Commission may consider is requiring the SFD to be limited in volume to mitigate differences in scale with surrounding existing Structures.

Analysis

(I) The proposed Plat Amendment to create one 3,750-square-foot Lot for

development of a SFD may meet the HR-1 Zoning District *Lot and Site Requirements with Conditions of Approval.*

The HR-1 Zoning District requires a minimum Lot size of 1,875 square feet and a maximum Lot size of 3,750 square feet for a SFD. The minimum Lot width requirement is 25 feet measured 15 feet back from the Front Lot Line.²

The existing property exceeds the maximum Lot size for a SFD in the HR-1 Zoning District. To meet the maximum Lot size, the Applicant proposes platting a 3,750-square-foot Lot and “dedicating” to the City a 431-square-foot portion at the rear of the Lot that contains the 301 and 303 Ontario Avenue Duplex encroachments as “Open Space”. Staff recommends against this “dedication” of “Open Space” that contains the encroachments of 301 and 303 Ontario Avenue and is between two private properties, not accessible by the public.

However, the Applicant could plat this area as a no-build area with plat notes limiting future construction to the repair and maintenance of the existing 301 and 303 Ontario Avenue Duplex encroachments in accordance with the Non-Complying Structure regulations outlined in LMC [Chapter 15-9](#), terminating the encroachment and creating a no-build area if the Duplex at 301 and 303 Ontario Avenue is demolished in the future.

If the Commission is supportive of carving out a portion of the property for the benefit of the 301 and 303 Ontario Avenue Duplex with Conditions of Approval and plat notes, then the proposed Lot may comply with the HR-1 Zoning District.

(II) The proposed Single-Family Dwelling must meet the HR-1 Zoning District requirements.

The purpose of the HR-1 Zoning District is to:

- A. preserve present land Uses and character of the Historic residential Areas of Park City;
- B. encourage the preservation of Historic Buildings and/or Structures;
- C. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods;
- D. define Development parameters that are consistent with the General Plan policies for the Historic core; and
- E. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment.³

Lot and Site Requirements.

BUILDING FOOTPRINT. The maximum Building Footprint is calculated according to the following formula:

² LMC [§ 15-2.2-3](#)

³ LMC [§ 15-2.2-1](#)

$$\text{MAXIMUM FP} = (A/2) \times 0.9^{A/1875}$$

Where FP = maximum Building Footprint and A= Lot Area⁴.

Based on the above formula and the proposed Lot Area of 3,750 square feet, the maximum Building Footprint for the SFD is 1,519 square feet. Building Footprint is defined as:

The total Area of the foundation of the Structure, or the furthest exterior wall of the Structure projected to Natural Grade, not including exterior stairs, patios, decks and Accessory Buildings listed on the Park City Historic Structures Inventory that are not expanded, enlarged or incorporated into the Main Building.

DOES NOT COMPLY: According to the Applicant's plans and staff's measurements, the total Area of the foundation for the proposed SFD is 1,518 square feet. However, the Accessory Building adds an additional 234 square feet to the footprint.

The Applicant must modify the plans to either reduce the Building Footprint of the SFD or remove the Accessory Building.

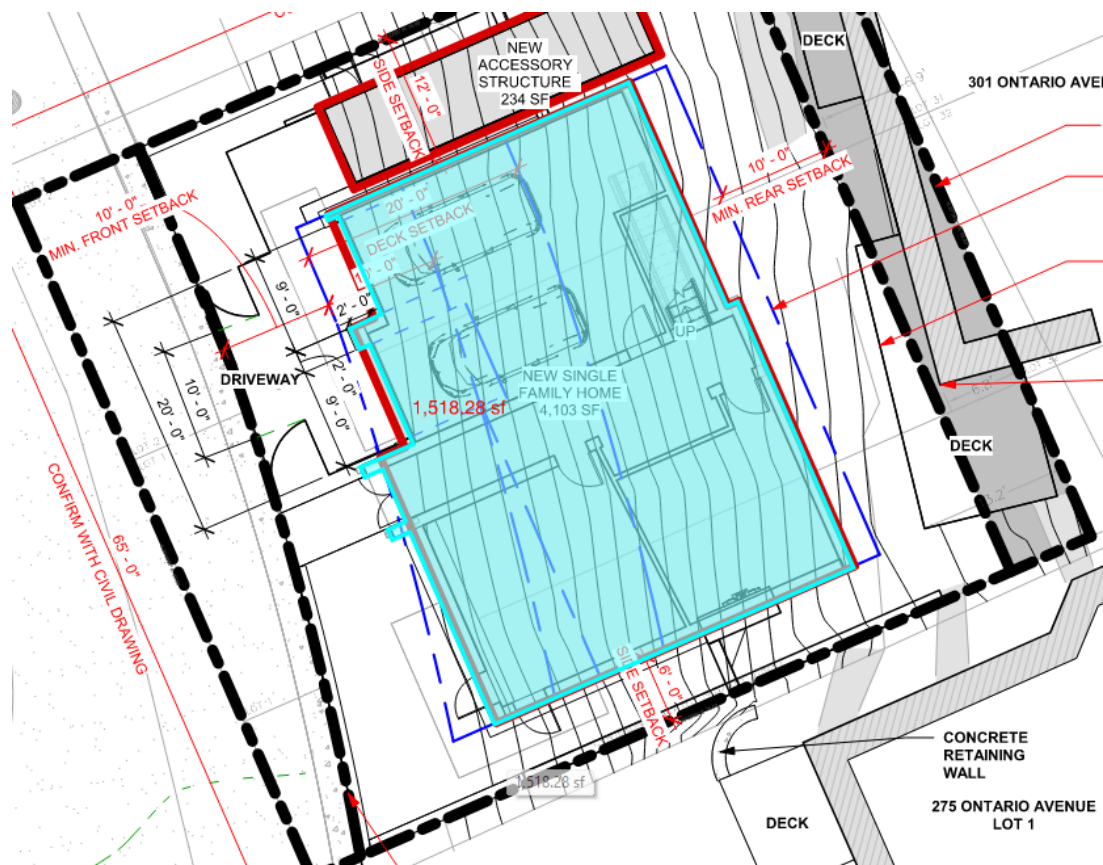


Figure 10: 301 Marsac Ave proposed SFD building footprint

⁴ LMC [§ 15-2.2-3\(E\)](#)

Setbacks. The depth of the Lot is 62 feet, which requires 10-foot Front and Rear Setbacks, for a total of 20 feet combined. The width of the Lot is 65 feet, which requires minimum 5-foot Side Setbacks and a combined Side Setback of 18 feet.⁵

Pursuant to LMC [§ 15-2.2-3\(J\)\(10\)](#) a Detached Accessory Building, not more than 18 feet in height, is allowed in the Side Setback and must be located a minimum of five feet behind the Front façade of the Main Building and maintaining a minimum Side Setback of three feet.

COMPLIES: The proposed plans indicate the SFD is ten feet from the Front and Rear Lot boundaries, six feet from the southern Side Setback and 12 feet from the northern Side Setback, for a total of 18 feet combined Side Setback. The Rear Setback is measured from the edge of the easterly Lot line of the 3,750-square-foot Lot and excludes the 431-square-foot area proposed to be “dedicated” to the City as “Open Space.”

The proposed Detached Accessory Building is set back from the northern side property boundary three feet and is located five feet from the front façade of the Main Building. The proposed Accessory Building is 17 feet in height.

While an Accessory Building is allowed to encroach in the Side Setback, an Accessory Dwelling or Accessory Apartment must respect the Zoning District Setbacks, according to LMC [§ 15-4-7](#) Accessory Apartment. If the Applicant retains the Accessory Building while updating their plans to comply with the Maximum Building Footprint, a Condition of Approval will require that the Accessory Building shall not be used as a Dwelling Unit.

Building Height.

The HR-1 Zone Height is 27 feet from Existing Grade.⁶

The Applicant’s roof over topography indicates the elevation of the roof ridges, as measured from Existing Grade, is over the maximum 27-foot Zone Height. The difference in elevation between Existing Grade and the roof ridges that exceed 27 feet ranges between 27.5 feet to 31 feet (Exhibit A).

⁵ LMC [§15-2.2-3](#)

⁶

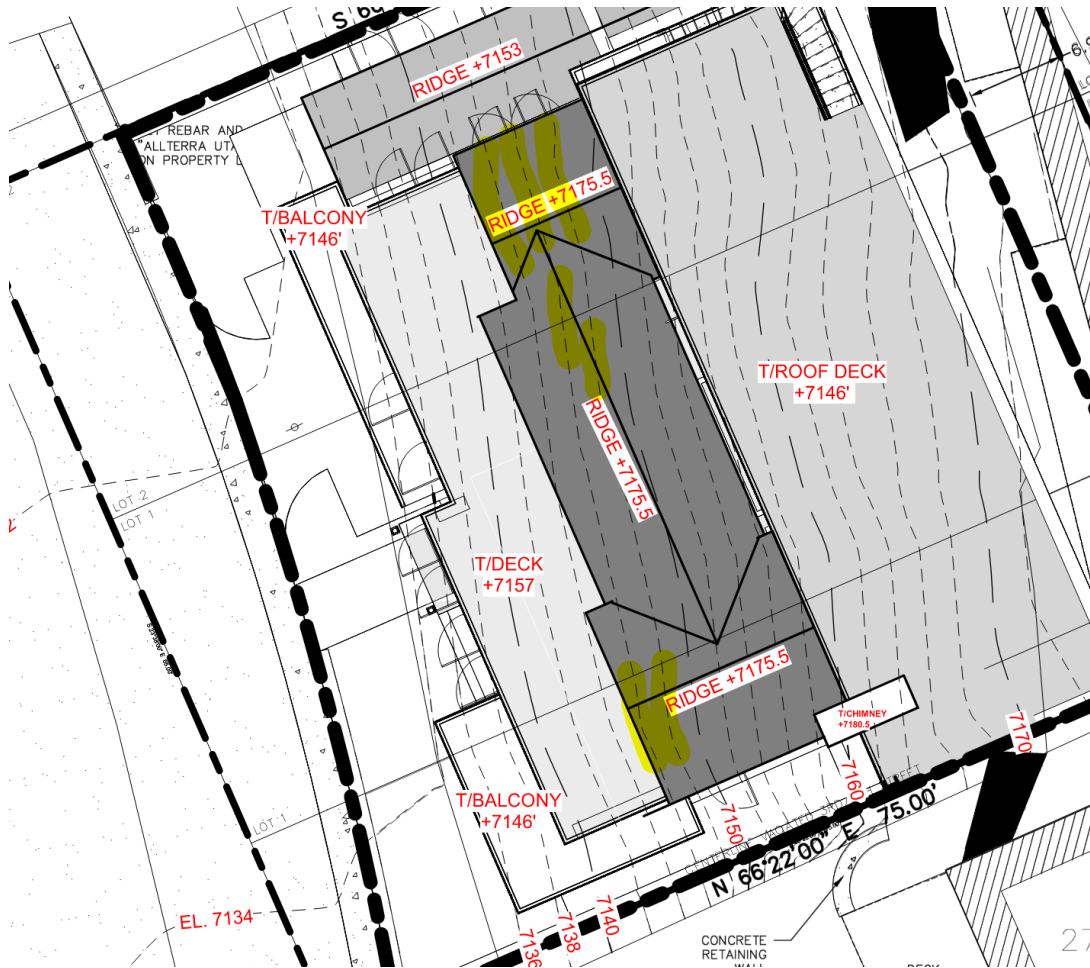


Figure 11: Roof over topo – the yellow highlighted topo lines indicate where the roof ridge is over the zone height, as measured from Existing Grade.

The plans must be modified to reduce the height of the Structure to meet the HR-1 Zone Height of 27 feet from Existing Grade, by creating additional modules of the Structure that step down the Very Steep Slope.

Final Grade must be within four vertical feet of Existing Grade, except for window wells, emergency egress and a garage entrance.⁷ The current plans do not show the difference between Existing and Finish Grade.

The plans must be modified to show how the retaining walls on either side of the Structure will step with the Grade at no more than 4-foot intervals.

A Structure shall have a maximum interior height of 35 feet measured from the lowest finish floor plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters.⁸

⁷ LMC [§ 15-2.2-5](#)

⁸ LMC [§ 15-2.2-5](#)

COMPLIES: According to the Applicant's submitted plans, the proposed SFD has an interior height of 32 feet measured from the ground level floor plane to the highest wall top plate.

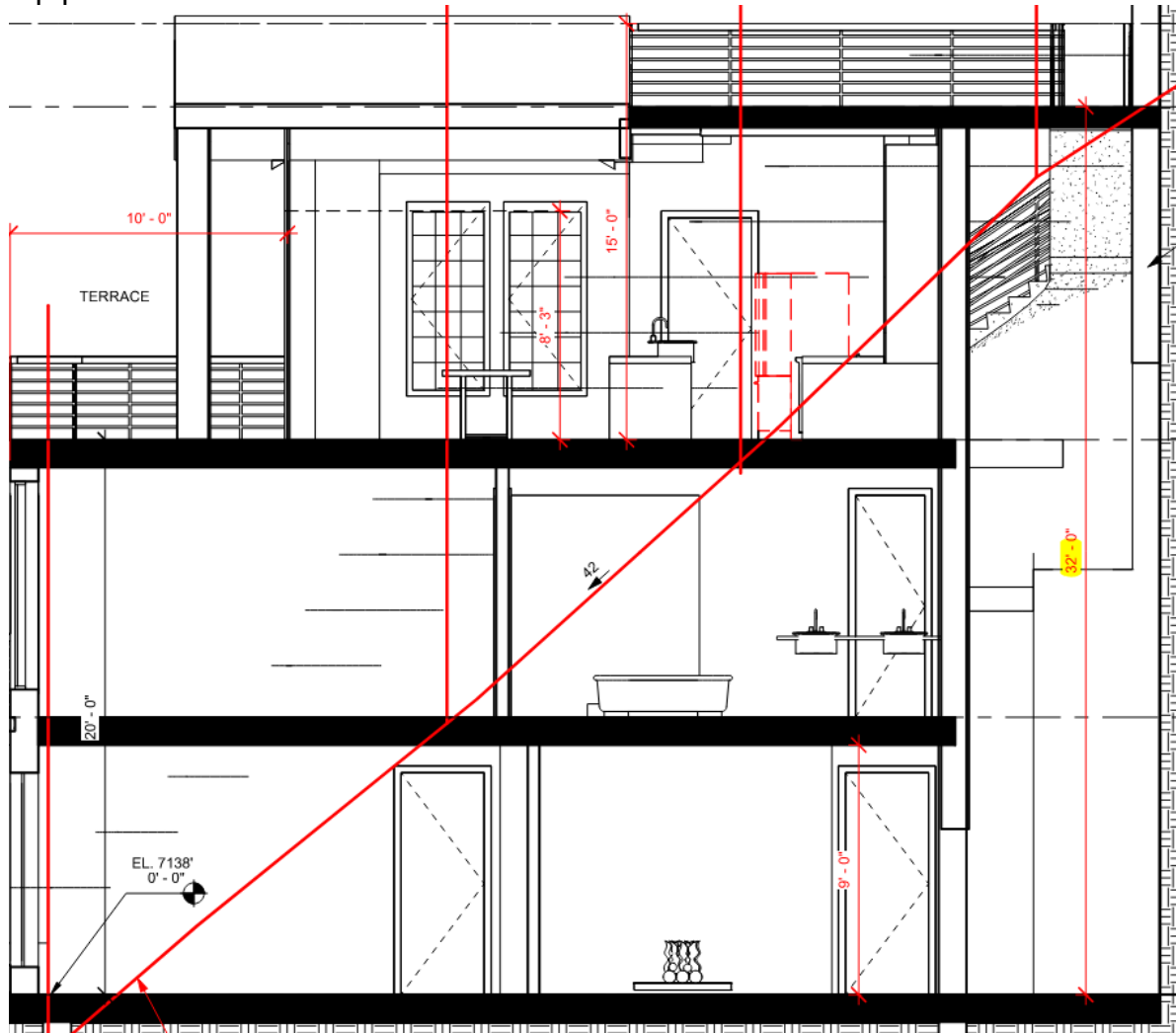


Figure 12: Applicant's submitted plans showing the distance from the lowest finish floor plane to the point of the highest wall top plate

A ten foot (10') minimum horizontal step in the downhill façade is required. The horizontal step shall take place at a maximum height of 23 feet from where the Building Footprint meets the lowest point of Existing Grade. Architectural features, that provide articulation to the upper story façade setback, may encroach into the minimum ten foot (10') setback but shall be limited to no more than twenty five percent (25%) of the width of the building encroaching no more than four feet (4') into the setback⁹

PARTIALLY COMPLIES: The Applicant's plans show the front façade rises approximately 22 feet from lowest point of Existing Grade at which point there is a 10-foot step back provided by the second level deck.

⁹ LMC [§ 15-2.2-5](#)

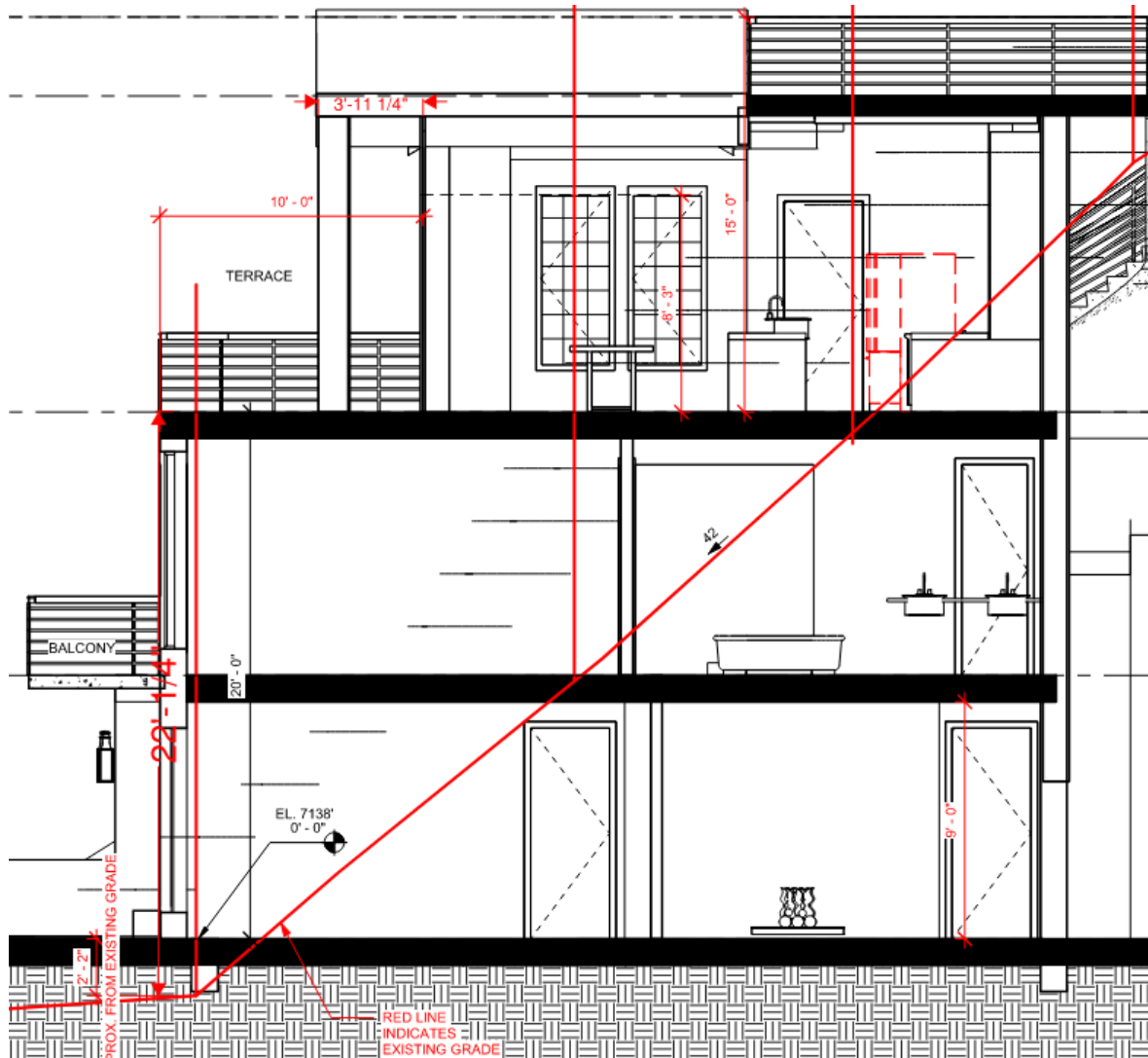


Figure 13: Sheet A2.4 with staff's measurements showing the 10-foot step back in the downhill facade

The roof overhang may be considered an 'architectural feature' that provides articulation to the upper story façade, which may encroach into the minimum 10-foot step back, but shall be limited to no more than 25% of the width of the building and shall encroach no more than four feet into the step back.¹⁰ As proposed, the roof overhang encroaches no more than four feet into the 10-foot step back. However, the width of the overhang is 13.75 feet and the width of the building is 46.5 feet. The roof overhang is 29.5% of the width of the building, which does not comply.

The plans must be modified to reduce the width of the roof overhang to meet the Building Height stepback standard, which requires the architectural features that encroach into the 10-foot step back to be no more than 25% of the width of the building.

Roof Pitch

¹⁰ LMC [§ 15-2.2-5\(B\)](#)

The roof pitch of a Structure's Contributing Roof Form shall be between seven:twelve (7:12) and twelve:twelve (12:12) and shall occupy a minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public ROW.¹¹ Secondary Roof Forms may be below the required 7:12 roof pitch and located on the primary façade (such as porches, bay window roofs, etc).

PARTIALLY COMPLIES: The Applicant's plans show the roof pitch of the Contributing Roof Form has a compliant 7:12 roof pitch. However, the Contributing Roof Form does not occupy a minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building.

The plans must be modified to extend the depth of the Contributing Roof Form to occupy a minimum horizontal distance of 20 feet.

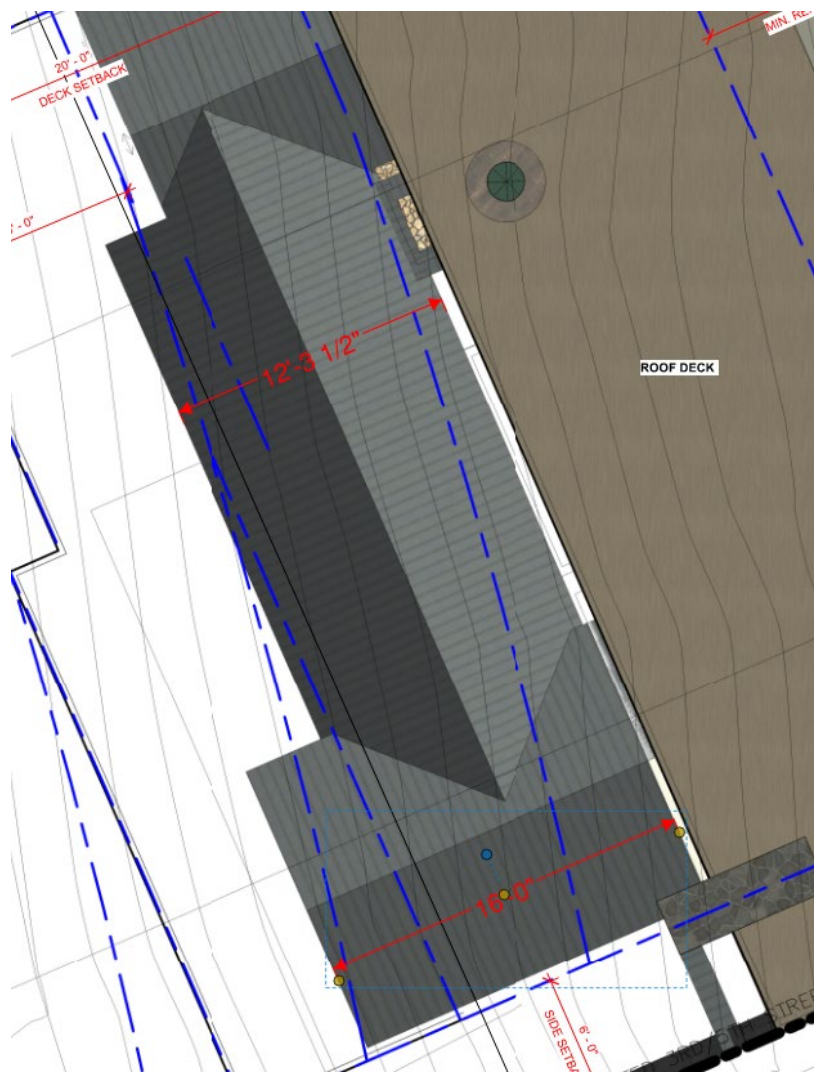


Figure 14: Applicant's plans showing the Roof Forms measured from the primary facade to the rear of the building.

¹¹ LMC [§ 15-2.2-5](#)

Parking and Driveway Standards.

LMC [§ 15-2.2-8](#) HR-1 Parking Regulations require compliance with Chapter 15-3 *Off-Street Parking*. Pursuant to LMC [§ 15-13-8\(B\)\(1.h\)](#), new driveways in the Historic Districts that provide access to a two-car garage can have a maximum 12-foot wide curb cut and are allowed to widen to 22 feet once outside the Front Setback.

Access to the proposed SFD is from Marsac Avenue (SR 224) which is a UDOT ROW. UDOT has provided preliminary approval to grant access to the proposed SFD and requires the following:

- Minimum 16-feet-wide curb cut for a driveway accessing one home.
- Replace the curb and gutter to match the existing mountable curb and gutter to the north.

The Applicant's plans show the width of the driveway is 17 feet where it intersects with the ROW and then widens to 21 feet 6 inches to provide access to the two-car garage. The driveway is almost entirely within the Front Setback, as there is limited depth on the Lot. LMC [§ 15-3-3\(H\) Driveway Widths and Spacing](#), states that "minor variations in driveway widths may be approved by the City Engineer.

The plans must be modified to show the driveway width is 16 feet at the curb, consistent with UDOT's standard for driveway access. Additionally, the Applicant may request an exception to the Front Setback maximum 12-foot driveway width requirement to allow for the 21 ½ -foot-wide driveway in the Front Setback to access the two-car garage, per LMC [§ 15-3-3\(H\)](#).

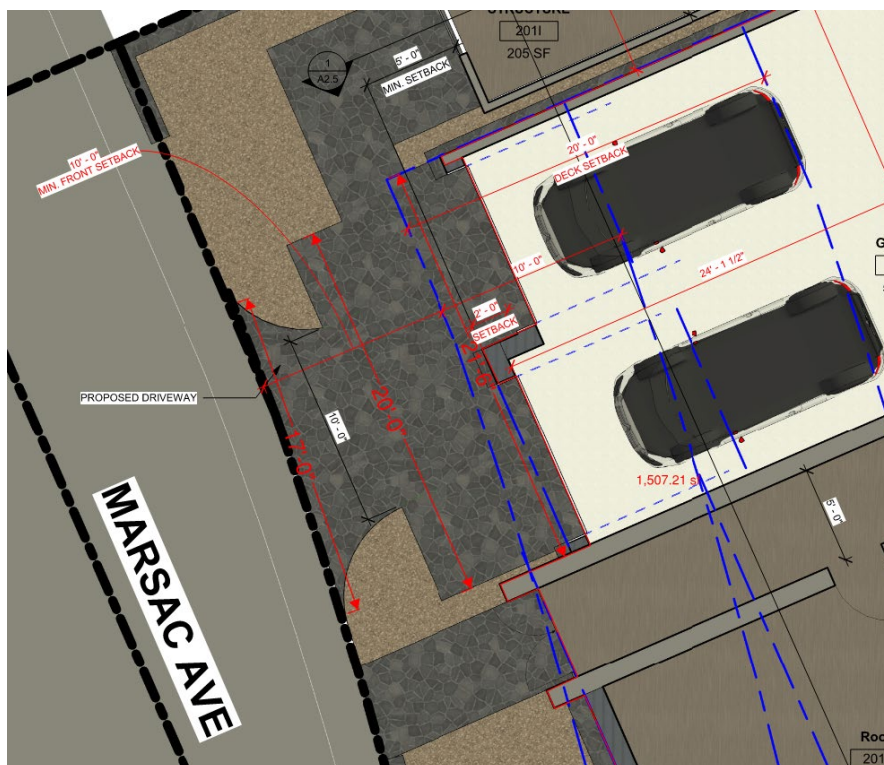


Figure 15: Applicant's plans showing the driveway access from Marsac Avenue

Pursuant to LMC [§ 15-3-4](#), double car garages must be at least twenty feet (20') wide by twenty feet (20') deep and per [§ 15-3-6 Parking Ratio Requirements](#), two parking spaces are required per Dwelling Unit.

COMPLIES: The two required parking spaces are provided in the garage, which is 20 feet in width and 24 feet in depth.

LMC [§ 15-13-8](#) requires Garages featuring a side-by-side parking configuration to maintain a 2-foot horizontal offset in the front wall plane. Additionally, garage doors shall be 9 feet wide by 9 feet high.

COMPLIES: The Applicant's plans show the 2-foot horizontal offset in the front wall plane between the two garage doors, and the garage doors are 9 feet wide by 9 feet high.

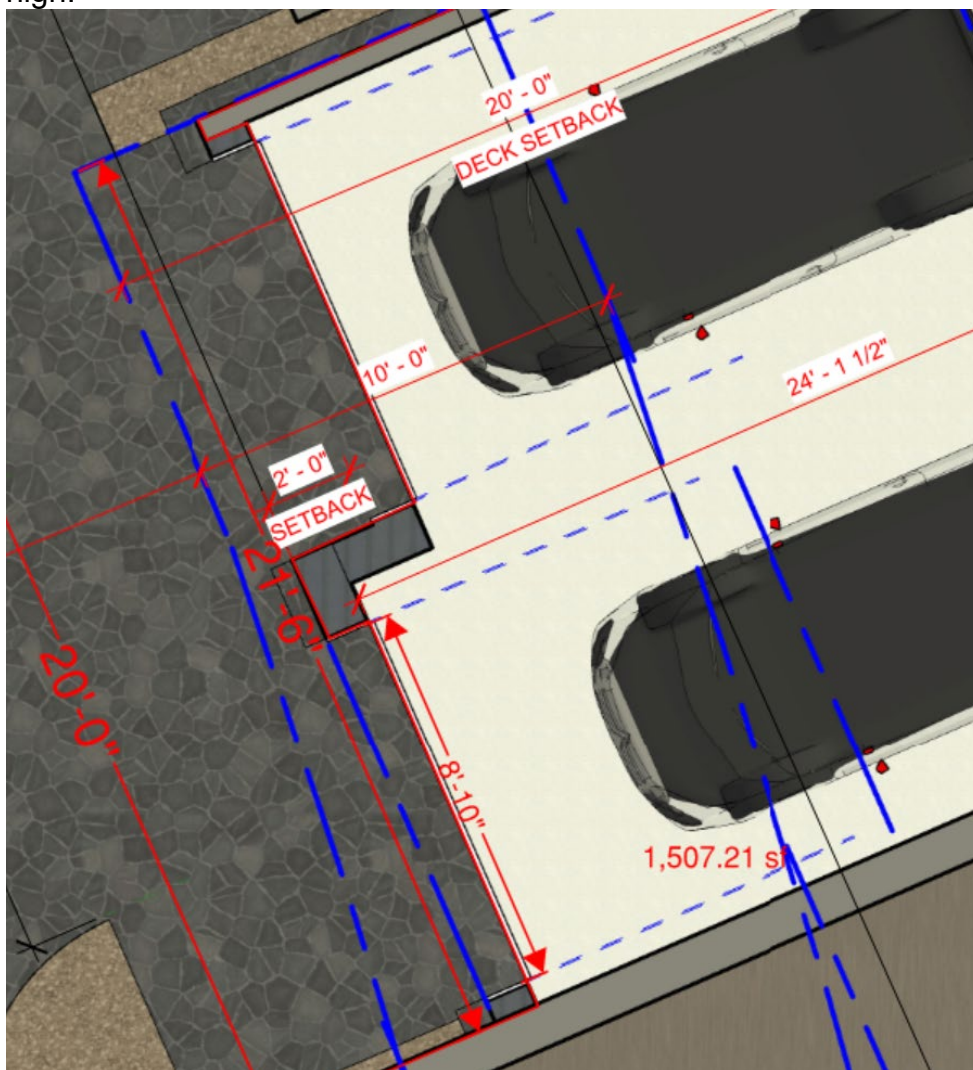


Figure 16: proposed two-car garage with two-foot offset between garages

(III) The proposed Single-Family Dwelling must meet the criteria outlined in LMC § 15-2.2-6 Development on Steep Slopes and shall be consistent with the Historic

District Design regulations for new residential infill outlined in LMC § 15-13-8.

LMC [§ 15-2.2-6 Development on Steep Slopes](#) states, “Development on Steep Slopes must be environmentally sensitive to hillside Areas, carefully planned to mitigate adverse effects on neighboring land and Improvements, and consistent with the Design Guidelines for Historic Districts and Historic Sites Chapter 15-13.”

The Applicant submitted a topographic map that indicates the majority of the Parcel proposed for development consists of Very Steep Slopes, which the LMC defines as Slopes greater than 40%.¹² The Slopes at 301 Marsac range between 90% - 100%. The Very Steep Slopes together with minimal Lot depth, significantly constrain development on the site. The proposed plans illustrate the large area required to be excavated and the use of retaining walls on the rear and sides of the Structure.

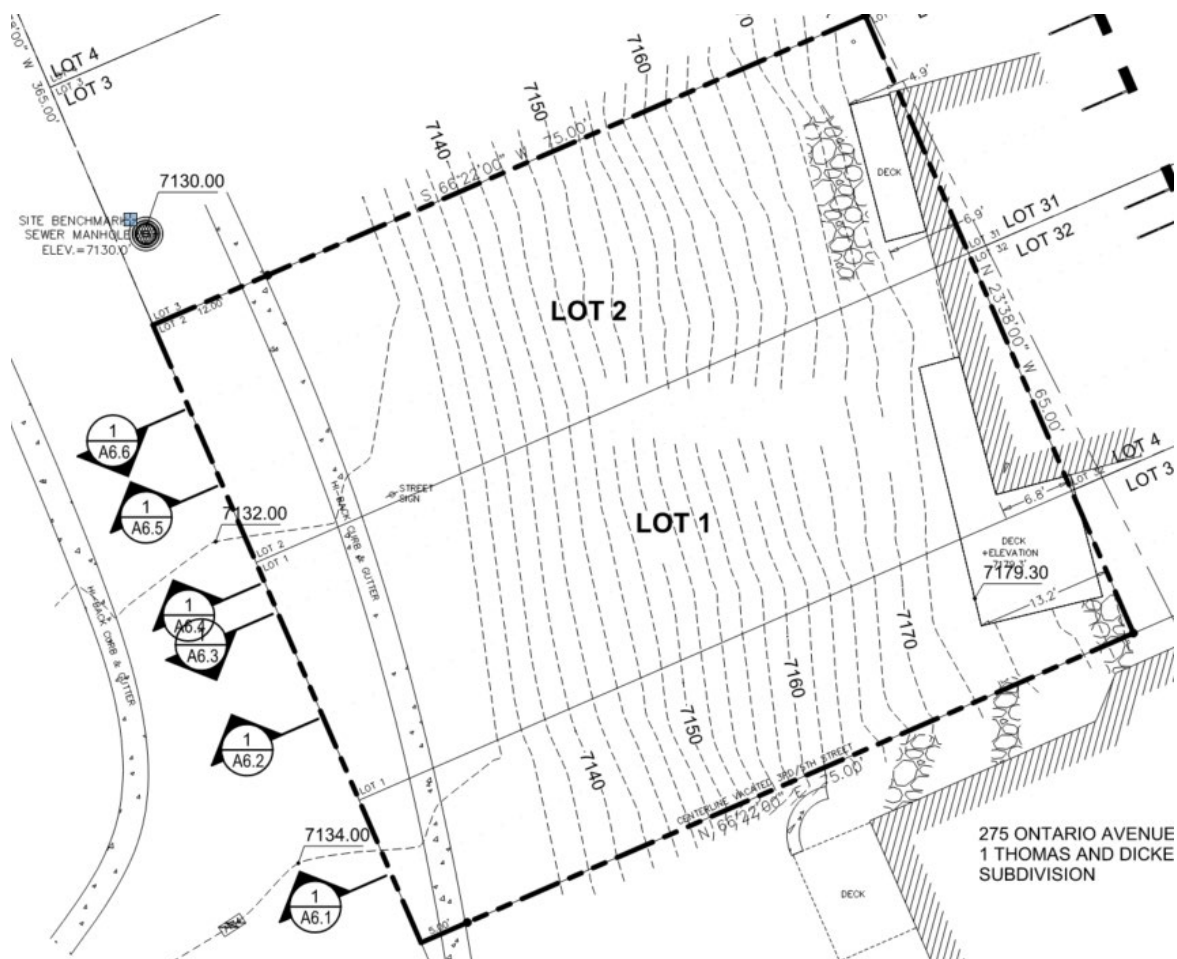


Figure 17: Topographic Map showing Slopes between 90%-100%.

The proposed SFD is not consistent with the Historic District Design Regulations for new residential infill in the following ways:

¹² LMC [§ 15-15-1](#)

- The floor to ceiling window glazing is not compliant with the Historic District Design standards pursuant to LMC [§ 15-13-8\(B\)\(2\)\(d\)](#) which require:

Ratios of solid-to-void that are compatible with surrounding historic buildings shall be used. Large expanses of glazing are inappropriate on residential structures. Large glass surfaces shall be divided into smaller windows that are in scale with those seen historically. To maximize views, non-historic window patterns may be considered on tertiary facades; however, the overall ratio of solid-to-glass shall still be respected.

Windows shall be historic size and shall relate to the human scale of the Historic District. Windows shall be proportional to the scale and style of the building and shall be compatible with the historical buildings in the Historic District.¹³



Figure 18: Proposed SFD showing floor to ceiling glazing

- The proposed decks on the front façade do not comply with LMC [§ 15-13-8\(B\)\(7\)](#), which requires decks be constructed in inconspicuous areas where visually minimized from the primary public right-of-way, usually on the tertiary façade.

¹³ LMC [§ 15-13-8](#)

The plans must be modified to reduce the window glazing on the front façade to be consistent with a solid to void ratio that is compatible with the Historic District. Additionally, the decks on the front façade must be visually minimized from Marsac Avenue on a tertiary facade.

Pursuant to LMC [§ 15-2.2-6](#), SSCUP applications are subject to the following criteria:

1. **Location of Development.** *Development is located and designed to reduce visual and environmental impacts of the Structure.*

The location of the proposed SFD is constrained to the limited depth and width of the Lot. The visual and environmental impacts of the Structure may be mitigated by requiring modifications to the scale and massing of the SFD.

2. **Visual Analysis.** *The Applicant must provide the Planning Department with a visual analysis of the project from key Vantage Points:*
 - a) *To determine potential impacts of the proposed Access, and Building mass and design; and*
 - b) *To identify the potential for Screening, Slope stabilization, erosion mitigation, vegetation protection, and other design opportunities.*

The Applicant submitted a Visual Analysis within the plan set dated June 2, 2025. The Visual Analysis indicates the site is visible from Designated Vantage Points, per LMC [§ 15-15-1](#), such as 445 Marsac Avenue as well as cross canyon Vantage Points within Old Town.



Figure 19: Visual Analysis

Screening

The proposed retaining walls surrounding the SFD are visible from cross-canyon Vantage Points. The Planning Commission may impose mitigation measures to reduce the visual impact of the retaining walls by requiring the retaining walls step with the natural grade and be screened with vegetation (see Analysis Section on Terracing below). ¹⁴

Soil Stabilization

A Condition of Approval will require Engineering review and approval of the Applicant's submitted Geotechnical and Soils Investigation Report prior to submitting a building permit to ensure soil stabilization and mitigate drainage impacts.

Vegetation Protection

The steep hillside contains dense vegetation. The proposed SFD will remove or impact most of the existing vegetation.

A Condition of Approval will require that impacts to existing vegetation be minimized. Trees proposed to be removed will be replaced in a manner that mitigates the visual impact of the Structure when viewed from across the canyon and from the Street.

3. **Access.** *Access points and driveways must be designed to minimize Grading of the natural topography and to reduce overall Building scale. Shared Driveways and Parking Areas, and side Access to garages are strongly encouraged, where feasible.*

Access to the Lot is limited and does not require intensive Grading, as the ground fronting the street is relatively flat. The proposed driveway does not provide side Access to the garage. See Analysis Section III above for full evaluation of compliance with the HR-1 Zoning and Historic District Design Regulations related to parking, driveway and garage standards.

4. **Terracing.** *The project may include terraced retaining Structures if necessary to retain Natural Grade.*

The SFD will require significant cuts to the 90% -100% grade. The Applicant's plans show retaining walls on either side of the Structure as well as one large retaining wall at the rear of the property. As proposed, the retaining walls are not terraced.

Pursuant to LMC [§ 15-13-8\(B\)\(1\)\(d\)](#) when retaining walls are necessary, the visual impact shall be minimized by creating gradual steps or tiers and by using perennial plant material.

¹⁴ LMC [§ 15-2.2-6](#)



Figure 20: Applicant's rendering of the proposed SFD and retaining walls

The plans must be modified to show retaining walls that are broken into tiers that gradually step with the natural grade. Additionally, the retaining wall at the rear of the Structure shall be screened with vegetation.

A Condition of Approval will include a requirement that the Finished Grade shall be no more than four vertical feet from Existing Grade. Additionally, any areas disturbed during construction surrounding the proposed work shall be brought back to their original state.

- 5. Building Location.** *Buildings, Access, and infrastructure must be located to minimize cut and fill that would alter the perceived natural topography of the Site. The Site design and Building Footprint must coordinate with adjacent properties to maximize opportunities for open Areas and preservation of natural vegetation, to minimize driveway and Parking Areas, and to provide variation of the Front Yard.*

The proposed SFD will require large cuts to the steep slope that will alter the perceived natural topography of the Site.

LMC [§ 15-13-8\(B\)\(1\)\(b\)](#) *Topography and Grading* requires the following:

- 1. The natural topography and original grading of a site shall be maintained when feasible.*
- 2. Building and site design shall respond to natural features. New infill residential buildings shall step down or up to follow the existing contours of steep slopes.*
- 3. A new site's natural slope shall be respected in a new building design in order to minimize cuts into hillsides, minimize fill, and minimize retaining walls.*



Figure 21: Proposed SFD and detached Accessory Building as viewed from the north

The proposed SFD is adjacent to properties on either side that have homes fronting Ontario Avenue and contain vacant open space in the rear yards.



Figure 22: Visual Analysis of proposed SFD and surrounding properties

6. **Building Form and Scale.** *Where Building masses orient against the Lot's existing contours, the Structures must be stepped with the Grade and broken into a series of individual smaller components that are Compatible with the District. Low profile Buildings that orient with existing contours are strongly encouraged. The garage must be subordinate in design to the main Building. In order to decrease the perceived bulk of the Main Building, the Planning Commission may require a garage separate from the main Structure or no garage.*

The proposed SFD partially complies with the above requirement by orienting against the Lot's contours and stepping with grade with a ten-foot horizontal step back on the downhill facing façade.

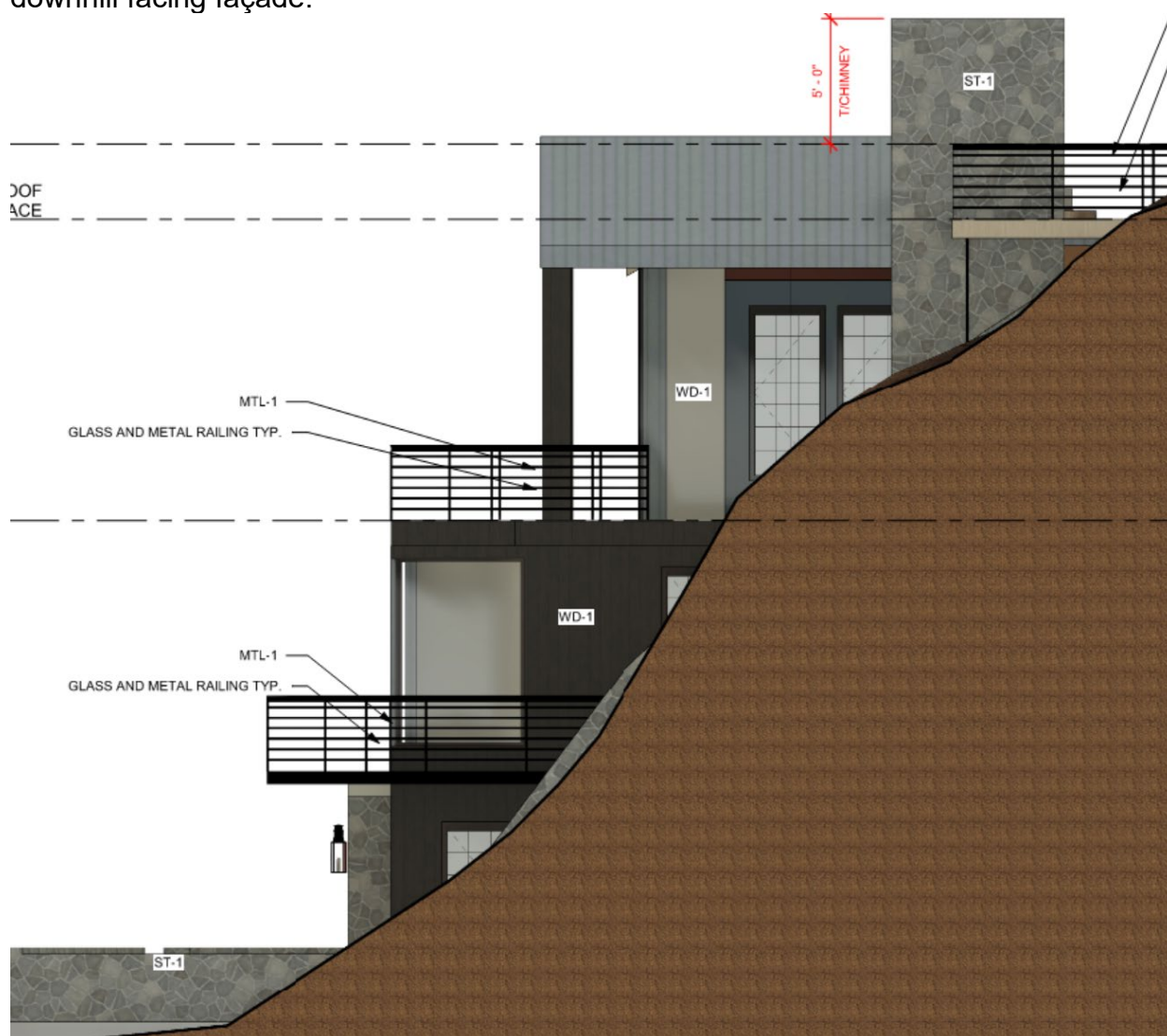


Figure 23: View from the south

7. **Setbacks.** *The Planning Commission may require an increase in one or more Setbacks to minimize the creation of a “wall effect” along the Street front and/or the Rear Lot Line. The Setback variation will be a function of the Site constraints, proposed Building scale, and Setbacks on adjacent Structures.*

The proposed SFD is adjacent to vacant Lots to the north and south; there is no present concern for creation of a “wall effect” along Marsac Ave or Ontario Ave, as a result of the SFD.

8. **Dwelling Volume.** *The maximum volume of any Structure is a function of the Lot size, Building Height, Setbacks, and provisions set forth in this Chapter. The Planning Commission may further limit the volume of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and existing Structures.*

The below rendering shows the proposed SFD in relation to neighboring properties. While the Structure is large in scale, it is relatively shorter and wider in proportion compared to neighboring homes.



Figure 24: View of proposed SFD and neighboring properties

9. **Building Height (Steep Slope).** *The Zone Height in the HR-1 District is twenty-seven feet (27') and is restricted as stated above in Section 15-2.2-5. The Planning Commission may require a reduction in Building Height for all, or portions, of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and the Historic character of the neighborhood's existing residential Structures.*

See Analysis Section III above for evaluation of compliance with the HR-1 Zone Height. The proposed SFD is highly visible from the Street and cross canyon; however the width of the Structure may offset the height of the Structure.

(IV) The proposed Plat Amendment must comply with LMC Chapter 15-7, *Subdivision General Provisions*.

Pursuant to LMC § [15-7.1-6](#), the Planning Commission must find Good Cause to approve 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, 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.”

There may be Good Cause for the proposed Subdivision.

The proposed Plat Amendment creates one compliant SFD Lot and a Lot at the rear of the property with the encroachments, and could be conditioned to not be further developed. The plat also dedicates a portion of the property that overlaps with Marsac Avenue (SR 224) to UDOT as public ROW. The proposed Plat meets the zoning requirements of the HR-1 District. No Public Street, Right-of-Way, or easement is vacated or amended.

(V) The Development Review Committee requires Conditions of Approval.¹⁵

The Development Review Committee reviewed the proposal on December 17, 2024, and noted the following items to be addressed:

1. A waterline extension at a minimum will be required, possibly off Ontario Avenue.
 - a. The applicant needs to meet with water early in the process to discuss the requirements
2. The applicant needs to coordinate with UDOT regarding ROW dedication or easement, snow storage easement, and a new access approval for SR 224.
3. The applicant will be required to provide intermediary shoring plans at the building permit phase.

Department Review

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

Notice

Staff published notice on the City’s website and the Utah Public Notice website and on

¹⁵ 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).

June 11, 2025. Staff posted notice to the property and mailed courtesy notice to property owners within 300 feet on June 11, 2025. The *Park Record* published notice on June 11, 2025.¹⁶

Public Input

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

Exhibit

A: Proposed Plans 301 Marsac Single-Family Dwelling_6.2.2025

¹⁶ LMC [§ 15-1-21](#)

PROPOSED NEW PRIVATE DEVELOPMENT:

PARK CITY DUPLEX LOT 1 & 2

311 Marsac Avenue
Park city, Utah



PROJECT INFORMATION

GENERAL PARCEL INFORMATION:

APN:
Property Owner:
Owner Address:
Site Address:
Recorded Size (Assessor Database):
Computed Size (GIS):

PLANNING AND DEVELOPMENT INFORMATION:

General Plan:
Zoning: HR-1

SPECIAL AREA POLICIES AND INFORMATION:

Fire Responsibility Area:
Cal Fire SRA Hazard Class:
Wildland Urban Interface:
Fire Protection District:
Geohazard:
Historic Parcel:
FEMA Flood Zone:
Sanitary District:
Watershed:

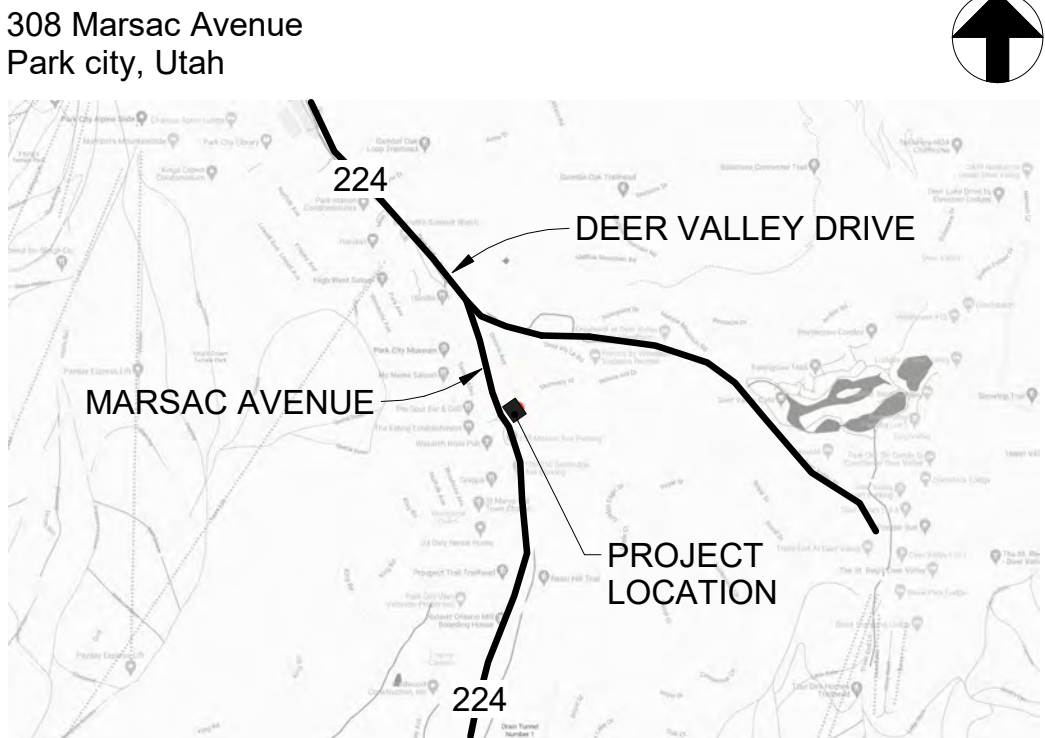
2022 International Building Code (IBC)
2022 International Residential Code (IRC)
2022 International Electrical Code (IEC)
2022 International Mechanical Code (IMC)
2022 International Plumbing Code (IPC)
2022 International Fire Code (IFC)
2022 City of Park City/County of Summit amendments

LEGAL DESCRIPTION

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 16,
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
RECORD OF SURVEY
SUMMIT COUNTY, UTAH

LOTS 1 & 2, TOGETHER WITH THE NORTHERLY 1/2 OF THE
VACATED STREET ADJOINING SAID LOT 1 ON THE SOUTH,
BLOCK 54, AMENDED PLAT OF THE PARK CITY SURVEY,
ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND
OF RECORD IN THE SUMMIT COUNTY RECORDER'S OFFICE.

VICINITY MAP



PROJECT DESCRIPTION

NEW CONSTRUCTION HOME ON AN EXISTING LOT LOCATED IN PARK CITY'S OLD TOWN HISTORIC DISTRICT. DESIGNED IN COMPLIANCE WITH THE 15-2.2-2.B CONDITIONAL USES AND THE 1-13-8 HR-1 DESIGN GUIDELINES. THE HOME SITS ON A STEEP SLOPE AND IS DESIGNED TO COMPLY WITH THE STEEP SLOPE CONDITIONS AND PROVIDES MINIMALIST NATIVE LANDSCAPING WHERE GROUNDCOVER REMAINS ON THE LOT.THE EXTERIOR MATERIALS USED SHALL REFLECT THE NATURE OF THE HISTORIC DISTRICT AND NEIGHBORS. THE BUILDING FEATURES THREE LEVELS, STARTING WITH THE GROUND FLOOR ENTRY, GARAGE, AND BONUS ROOM, DESIGNED IN SUCH A WAY TO MINIMIZE THE VISUAL IMPACT OF THE GARAGE. THE FIRST FLOOR IS THREE BEDROOMS AND BATHS. THE SECOND AND TOP FLOOR IS THE DINING, LIVINGING, AND KITCHEN AREAS WITH A PARTIALLY UNCOVERED TERRACE. THERE IS A ROOF DECK AT THE REAR OF THE PROPERTY DESIGNED TO BE HIDDEN FROM THE FRONT FACADE AND TO MINIMIZE VISUAL IMPACT FOR THE NEIGHBORS ABOVE.

SHEET INDEX

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G0.3 AERIAL RENDERINGS
G0.4 AERIAL RENDERINGS
G0.5 AERIAL RENDERINGS

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A1.3 FLOOR PLAN - SECOND FLOOR
A1.4 FLOOR PLAN - ROOF DECK
A1.5 ROOF OVER TOPO EXHIBIT
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A2.3 BUILDING ELEVATION - NORTH
A2.4 BUILDING SECTION
A2.5 BUILDING SECTION- ACCESSORY STRUCTURE
A5.0 3D VIEW

11.08.2023 Planning Submission
REV 1 04.08.2024 Planning Re-Submission
REV 5 04.25.2025 Planning Re-Submission

DATE
STAMP

DRAWN BY:
CHECKED BY:
APPROVED BY: NL
PROJECT NUMBER:
STATUS:
APRIL 8, 2024

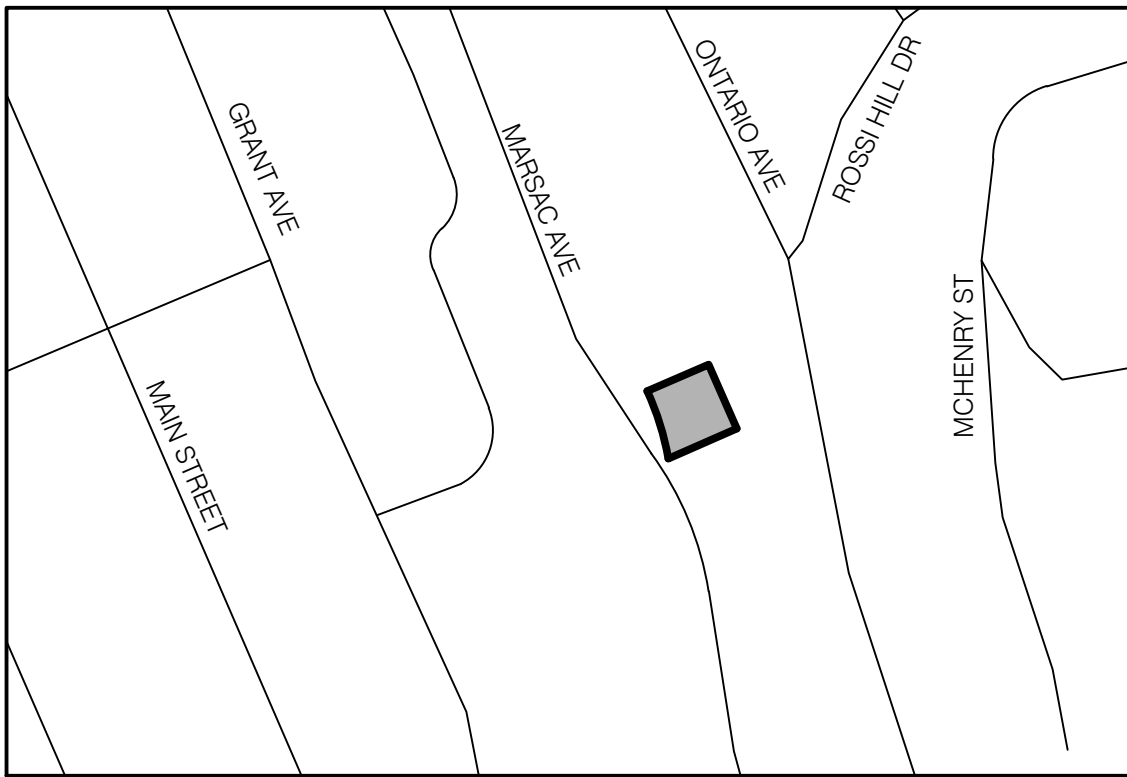
PROJECT INFORMATION

G0.0

308 MARSAC AVE SUBDIVISION

LOCATED IN SOUTHEAST QUARTER OF SECTION 16,
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE & MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

VICINITY MAP
N.T.S



LEGEND

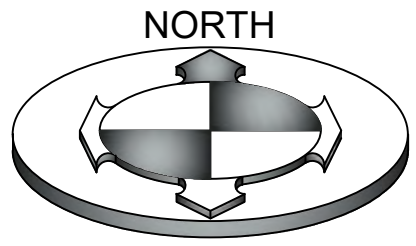
- STREET MONUMENT
- BOUNDARY CORNER
(FOUND 5/8 REBAR AND CAP
"STAMPED ALLTERA UTAH"
OR AS NOTED ON PLAT)
- BOUNDARY LINE
- ADJACENT PROPERTY
- STREET CENTERLINE EXISTING
- EXISTING EASEMENT
- P.U.E. AND D.E.
- PUBLIC UTILITY EASEMENT AND
DRAINAGE EASEMENT
- DEDICATED TO UDOT FOR PUBLIC STREET 694 S.F. 0.016 AC

SITE

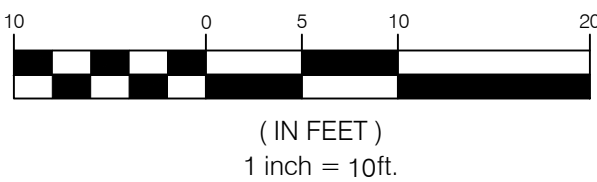
FOUND BRASS CAP WITH "X"
IN STREET CAN
INTERSECTION 4TH STREET
AND MARSAC AVENUE

BASIS OF BEARINGS
N 66°22'00" E 190.00' (189.75')

FOUND BRASS CAP WITH "X"
IN STREET CAN
INTERSECTION 4TH STREET
AND ONTARIO AVENUE



GRAPHIC SCALE



SURVEYOR'S CERTIFICATE

I, DALE K. BENNETT, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR,
AND THAT I HOLD CERTIFICATE NO. 103381, IN ACCORDANCE WITH TITLE 58, CHAPTER 22,
OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT; I FURTHER CERTIFY THAT
BY AUTHORITY OF THE OWNERS I HAVE COMPLETED A SURVEY OF THE PROPERTY
DESCRIBED ON THIS SUBDIVISION PLAT IN ACCORDANCE WITH SECTION 17-23-17, HAVE
VERIFIED ALL MEASUREMENTS, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS,
TOGETHER WITH EASEMENTS, HEREAFTER TO BE KNOWN AS:

308 MARSAC AVE
SUBDIVISION

AMENDING LOTS 19 AND 20

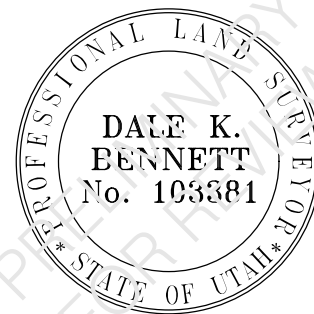
AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN
ON THIS PLAT.

BOUNDARY DESCRIPTION

LOTS 1 & 2, TOGETHER WITH THE NORTHERLY 1/2 OF THE VACATED STREET ADJOINING SAID LOT 1 ON
THE SOUTH, BLOCK 54, AMENDED PLAT OF THE PARK CITY SURVEY, ACCORDING TO THE OFFICIAL
PLAT THEREOF ON FILE AND OF RECORD IN THE SUMMIT COUNTY RECORDER'S OFFICE.

CONTAINS 4.875 SQ. FT. OR 0.112 ACRES, MORE OR LESS

1 LOT



OWNER'S CONSENT TO RECORD

308 MARSAC AVE
SUBDIVISION

DO HEREBY DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS
PLAT AS INTENDED FOR PUBLIC USE. IN WITNESS WHEREBY WE HAVE HEREUNTO SET THIS ____ DAY
OF ____ A.D., 20 ____.

SILVER STREAM ADVISORS, LLC

BY: GREGORY D. WOOD
ITS: MANAGER

LLC ACKNOWLEDGMENT

STATE OF UTAH } S.S.
County of Salt Lake
ON THE ____ DAY OF ____ A.D., 2025, PERSONALLY APPEARED BEFORE ME GREGORY D.
WOOD, WHOSE IDENTITY I PERSONALLY KNOWN TO ME (OR PROVEN ON THE BASIS OF SATISFACTORY
EVIDENCE) AND WHO, BY ME DULY SWORN/AFFIRMED, DID SAY THAT HE IS MANAGER OF SILVER
STREAM ADVISORS, LLC, A LIMITED LIABILITY COMPANY, AND THAT THE OWNER'S DEDICATION WAS
SIGNED BY HIM ON BEHALF OF SAID LLC, AND ACKNOWLEDGED TO ME THAT SAID LLC EXECUTED THE
SAME.

MY COMMISSION EXPIRES: ____ (DATE) COMMISSION NUMBER: ____

PRINT NAME

NOTARY PUBLIC RESIDING IN
SALT LAKE COUNTY

308 MARSAC AVE
SUBDIVISION

LOCATED IN SOUTHEAST QUARTER OF SECTION 16,
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE & MERIDIAN

SHEET 1 OF 1

RECORDED #

STATE OF UTAH, COUNTY OF SUMMIT, RECORDED AND FILED AT THE REQUEST
OF
DATE ____ TIME ____ BOOK ____ PAGE ____

FEE \$

SUMMIT COUNTY RECORDER

BENCHMARK
ENGINEERING &
LAND SURVEYING

9138 SOUTH STATE STREET SUITE # 100
SANDY, UTAH 84070 (801) 542-7192
www.benchmarkcivil.com



NOTE:
REFER TO RECORD OF SURVEY
PREPARED BY ALTERRA UTAH DATED
05/18/2022 SIGNED BY CHARLES GALATI
LICENSE NO. 7248891 FOR ADDITIONAL
INFORMATION

ACKNOWLEDGEMENT TO LENDERS CONSENT

STATE OF ____ } S.S.
County of ____
ON THE ____ DAY OF ____ A.D., 20 ____, PERSONALLY APPEARED BEFORE ME
____ WHO BEING DULY SWORN, DID ACKNOWLEDGE THAT HE/SHE IS THE
____ OF ____ AND THAT THE FOREGOING INSTRUMENT
WAS SIGNED BY HIM/HER.

MY COMMISSION EXPIRES: ____ (DATE) COMMISSION NUMBER: ____

PRINT NAME

NOTARY PUBLIC RESIDING IN
____ COUNTY

LENDERS CONSENT TO RECORD

STATE OF ____ } S.S.
County of ____

THE UNDERSIGNED LIEN HOLDER HEREBY CONSENTS TO THE RECORDATION OF THIS PLAT.

COMPANY

AUTHORIZED REPRESENTATIVE

THIS ____ DAY OF ____, 20 ____.

DEVELOPER/OWNER:
NAME: SILVER STREAM ADVISORS, LLC
CONTACT: ANDRE BRILEY
EMAIL: andre@developespoke.com

PUBLIC SAFETY ANSWERING POINT APPROVAL

APPROVED THIS ____ DAY OF ____, A.D. 20 ____

BY: JEFF WARD, GIS DIRECTOR
SUMMIT COUNTY PUBLIC SAFETY ANSWERING POINT

PARK CITY FIRE SERVICE DISTRICT

THIS PLAT HAS BEEN APPROVED BY THE PARK CITY FIRE SERVICE DISTRICT.

DATE

PARK CITY FIRE MARSHALL

SUMMIT WATER DISTRIBUTION COMPANY

SUMMIT WATER DISTRIBUTION COMPANY WILL DELIVER WATER TO PARK EAST
II BUSINESS COMMUNITY CONDOMINIUMS CONSISTENT WITH SUMMIT
WATERS ARTICLE OF INCORPORATION, RULES AND REGULATIONS, BYLAWS,
AND OTHER CORPORATIONS DOCUMENTS, AND PURSUANT TO THE
DEVELOPMENT AGREEMENT BETWEEN SUMMIT WATER AND DEVELOPER,
APPROVED AND ACCEPTED ON THIS ____ DAY OF ____,
A.D. 20 ____.

S.W.D.C. AUTHORIZED REPRESENTATIVE

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER
RECLAMATIONS DISTRICT STANDARDS ON THIS ____ DAY OF ____,
A.D. 20 ____.

S.B.W.R.D. AUTHORIZED REPRESENTATIVE

SNYDERVILLE BASIN SPECIAL RECREATION DISTRICT

APPROVED THIS ____ DAY OF ____, A.D. 20 ____.

AUTHORIZED REPRESENTATIVE

COUNTY ASSESSOR

APPROVED AND ACCEPTED THIS ____ DAY OF ____, A.D. 20 ____.

COUNTY ASSESSOR

COUNTY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE SNYDERVILLE BASIN
PLANNING COMMISSION THIS ____ DAY OF ____,
A.D. 20 ____.

CHAIR OF SNYDERVILLE BASIN PLANNING COMMISSION

COUNTY ATTORNEY

APPROVED AS TO FORM ON THE ____ DAY OF ____,
A.D. 20 ____.

COUNTY ATTORNEY

ROCKY MOUNTAIN POWER

APPROVED THIS ____ DAY OF ____, A.D. 20 ____.

AUTHORIZED REPRESENTATIVE

DOMINION ENERGY

APPROVED THIS ____ DAY OF ____, A.D. 20 ____.

AUTHORIZED REPRESENTATIVE

COUNTY ENGINEER

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

DATE

COUNTY ENGINEER

GOVERNING BODY APPROVAL & ACCEPTANCE

APPROVED AND ACCEPTED THIS
____ DAY OF ____, A.D. 20 ____.

BY:

SUMMIT COUNTY MANAGER
LAND USE AUTHORITY



PRELIMINARY GEOTECHNICAL INVESTIGATION

PARK CITY DUPLEX

**311 MARSAC AVENUE
PARK CITY, UTAH**

PREPARED FOR:

**SILVER STREAM ADVISORS, LLC
4351 WEST CANTERBURY ROAD
HURRICANE, UTAH 84737**

**ATTENTION: ANDRE BRILEY
EMAIL: ANDRE@DEVELOPBESPOKE.COM**

PROJECT NO. 25021

MAY 23, 2025

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SITE PLAN.....	FIGURE 1



EXECUTIVE SUMMARY

1. The Park City Duplex is planned to be constructed at 311 Marsac Avenue in Park City, Utah. The building is planned to consist of a three-level structure. The building is planned to extend below the ground surface on the uphill (east) side of the property. Levels 0, 1, and 2 are planned to be constructed at elevations of 7,130, 7,140, and 7,150 feet, respectively.

We have assumed that structural loads for the building will consist of wall loads less than 5 kips per lineal foot and column loads less than 80 kips.

2. It is difficult to access the property due to the steep slope and surrounding residences. A geologist from Summit Geotech visited the property on May 19, 2025. Several bedrock outcrops were observed in the face of the slope. Based on our experience in the area, bedrock has been encountered at shallow depths. We have assumed that the subsurface material will consist of quartzite bedrock.

An engineer from Summit Geotech should observe the foundation excavation at the time of construction to determine whether the subsurface conditions encountered are similar to what has been assumed.

3. Based on previous experience in the area, there is a potential for subsurface water to flow through more permeable layers of the subsurface materials in a perched condition. A subsurface drain should be constructed around the below-grade portion of the building.
4. The proposed building may be supported on spread footings bearing on the undisturbed bedrock or structural fill extending down to the undisturbed bedrock.

Footings bearing on the undisturbed bedrock may be designed using a net allowable bearing pressure of 5,000 pounds per square foot (psf). Footings bearing on compacted structural fill that extends down to the bedrock may be designed using a net allowable bearing pressure of 4,000 psf.

If a footing would bear partially on bedrock and partially on compacted structural fill, at least 2 feet of structural fill should be provided below the footing or the footing extended down to bear entirely on the bedrock.



Executive Summary (continued)

5. Excavation in the bedrock will be difficult and likely require jack-hammering or other rock excavation methods.
6. With the steep slope on the property and nearby residences, we anticipate it will be necessary to construct shoring. Recommendations for shoring design and construction are presented in the report.
7. Geotechnical information related to foundations, subgrade preparation, and materials is included in the report.



SCOPE

This report presents the results of a geotechnical investigation for the Park City Duplex to be constructed at 311 Marsac Avenue in Park City, Utah. The report presents the conditions observed at the time of our site visit and provides preliminary recommendations.

Subsurface conditions have been assumed based on previous experience in the area and our observations during a visit to the site. The assumed subsurface conditions were used for our engineering analysis and to develop recommendations for the proposed building foundation. Summit Geotech should be requested to visit the site during construction to determine whether the observed subsurface conditions are similar to what has been assumed.

This report has been prepared to summarize the data obtained during the study and to present our conclusions and recommendations based on the proposed construction and the assumed subsurface conditions. Design parameters and a discussion of geotechnical engineering considerations related to construction are included in the report.

SITE CONDITIONS

A geologist from Summit Geotech visited the property on May 19, 2025. The property consists of two vacant residential building lots with a combined size of approximately 0.11 acres. There were no buildings on the property at the time of our site visit. The ground surface for most of the property slopes down to the west at approximately 1 to 1.4 horizontal to 1 vertical. An area along the west side of the property is relatively flat. Vegetation on the property consists of grass and oak brush.



Bedrock outcrops were observed in some areas on the face of the slope. The bedrock consists of quartzite and is hard to very hard, slightly moist, and light gray to light brown. The bedrock is very fractured. Fractures in the bedrock dip down at approximately 28 degrees to the northwest.

Marsac Avenue, an asphalt-paved road, extends along the west side of the property. There are residences to the north, south and east of the property. Residences consist of multi-story buildings.

ANTICIPATED SUBSURFACE CONDITIONS

Based on our observations at the site and previous experience in the area we have assumed the subsurface conditions at the property will consist of quartzite bedrock.

SUBSURFACE WATER

Based on our experience in the area, subsurface water may occur in a perched condition during the spring and early summer as snow melts.

PROPOSED CONSTRUCTION

The Park City Duplex is planned to be constructed at 311 Marsac Avenue in Park City, Utah. The building is planned to consist of a three-level structure. The building is planned to extend below the ground surface on the uphill (east) side of the property. Levels 0, 1, and 2 are planned to be



constructed at elevations of 7,130, 7,140, and 7,150 feet, respectively.

We have assumed that structural loads for the building will consist of wall loads less than 5 kips per lineal foot and column loads less than 80 kips.

If the proposed construction or building loads are significantly different from those described above, we should be notified so that we can reevaluate the recommendations given.

RECOMMENDATIONS

Assuming the subsurface conditions consist of quartzite bedrock and the proposed construction is as described above, the following recommendations are given:

A. Site Grading

Construction plans indicate a cut of up to 40 feet will be needed to accommodate the proposed construction.

1. Subgrade Preparation

Prior to placing grading fill, the topsoil, unsuitable fill, organic material, and other deleterious materials should be removed.

Care should be taken to not disturb the bedrock to remain below the proposed building, concrete flatwork, and other structures.



2. Temporary Excavation Slopes

Temporary unretained excavation slopes up to 40 feet in height in the undisturbed bedrock may be constructed at $\frac{1}{2}$ horizontal to 1 vertical or flatter. Flatter excavation slopes in bedrock may be needed, depending on weathering and orientation of fractures.

The excavator is responsible to provide safe working conditions around temporary excavation slopes.

3. Long-term Slopes

Long-term unretained slopes may be constructed at 2 horizontal to 1 vertical or flatter. Fill placed on slopes steeper than 5 horizontal to 1 vertical should be keyed into the slope with a key for every 4 feet of vertical rise. Prior to placement of fill, the subgrade should be prepared by removing the topsoil, unsuitable fill, debris, and other deleterious materials.

Slopes should be protected from erosion by revegetation, erosion control mats, or other methods.

4. Shoring

Based on the proposed construction, we anticipate it will be necessary to construct shoring. We anticipate shoring would likely consist of soil nails with a shotcrete face.

Shoring should be designed to retain the load of the soil and bedrock, along with any surcharge and other loading conditions located above and adjacent to the



excavation. The amount of lateral movement of the shoring and its potential impact on adjacent structures and utilities should be considered in the design.

Lateral loads used in design of the shoring should be increased due to sloping excavations above the top of the wall. This load will be dependent on the steepness of the slope and height of material above the wall.

Details and calculations of proposed shoring and excavation should be submitted to the geotechnical engineer for review prior to commencement of the excavation.

5. Excavation

We anticipate excavation in the bedrock can be accomplished using heavy-duty excavation equipment. Jack-hammering and other rock excavation methods will likely be needed. Additional difficulty should be expected in confined excavations, such as utility trenches.

6. Materials

Materials used as fill for the project are anticipated to consist of imported fill and bedrock. Recommendations for these materials are shown below.

a. Imported Fill

Listed below are materials recommended for imported structural fill.

(See table on following page)



Fill Location	Recommendation
Below Footings	Non-expansive granular soil Passing No. 200 Sieve <35% Liquid Limit < 30% Maximum size 3 inches
Below Floor Slabs (Upper 4 inches)	Sand and/or Gravel Passing No. 200 Sieve <5% Maximum size 2 inches
Below Floor Slabs (Deeper than 4 inches)	Non-expansive granular soil Passing No. 200 Sieve <50% Liquid Limit <30% Maximum size 3 inches

b. On-Site Materials

The broken down bedrock may be considered for use as structural fill below the proposed building if it meets the criteria presented above for imported structural fill. The bedrock may also be used as grading fill around the building and below proposed concrete flatwork.

Topsoil, oversize material, and other deleterious material should be removed from the materials described above that will be used as fill.

c. Moisture Conditioning

Depending on the moisture content of the soil and bedrock at the time of construction, the soil and bedrock may require wetting or drying prior to use as fill. Drying of the soil and bedrock may not be practical during cold or wet times of the year.



7. Compaction

Compaction of materials placed at the site should equal or exceed the minimum densities as indicated below when compared to the maximum dry density as determined by ASTM D 1557.

Fill Location	Compaction
Below Foundations	≥ 95%
Below Concrete Flatwork	≥ 90%
Foundation Wall Backfill	≥ 90%
Utility Trench Backfill (Outside building area)	≥ 90%
Landscaping	≥ 85%

To facilitate the compaction process, the fill should be compacted at a moisture content within 2 percent of the optimum moisture content.

Fill placed for the project should be frequently tested for compaction.

8. Drainage

The ground surface surrounding the proposed building should be sloped to drain away from the building in all directions. Roof downspouts and drains should discharge beyond the limits of backfill.



B. Foundations

1. Bearing Material

The proposed building may be supported on spread footings bearing on the undisturbed bedrock or structural fill extending down to the undisturbed bedrock.

If a footing would bear partially on bedrock and partially on compacted structural fill, at least 2 feet of structural fill should be provided below the footing or the footing extended down to bear entirely on the bedrock.

The topsoil, organics, debris, and other deleterious materials should be removed from below proposed foundations.

2. Bearing Pressure

Footings bearing on the undisturbed bedrock may be designed using a net allowable bearing pressure of 5,000 pounds per square foot.

Footings bearing on compacted structural fill that extends down to the undisturbed bedrock may be designed using a net allowable bearing pressure of 4,000 psf.

3. Temporary Loading Conditions

The allowable bearing pressure may be increased by one-half for temporary loading conditions such as wind or seismic loads.



4. Minimum Footing Width and Embedment

Footings should have a width of at least 1½ feet and a depth of embedment of at least 1 foot.

5. Settlement

We estimate total and differential settlement will be less than ½ inch for footings bearing on the compacted structural fill or bedrock as described above.

Care should be taken to not disturb the bedrock at the base of footing excavations so that settlement can be maintained within tolerable limits.

6. Frost Depth

Exterior footings and footings beneath unheated areas should be placed at least 40 inches below grade for frost protection.

7. Foundation Base

The base of excavations should be cleared of loose or deleterious material prior to fill or concrete placement. Loose bedrock in the base of the excavation should be removed or be compacted.

8. Construction Observation

A geotechnical engineer from Summit Geotech should observe footing excavations for the building prior to structural fill or concrete placement.



C. Concrete Slab-on-Grade**1. Slab Support**

Concrete slabs may be supported on the undisturbed natural soil, bedrock or on compacted structural fill extending down to the undisturbed natural soil or bedrock.

Unsuitable fill, topsoil, organics or other deleterious materials should be removed from below the proposed slabs.

2. Underslab Sand and/or Gravel

A 4-inch layer of free draining sand and/or gravel (less than 5 percent passing the No. 200 sieve) should be placed below the concrete slabs for ease of construction and to promote even curing of the slab concrete.

D. Lateral Earth Pressures**1. Lateral Resistance for Footings**

Lateral resistance for footings is controlled by sliding resistance between the footing and the foundation soil or bedrock. A friction value of 0.45 may be used in design for ultimate lateral resistance for footings. The passive resistance of the soil adjacent footings may also be considered in design for lateral resistance of footings.

2. Subgrade Walls and Retaining Structures

The following equivalent fluid weights are given for the design of subgrade walls and retaining structures. The active condition is where the wall moves away from the soil. The passive condition is where the wall moves into the soil and the at-rest



condition is where the wall does not move. The values listed below assume a horizontal surface adjacent the wall.

Material Type	Active	At-Rest	Passive
Bedrock or Granular Fill	40 pcf	55 pcf	300 pcf

3. Seismic Conditions

Under seismic conditions, the equivalent fluid weight should be increased by 19 pcf for the active condition, increased by 4 pcf for the at-rest condition and decreased by 19 pcf for the passive condition. This assumes a horizontal ground acceleration of 0.31g which represents a 2 percent probability of exceedance in a 50-year period.

4. Safety Factors

The values recommended above assume mobilization of the soil to achieve ultimate soil strength. Conventional safety factors used for structural analysis for such items as overturning and sliding resistance should be used in design.

E. Seismic Design Considerations

1. Building Code Parameters

Listed below are site-specific parameters that may be used with the 2021 International Building Code:

(See table on following page)



Description	Value
Site Class	C ¹
S _s - MCE _R ground motion (period=0.2s)	0.58g
S ₁ - MCE _R ground motion (period=1.0s)	0.21g
F _a - Site amplification factor at 0.2s	1.27
F _v - Site amplification factor at 1.0s	1.5
PGA - MCE _G peak ground acceleration	0.26g
PGA _M - Site modified peak ground acceleration	0.31g

¹Site Class C was selected based on the subsurface conditions encountered and our understanding of the geology in the area.

2. Faulting

No active faults are mapped as being located on the property. The nearest mapped active fault is the Salt Lake City segment of the Wasatch fault located approximately 16 miles west of the site (Utah Geological Survey, 2025).

3. Liquefaction

Based on our experience in the area and the subsurface conditions encountered, liquefaction is not a potential hazard at the site.

F. **Water Soluble Sulfates**

Based on published literature and previous experience in the area, the natural soil and bedrock possess negligible sulfate attack potential on concrete. No special cement type is required for concrete placed in contact with the natural soil and bedrock. Other conditions may dictate the type of cement to be used in concrete for the project.



G. Subsurface Drain

With the potential for perched water conditions to develop during the wet times of the year, we recommend that a subsurface drain be provided around the below-grade portion of the building, including crawlspace areas. The subsurface drain system should consist of at least the following items.

1. The subsurface drain system should consist of a perforated pipe installed in a gravel filled trench around the perimeter of the subgrade floor portion of the building. A geosynthetic drain could be used as an alternative. The drain should extend up the foundation walls high enough (to within approximately 3 feet of the ground surface) to intercept potential subsurface water.
2. At least 6 inches of free-draining gravel should be placed below the floor slab of the building. The gravel should connect the perimeter drainage pipe.
3. The flow line of the pipe should be placed at least 14 inches below the finished floor level and should slope to a sump or outlet where water can be removed by pumping or by gravity flow.
4. If placing the gravel and drain pipe requires excavation below the bearing level of the footing, the excavation for the drain pipe and gravel should have a slope no steeper than 1:1 (horizontal to vertical) so as not to disturb the soil below the building.
5. A filter fabric should be placed between the natural soil and the drain gravel. This will help reduce the potential for fine grained material filling in the void spaces of the gravel.



6. Consideration may be given to installing cleanouts to allow access into the perimeter drain should cleaning of the pipe be required in the future.
7. If requested, we could observe the subsurface drain construction.

H. Additional Services

It is important that Summit Geotech be involved during design and construction of the building. There are several items where we can provide value, help the design of the geotechnical aspects of the project be more efficient and help reduce the risk to the design team and the owner.

We recommend that at least the following additional services be provided:

1. Observe the foundation excavation for the building.
2. Review construction plans for the project to determine whether recommendations in this report have been incorporated into the design.
3. Observe fill placement and compaction during construction. This is especially important in the area of the proposed building and concrete flatwork, including the driveway.
4. Provide other testing and inspections that may be required by the building code or local jurisdiction.



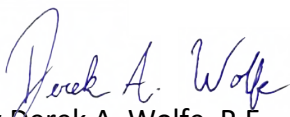
LIMITATIONS

This report has been prepared in accordance with generally accepted soil and foundation engineering practices in the area for the use of the client for design purposes. The conclusions and recommendations included within the report are based on the information obtained from a visit to the site and our experience in the area. Variations in the subsurface conditions will not become evident until exploration or excavation is conducted. If the subsurface conditions or groundwater level is found to be significantly different from what is described above, we should be notified to reevaluate the recommendations given.

SUMMIT GEOTECH



Scott D. Anderson, P.E.


Reviewed by Derek A. Wolfe, P.E.



REFERENCES

International Code Council 2020, 2021 International Building Code, Falls Church, Virginia.

Utah Geological Survey, 2025; Utah Quaternary Fault and Fold Database, <https://geology.utah.gov/apps/hazards/> accessed May 23, 2025.





03 - View from site towards Northwest



02 - View from site towards West



01 - View from site towards Southwest

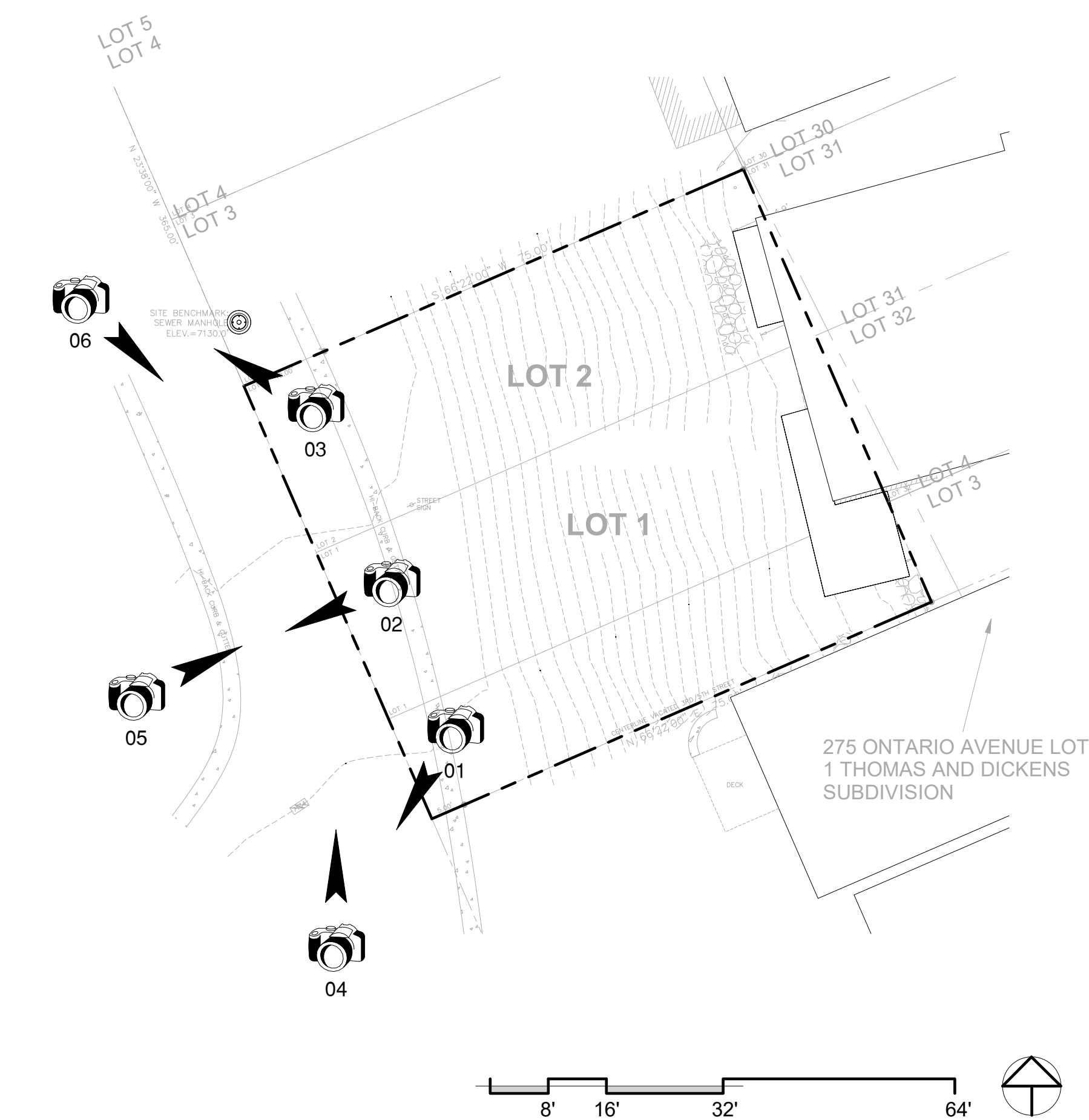


 PHOTO LOCATIONS - VIEWS FROM SITE



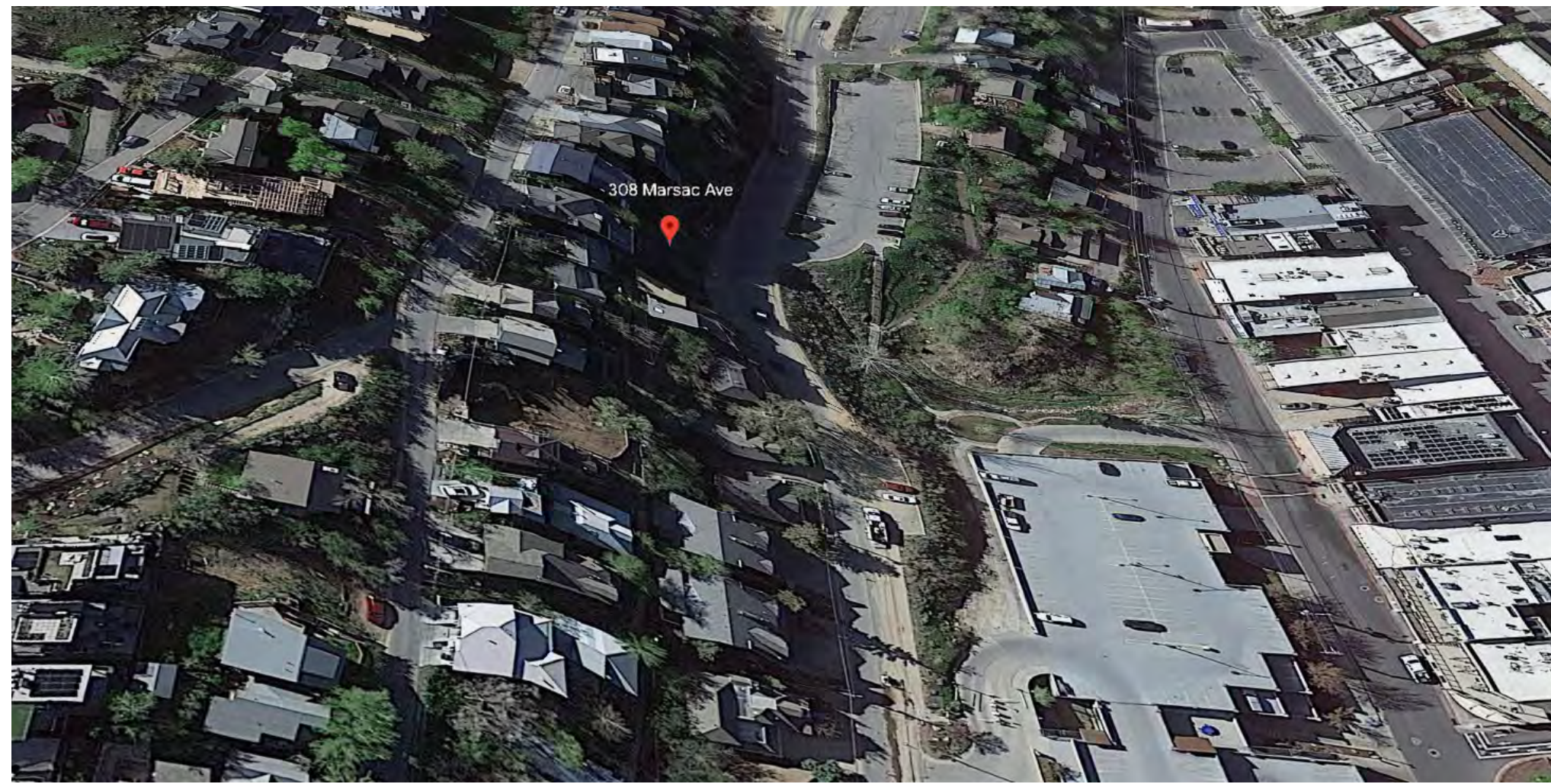
04 - View north towards project site



05 - View East towards project site



06 - View South towards project site



N - View towards project site from North



W - View towards project site from West

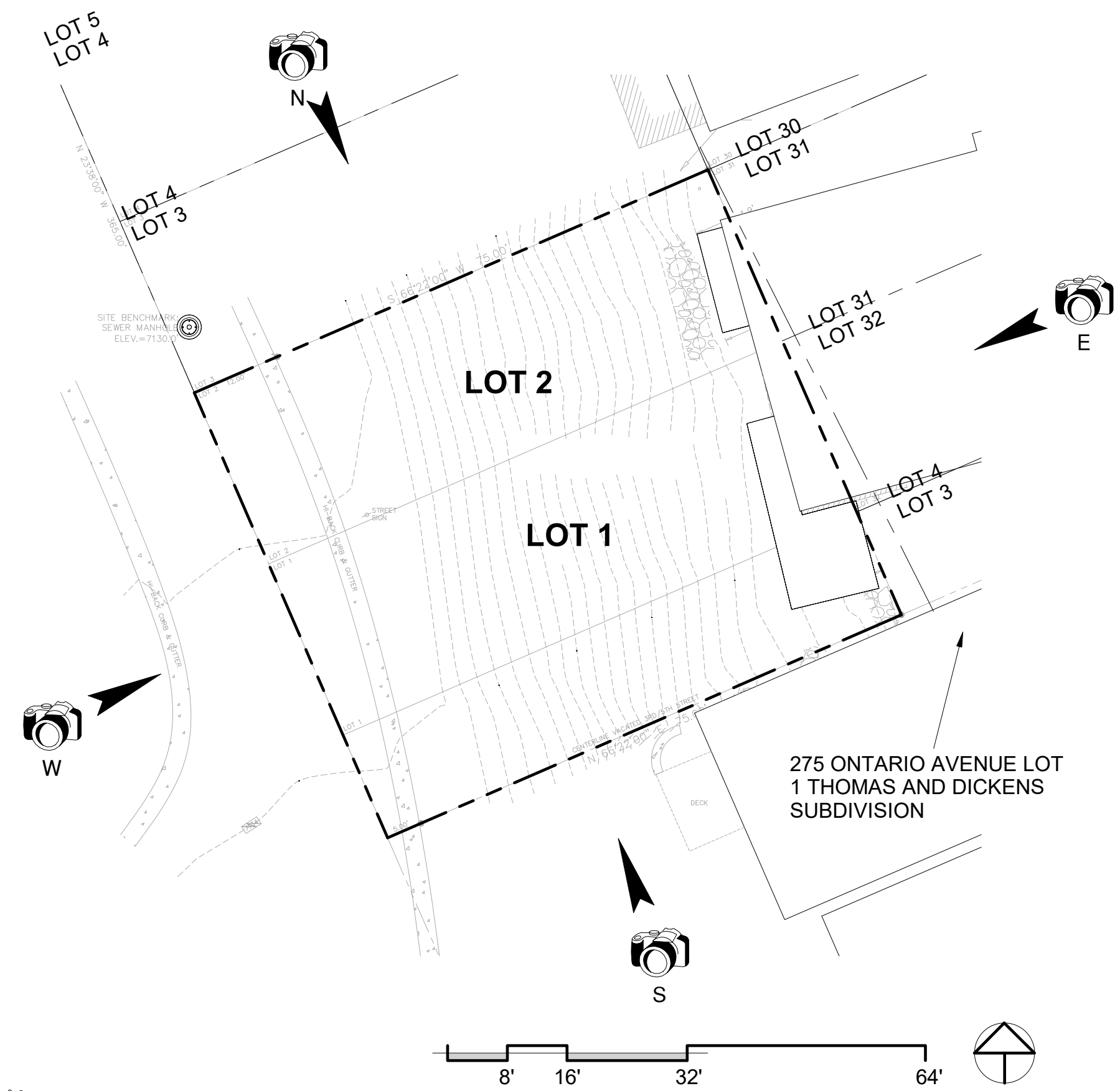
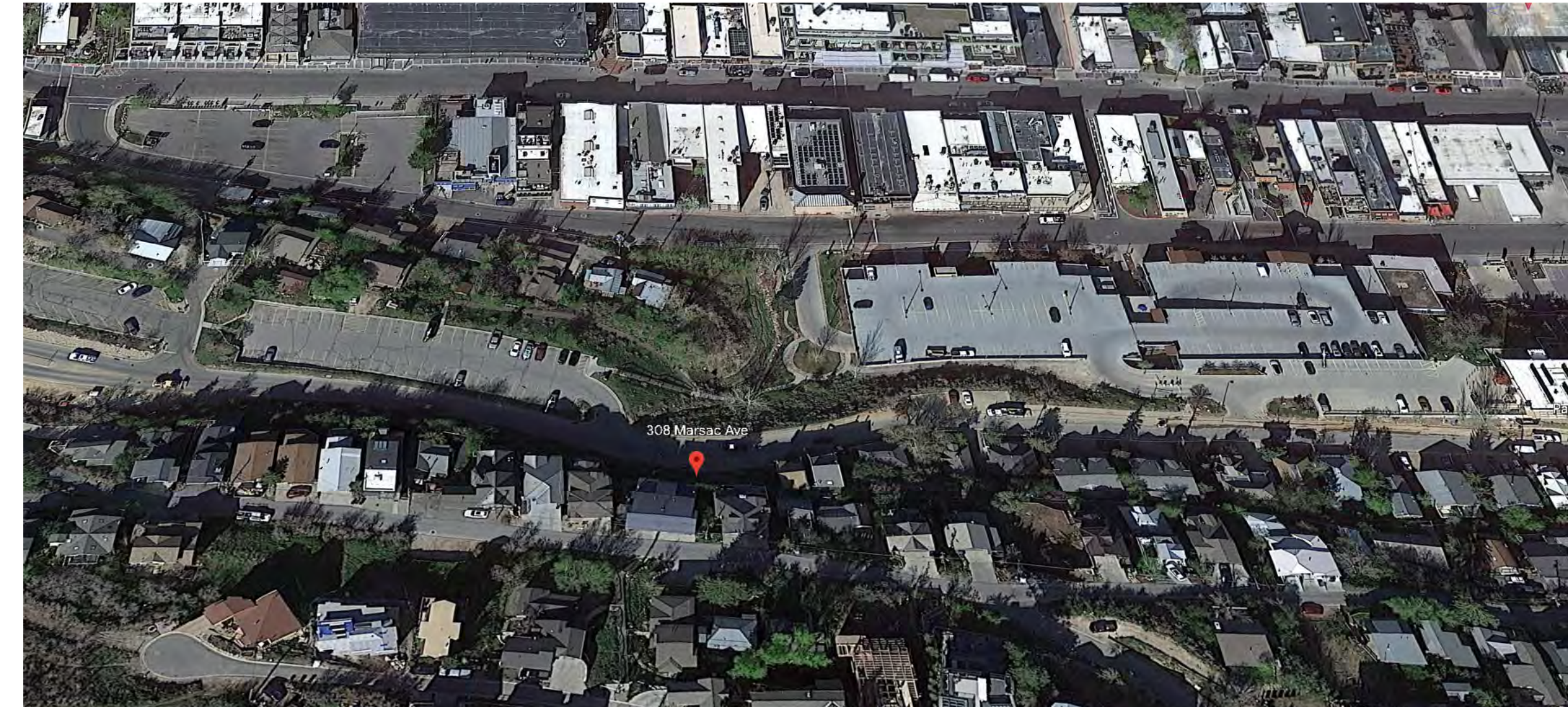


PHOTO LOCATIONS - VIEWS TO PROJECT SITE



E - View towards project site from East



S - View towards project site from South



PARK CITY, UTAH 84060

GREGORY WOOD, SILVER STREAM ADVISORS, LLC
4351 W CANTERBURY RD, HURRICANE, UT 84737

AERIAL RENDERINGS

G0.3



SCHEMATIC DESIGN: NOT FOR CONSTRUCTION

311 MARSAC AVE

PARK CITY, UTAH 84060

GREGORY WOOD, SILVER STREAM ADVISORS, LLC
4351 W CANTERBURY RD, HURRICANE, UT 84737

No.	Description	Date
REV 5.1	Planning Re-Submission	06.02.2025

AERIAL RENDERINGS

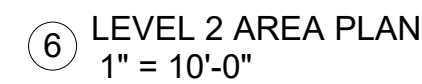
Project number	
Date	06/02/2025
Drawn by	AG
Checked by	AG

G0.4

Building Footprint:
Maximum FP=1,519 SF

*Calculations include floor openings such as stairs, shafts, etc. Calculations include exterior walls.

*Note Calculations do not account for building setback requirements that will be required from Structural, Geotechnical, and Civil Engineers.



SCHEMATIC DESIGN: NOT FOR CONSTRUCTION

PARK CITY, UTAH 84060

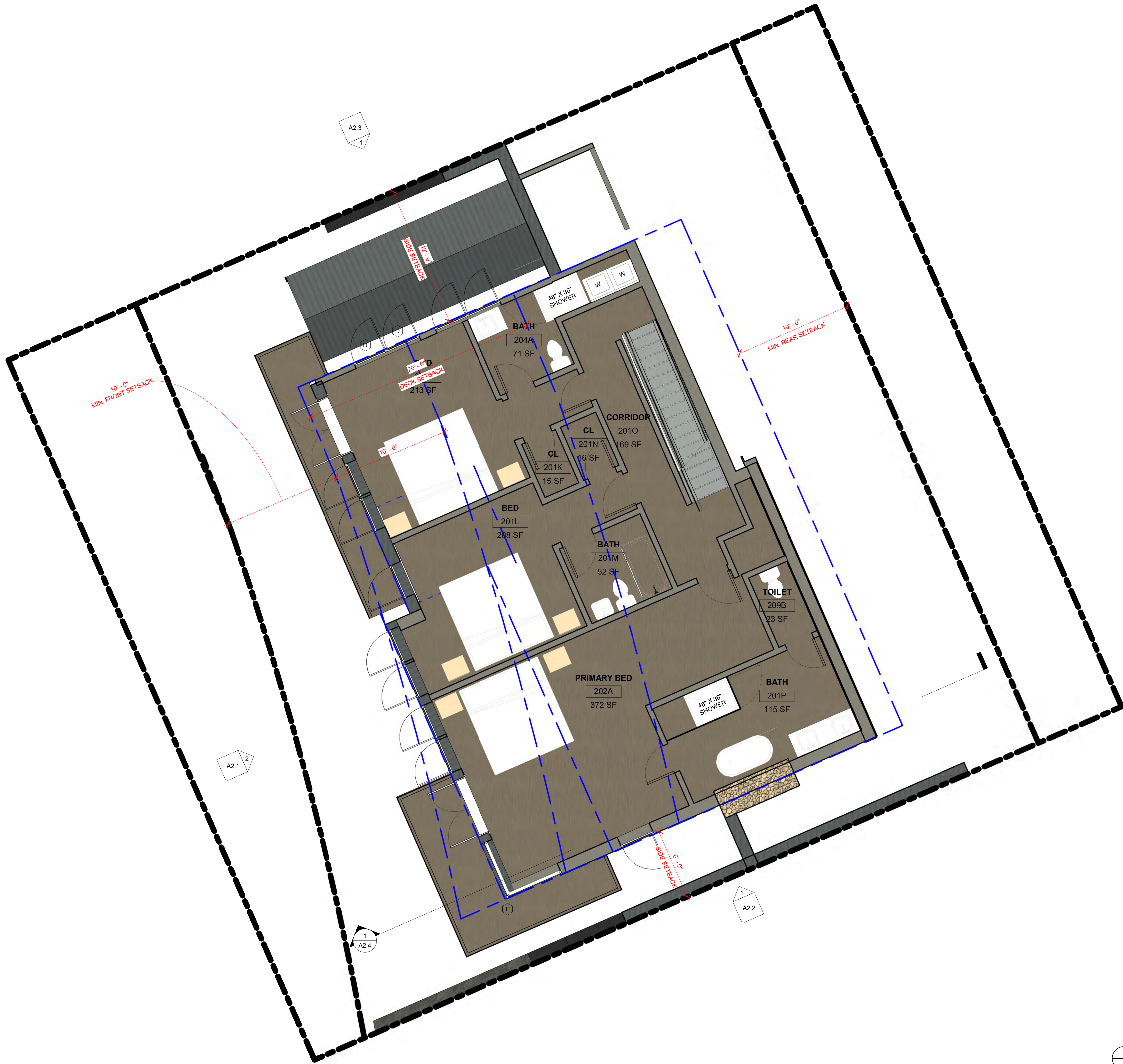
GREGORY WOOD, SILVER STREAM ADVISORS, LLC
4351 W CANTERBURY RD, HURRICANE, UT 84737

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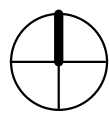
PROPOSED SITE PLAN

Project number	
Date	06/02/2025
Drawn by	AG
Checked by	AG

A1.0



1 FIRST FLOOR PLAN
1/4" = 1'-0"



SCHEMATIC DESIGN: NOT FOR CONSTRUCTION

311 MARSAC AVE

PARK CITY, UTAH 84060

GREGORY WOOD, SILVER STREAM ADVISORS, LLC
4351 W CANTERBURY RD, HURRICANE, UT 84737

No.	Description	Date
	Planning Submission	11.08.2023
REV 1	Planning Re-Submission	04.08.2024
REV 2	Planning Re-Submission	10.16.2024
REV 5	Planning Re-Submission	04.25.2025

FLOOR PLAN - FIRST FLOOR

Project number

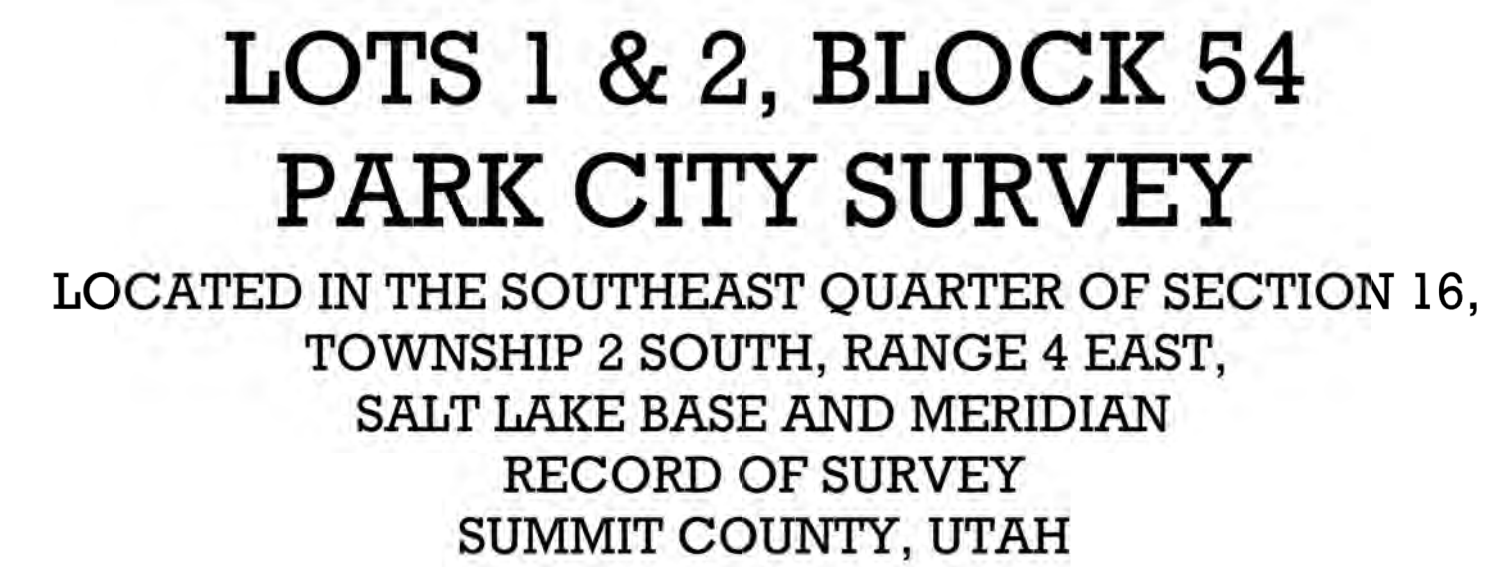
Date04/25/2025

Drawn byMK

Checked byAB

A1.2





SURVEYOR'S CERTIFICATE

I, Charles Galati, certify that I am a Professional Land Surveyor and that I hold License No. 7248891, as prescribed by the laws of the State of Utah. I further certify that under my direct supervision a survey has been performed on the hereon described property and that to the best of my knowledge this plat is a correct representation of said survey.

LEGAL DESCRIPTION

LOTS 1 & 2, TOGETHER WITH THE NORTHERLY 1/2 OF THE VACATED STREET ADJOINING SAID LOT 1 ON THE SOUTH, BLOCK 54, AMENDED PLAT OF THE PARK CITY SURVEY, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE SUMMIT COUNTY RECORDER'S OFFICE.

NARRATIVE/NOTES

1. Basis of Bearing for this survey is between the found street monuments as shown on this plat.
2. Field work for this survey was performed May 11, 2022 and is in compliance with generally accepted industry standards for accuracy.
3. The purpose of this survey was to perform a Boundary, Existing Conditions and Topography survey as part of the due diligence process in advance of the potential sale of the property.
4. A Title Report was not provided to the surveyor and no easements were located as part of this survey. The owner of the property should be aware of any items affecting the property that may appear in a title insurance report. The surveyor found no obvious evidence of easements, encroachments or encumbrances on the property surveyed except as shown herein.
5. County tax maps, recorded deeds, Amended Plat of Park City, Thomas and Dickens Subdivision plat Entry No. 475080, Records of Survey, Nos s-1871, s-2180, and s-6919 (all aforementioned documents on file and of record in the Summit County Recorder's Office), and physical evidence found in the field were all considered when determining the boundary as shown on this plat.
6. Site Benchmark: Sewer manhole, Elevation= 7130.0' as shown.
7. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
8. Property corner monuments were found and/or set as shown.

No Structure shall be erected to a height greater than twenty-seven feet (27') from Existing Grade. This is the Zone Height. Final Grade must be within four vertical feet (4') of Existing Grade, except for the placement of approved window wells, emergency egress, and a garage entrance.

LEGEND

- Set 5/8" rebar w/cap "ALLTERRA UTAH"
(Unless noted otherwise)
- Found Monument (As-Noted)
- ⊗ Found Street Monument (As-Noted)

[illegible]

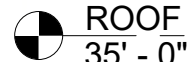
ROOF OVER TOPO EXHIBIT

Project number	
Date	11/14/2024
Drawn by	AG
Checked by	AG

A1.5

SCHEMATIC DESIGN: NOT FOR CONSTRUCTION

PROFESSIONAL LAND SURVEYING AND CONSULTING ALLTERRA UTAH, LLC 435-640-4200 463 SCENIC HEIGHTS ROAD, FRANCIS, UTAH 84066	STAFF: CHARLES GALATI JASON WYNNE	EXISTING CONDITIONS & TOPOGRAPHIC MAP 308 MARSAC AVENUE, PARK CITY, UTAH PARCEL NO. PC-441 CLIENT: STEPHEN PROWS PROJECT.: 22049 DATE: 5/18/22	SHEET 1 OF 1
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T/ REAR ROOF
TERRACE
32' - 0"



 Level 2
20' - 0"

② WEST
1/4" = 1'-0"



T/ REAR ROOF
TERRACE
32' - 0"

① EAST
1/4" = 1'-0"

SCHEMATIC DESIGN: NOT FOR CONSTRUCTION

311 MARSAC AVE

PARK CITY, UTAH 84060

GREGORY WOOD, SILVER STREAM ADVISORS, LLC
4351 W CANTERBURY RD, HURRICANE, UT 84737

BUILDING
ELEVATION - EAST &
WEST

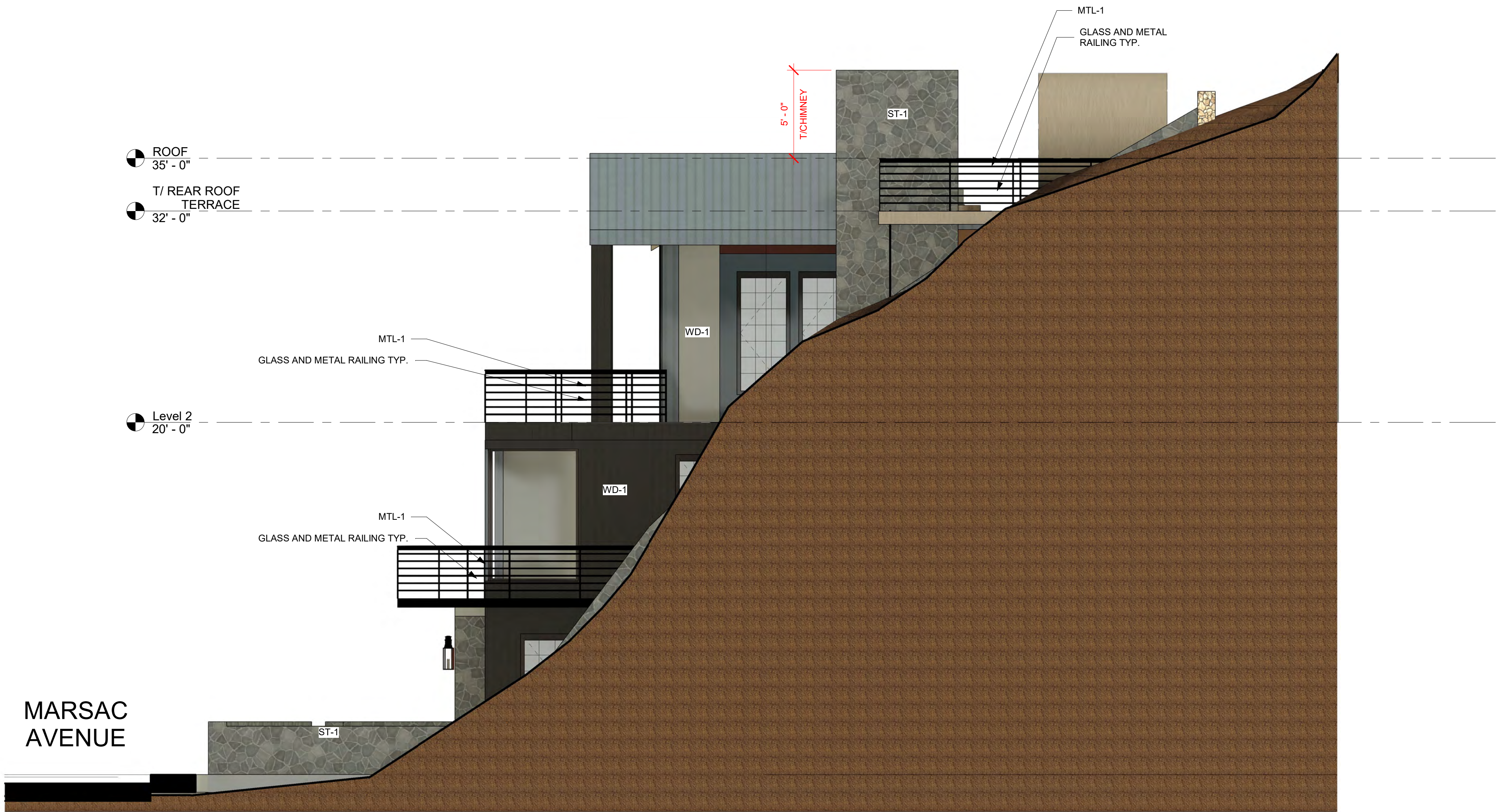
Project number

Date	04/25/2025
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Drawn by AG

Checked by	AG
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A2.1



SCHEMATIC DESIGN: NOT FOR CONSTRUCTION

311 MARSAC AVE

PARK CITY, UTAH 84060

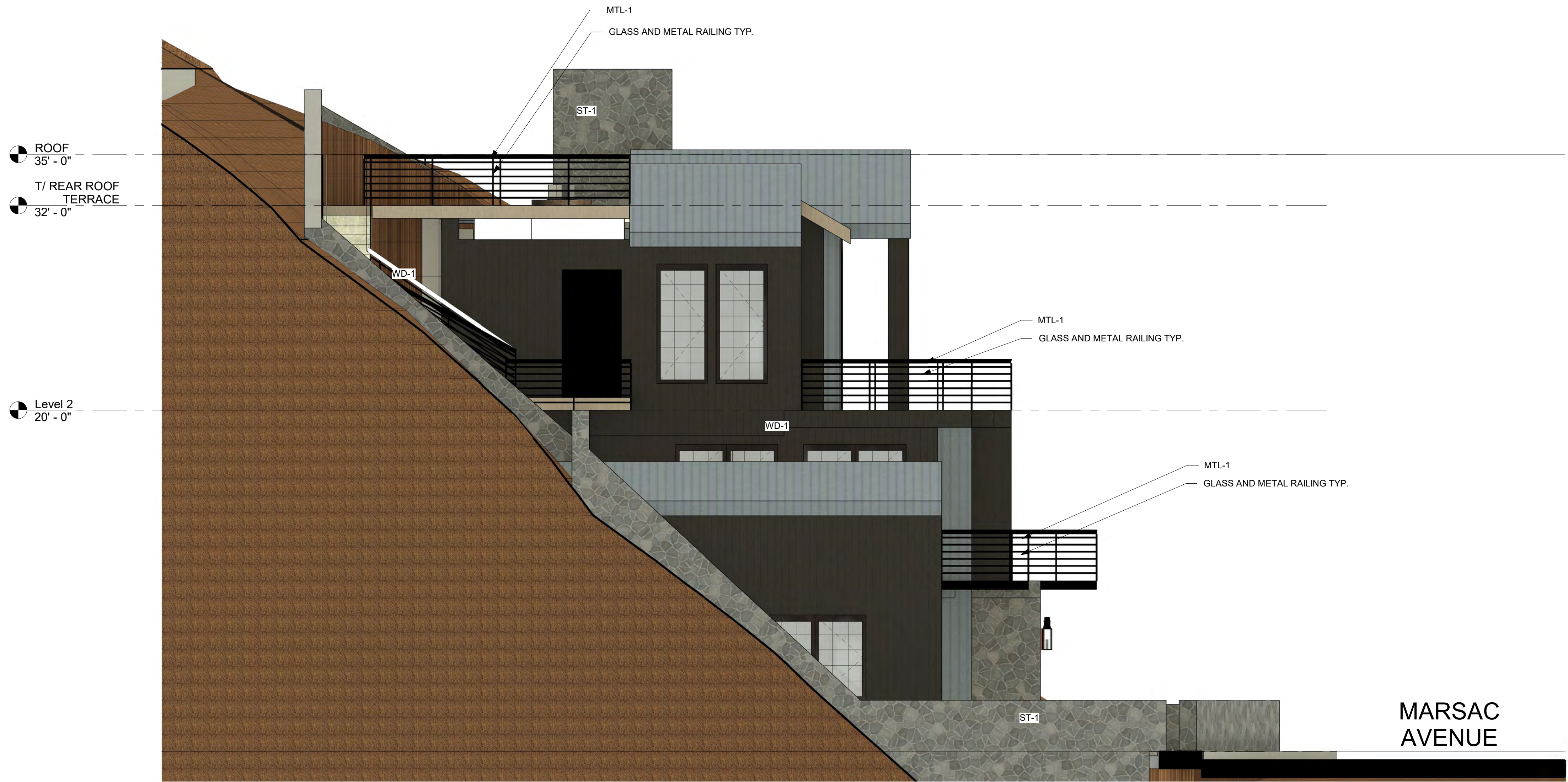
GREGORY WOOD, SILVER STREAM ADVISORS, LLC
4351 W CANTERBURY RD, HURRICANE, UT 84737

[illegible]

BUILDING ELEVATION - SOUTH

Project number	
Date	04/25/2025
Drawn by	AG
Checked by	AG

A2.2



SCHEMATIC DESIGN: NOT FOR CONSTRUCTION

311 MARSAC AVE

PARK CITY, UTAH 84060

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4351 W CANTERBURY RD, HURRICANE, UT 84737

[illegible]

BUILDING ELEVATION - NORTH

Project number	
Date	04/25/2025
Drawn by	AG
Checked by	AG

A2.3



PARK CITY, UTAH 84060

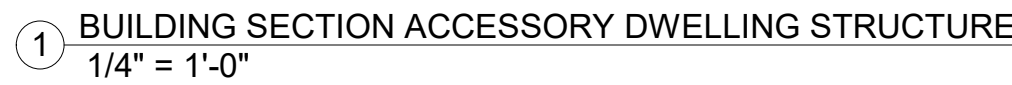
GREGORY WOOD, SILVER STREAM ADVISORS, LLC
4351 W CANTERBURY RD, HURRICANE, UT 84737

[illegible]

BUILDING SECTION

Project number	
Date	04/25/2025
Drawn by	AG
Checked by	AG

A2.4



PARK CITY, UTAH 84060

GREGORY WOOD, SILVER STREAM ADVISORS, LLC
4351 W CANTERBURY RD. HURRICANE, UT 84737

BUILDING SECTION
ACCESSORY
DWELLING
STRUCTURE

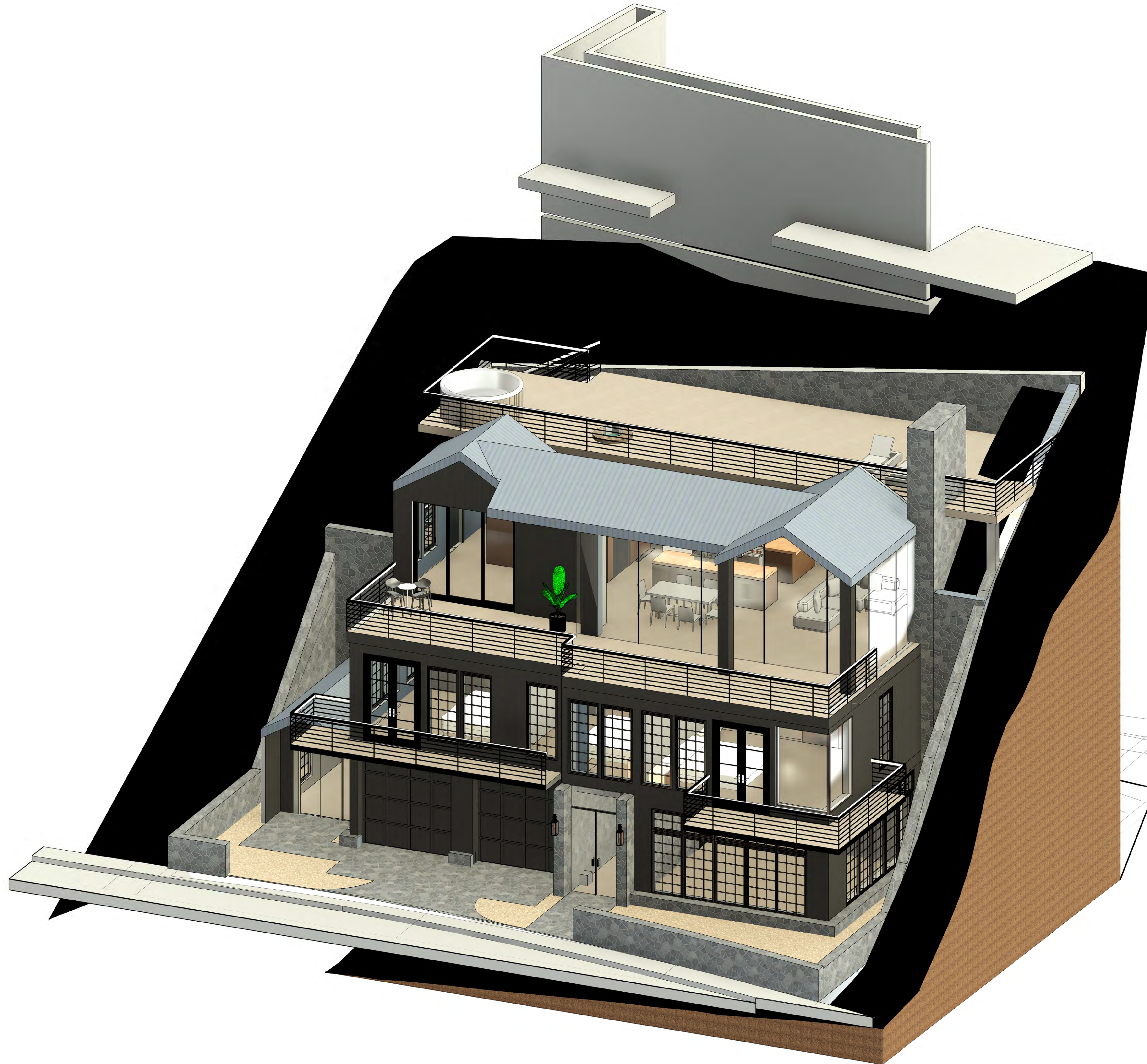
Project number

Date 04/25/2025

Drawn by AG

Checked by AG

A2.5



SCHEMATIC DESIGN: NOT FOR CONSTRUCTION

311 MARSAC AVE

PARK CITY, UTAH 84060

GREGORY WOOD, SILVER STREAM ADVISORS, LLC
4351 W CANTERBURY RD, HURRICANE, UT 84737

[illegible]

3D VIEW - EXTERIOR
AERIAL

Project number	
Date	04/25/2025
Drawn by	AG
Checked by	AG

A5.0

Planning Commission Staff Report



Subject: 685 (Unit 6) & 715 (Unit 9) Saddle View Way
of the Saddle Condominiums
Application: PL-25-06508
Author: Virgil Lund, Planner II
Date: June 25, 2025
Type of Item: Plat Amendment

Recommendation

(I) Review the Saddle Condominiums Phase One Plat Amending Units 6 and 9 to construct a 318-square-foot addition for each, (II) conduct a public hearing, and (III) consider approving the Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant: Unit 6: Sarah Langridge
Unit 9: Thomas Rabe and Robert Coffman
Applicant's Representative: Alliance Engineering

Location: 685 (Unit 6) and 715 (Unit 9) Saddle View Way

Zoning District: Residential Development

Adjacent Land Uses: Single Family Residential, Open Space

Reason for Review: The Planning Commission reviews and takes Final Action on Plat Amendments.¹

HOA Homeowners Association
LMC Land Management Code
RD Residential Development

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

Summary

Saddle Condominiums Phase One is a 16-unit condominium project in the Residential Development (RD) Zoning District. The Units range in size from 3,200 to 4,280 square feet. Units 6 (685 Saddle View Way) and 9 (715 Saddle View Way) are three-level Units and have the same layout and dimensions, each 3,572 square feet. The Applicants propose a 318-square-foot addition to the first floor of each Unit, including approximately 228 square feet of livable space and 90 square feet of crawl space. The proposed additions will increase the private area for each Unit to 3,890 square feet. The

¹ LMC [§ 15-1-8](#).

[illegible]

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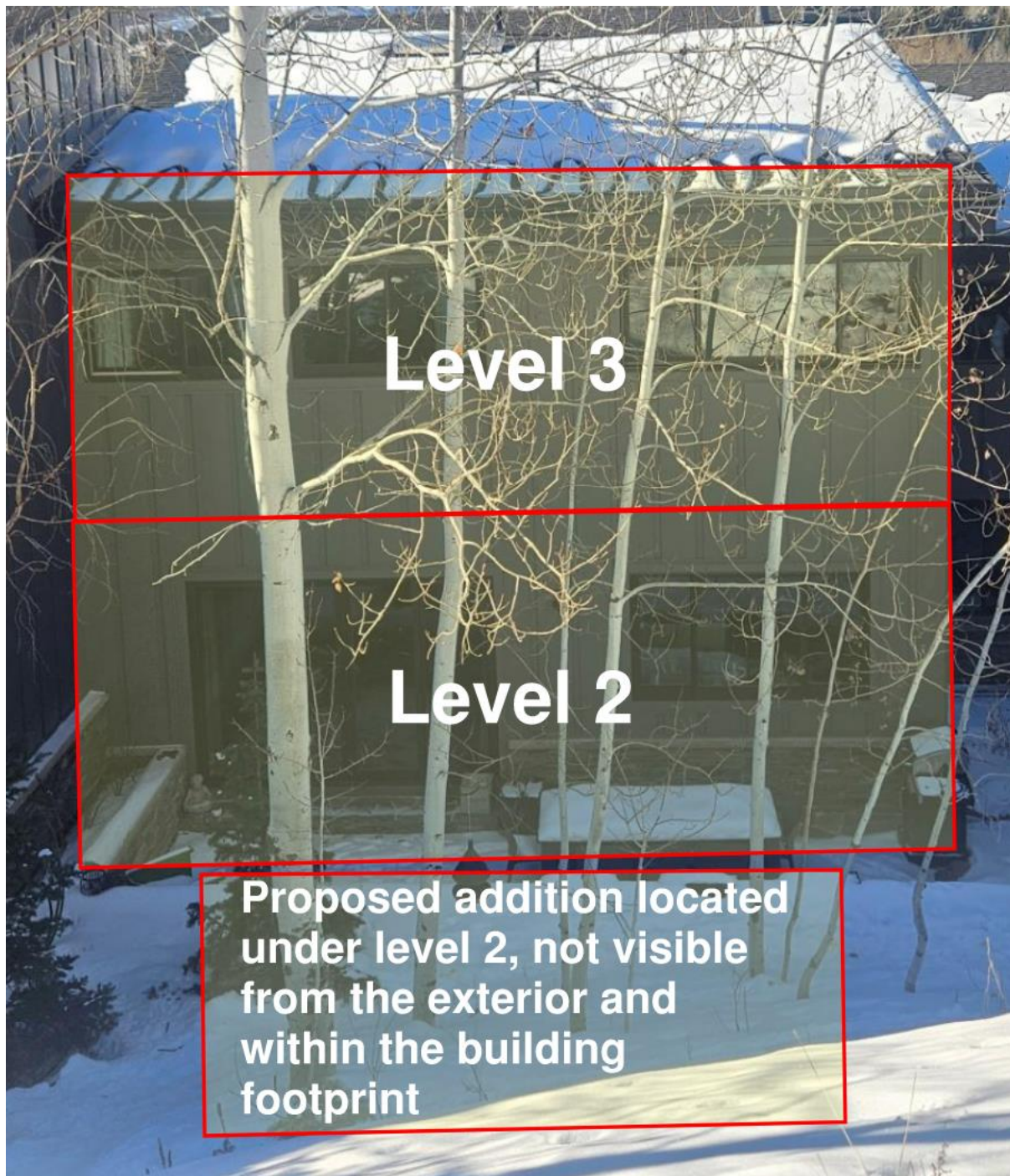


Figure 3: Proposed addition

Background

The Saddle Condominiums Phase One Plat was recorded with Summit County on January 23, 1981 (Recorder Entry No. [175675](#)). On August 14, 2024, the Planning Commission approved a Plat Amendment adding 300 square feet of private area to Unit 11 of the Saddle Condominiums (Recorder Entry No. [1232261](#)).

On March 26, 2025, 82% of the Saddle Condominiums Homeowners Association (HOA) voted in favor of the proposed Plat Amendment (Exhibit B).

Analysis

(I) The proposed Plat Amendment complies with the RD Zoning District requirements.

The purposes of the RD Zoning District include:

1. Allowing a variety of Residential Uses that are Compatible with the City's Development objectives, design standards, and growth capabilities;
2. Encouraging the clustering of residential units to preserve natural Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of municipal services;
3. Allowing commercial and recreational activities that are in harmony with residential neighborhoods;
4. Minimizing impacts of the automobile on architectural design;
5. Promoting pedestrian connections within Developments and between adjacent Areas; and
6. Providing opportunities for variation in architectural design and housing types.²

Development in the RD Zoning District must meet the Lot and Site requirements in LMC [§ 15-2.13-3](#):

Requirement	Analysis of Proposal
Setbacks: Front- 20 Feet Rear- 15 Feet Side- 12 Feet	Complies: The proposed additions will be constructed within the existing Building Footprints. The Structures maintain a Setback greater than 120 feet to all property lines.
Maximum Building Height: No Structure shall be erected to a height greater than 28 feet from Existing Grade	Complies: The proposed additions will not increase the Building Height of either Structure. The existing Structures are approximately 27 feet from Existing Grade.
Density: The maximum Density is three Units per acre.	Complies: The Lot for the Saddle Condominiums is approximately 3 acres. The Saddle Condominiums were platted in 1981 for 16 Units. The LMC in effect in 1981 did not have a Density limitation. The proposed Plat Amendment complies with LMC § 15-

² LMC [§ 15-2.13-1](#)

	9-6(A) in that it does not create an additional Unit or enlargement of the non-compliance and complies with the original Condominium approval for 16 Units.
--	---

(II) The proposal complies with LMC Chapter 15-3, Off-Street Parking Requirements.

LMC [§ 15-3-6\(A\)](#) states Condominiums greater than 2,000 square feet require two Parking Spaces per Dwelling Unit. Unit 6 and Unit 9 are each proposed to expand from 3,572 square feet to 3,890 square feet. Each Unit requires two Parking Spaces.

LMC [§ 15-3-4\(A\)\(1\)](#) states two-car garages must have a minimum interior dimension of twenty feet in width by twenty feet in depth. Unit 6 and Unit 9 each have a two-car garage that is approximately 26 feet wide by 20.33 feet deep. Each Unit complies with the off-street parking and garage requirements of the LMC.

(III) The proposal complies with LMC § 15-7.1-3(B), Plat Amendment.

Changes to platted elements including private area additions within a condominium require a Plat Amendment. Plat Amendments shall be reviewed according to the requirements of LMC [§ 15-7-1.6](#) and approval shall require a finding of Good Cause.

LMC [§ 15-15-1](#) defines Good Cause as “providing 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.”

There is Good Cause for this Plat Amendment because the amendment does not require any exterior expansion or external changes to the existing Units. The proposed additions do not increase the parking requirements, and the proposed Plat Amendment does not create any non-conformities. The original plat, approved in 1981, does not include plat notes that impose limitations on the size of the Units. The Saddle Condominiums were platted in 1981 for 16 Units, and no additional Unit is proposed. The LMC in effect at the time did not have a Density limitation. No Public Street, Right-of-Way, or easement will be vacated or amended.

(IV) The Development Review Committee reviewed the proposal on May 20, 2025 and confirmed the proposal conforms to their requirements.³

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 Enbridge Gas, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on June 11, 2025. Staff mailed courtesy notice to property owners within 300 feet on June 11, 2025. The *Park Record* published courtesy notice on June 11, 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 Plat Amendment to allow separate 318-square-foot additions of private area for Units 6 and 9 of the Saddle Condominiums.
- Deny the Plat Amendment and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date certain.

Exhibits

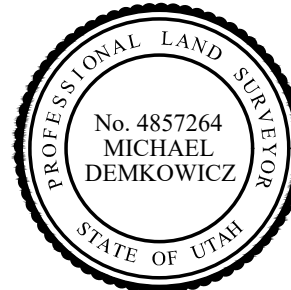
A: Draft Final Action Letter

Attachment 1: Proposed Plat

B: HOA Vote

C: Applicant's Photo Exhibit

⁴ LMC [§ 15-1-21](#)



SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I certify that I have verified all measurements. I do further certify that by authority of the owners, I have prepared this condominium plat amendment of the property described hereon, hereafter to be known as SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6 & 9.

LEGAL DESCRIPTION

UNIT 6, IN BUILDING B, OF THE SADDLE CONDOMINIUMS, PHASE ONE, TOGETHER WITH UNDIVIDED OWNERSHIP INTEREST IN THE COMMON AREAS OF SAID SADDLE CONDOMINIUMS, WHICH INTEREST IS APPURTENANT TO SAID UNIT, AS THE SAME ARE ESTABLISHED AND IDENTIFIED IN THE DECLARATION AND EXHIBITS THEREOF, FILED AS ENTRY NO. 175674 IN BOOK M-178 AT PAGE 185 OF THE OFFICIAL RECORDS, AND THE RECORD OF SURVEY MAP FILED AS ENTRY NO. 175675 OF THE OFFICIAL RECORDS OF SUMMIT COUNTY, UTAH.

TOGETHER WITH RIGHT OF WAY BEGINNING AT A POINT SOUTH 1091.32 FEET FROM THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; SAID POINT BEING ON THE EASTERLY RIGHT OF WAY LINE OF HIGHWAY U-224 AND BEING ALSO ON A CURVE TO THE LEFT; THE RADIUS POINT OF WHICH BEARS NORTH 68°44' EAST 15.00 FEET AND RUNNING THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY; THENCE NORTH 68°44' EAST 320.00 FEET TO THE POINT OF A 150.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 67.46 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 85°30' EAST 412.71 FEET TO THE POINT OF THE SECTION LINE OF SAID SECTION 8; THENCE SOUTH 16°20' WEST ALONG SAID SECTION LINE 50.14 FEET; THENCE NORTH 85°30' WEST 416.41 FEET TO THE POINT OF A 100.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 44.96 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 68°44' WEST 320.00 FEET TO THE POINT OF A 15.00 FOOT RADIUS CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY; SAID POINT BEING ALSO ON THE EASTERLY RIGHT OF WAY LINE OF STATE HIGHWAY U-224; THENCE NORTH 21°16' WEST ALONG SAID RIGHT OF WAY LINE TO THE POINT OF BEGINNING.

AND

UNIT 9, IN BUILDING B, OF THE SADDLE CONDOMINIUMS, PHASE ONE, TOGETHER WITH UNDIVIDED OWNERSHIP INTEREST IN THE COMMON AREAS OF SAID SADDLE CONDOMINIUMS, WHICH INTEREST IS APPURTENANT TO SAID UNIT, AS THE SAME ARE ESTABLISHED AND IDENTIFIED IN THE DECLARATION AND EXHIBITS THEREOF, FILED AS ENTRY NO. 175674 IN BOOK M-178 AT PAGE 185 OF THE OFFICIAL RECORDS, AND THE RECORD OF SURVEY MAP FILED AS ENTRY NO. 175675 OF THE OFFICIAL RECORDS OF SUMMIT COUNTY, UTAH.

TOGETHER WITH RIGHT OF WAY BEGINNING AT A POINT SOUTH 1091.32 FEET FROM THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; SAID POINT BEING ON THE EASTERLY RIGHT OF WAY LINE OF HIGHWAY U-224 AND BEING ALSO ON A CURVE TO THE LEFT, THE RADIUS POINT OF WHICH BEARS NORTH 68°44' EAST 15.00 FEET AND RUNNING THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY; THENCE NORTH 68°44' EAST 320.00 FEET TO THE POINT OF A 150.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 67.46 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 85°30' EAST 412.71 FEET TO THE POINT OF THE SECTION LINE OF SAID SECTION 8; THENCE SOUTH 16°20' WEST ALONG SAID SECTION LINE 50.14 FEET; THENCE NORTH 85°30' WEST 416.41 FEET TO THE POINT OF A 100.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 44.96 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 68°44' WEST 320.00 FEET TO THE POINT OF A 15.00 FOOT RADIUS CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY; SAID POINT BEING ALSO ON THE EASTERLY RIGHT OF WAY LINE OF STATE HIGHWAY U-224; THENCE NORTH 21°16' WEST ALONG SAID RIGHT OF WAY LINE OT THE POINT OF BEGINNING.

OWNER'S CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of the S. Langridge Living Trust dated November 2, 2018, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consent to the recording of this SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6 & 9.

The S. Langridge Living Trust dated November 2, 2018

By: _____
Sarah Langridge, Trustee

ACKNOWLEDGMENT

State of _____

: ss

County of _____

On this _____ day of _____, 2025, Sarah Langridge personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that she is the trustee of the S. Langridge Living Trust dated November 2, 2018, and that she acknowledged to me that he executed SADDLE CONDOMINIUMS PHASE ONE AMENDING UNIT'S 6 & 9.

By: _____
Notary Public
A Notary Public Commissioned in _____

Printed Name _____

Residing in: _____

My commission expires: _____

Commission No.: _____

OWNER'S CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, Thomas Elliot Rabe and Robert Charles Coffman as Joint Tenants, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consent to the recording of this SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6 & 9.

By: _____
Thomas Elliot Rabe

By: _____
Robert Charles Coffman

ACKNOWLEDGMENT

State of _____

: ss

County of _____

On this _____ day of _____, 2025, Thomas Elliot Rabe personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that he is a Joint Tenant, and that he acknowledged to me that he executed SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6 & 9.

By: _____
Notary Public
A Notary Public Commissioned in _____

Printed Name _____

Residing in: _____

My commission expires: _____

Commission No.: _____

ACKNOWLEDGMENT

State of _____

: ss

County of _____

On this _____ day of _____, 2025, Robert Charles Coffman personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that he is a Joint Tenant, and that he acknowledged to me that he executed SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6 & 9.

By: _____
Notary Public
A Notary Public Commissioned in _____

Printed Name _____

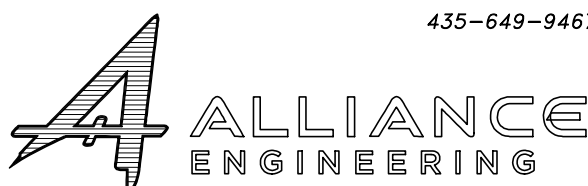
Residing in: _____

My commission expires: _____

Commission No.: _____

SHEET 1 OF 1

6/17/2025 JOB NO.: 4-12-24 FILE: X:\ParkMeadows\dwg\sr\plat2024\041224.dwg



CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER

RECLAMATION DISTRICT STANDARDS ON THIS _____

DAY OF _____, 2025

BY _____

PLANNING COMMISSION

APPROVED BY THE PARK CITY

PLANNING COMMISSION THIS _____

DAY OF _____, 2025

BY _____

CHAIR

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN

ACCORDANCE WITH INFORMATION ON

FILE IN MY OFFICE THIS _____

DAY OF _____, 2025

BY _____

PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____

DAY OF _____, 2025

BY _____

PARK CITY ATTORNEY

PUBLIC SAFETY

ANSWERING POINT APPROVAL

APPROVED THIS _____ DAY

OF _____, 2025

BY _____

SUMMIT COUNTY GIS COORDINATOR

RECORDED

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED

AT THE REQUEST OF _____

_____ FEE _____ RECORDER

TIME _____ DATE _____ ENTRY NO. _____

LEVEL ONE

SCALE: 1" = 10'

LEVEL TWO

SCALE: 1" = 10'

LEVEL THREE

SCALE: 1"=10'

GARAGE

SCALE: 1"=10'

685 & 715 SADDLE VIEW WAY
PARK CITY, UTAH
SQUARE FOOTAGE TABLE

LEVEL ONE=	978 S.F.
LEVEL TWO=	1,090 S.F.
LEVEL THREE=	1,090 S.F.
GARAGE=	732 S.F.
TOTAL	3,890 S.F.

COMMON OWNERSHIP

LIMITED COMMON AREA

PRIVATE OWNERSHIP

ASSOCIATION CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of Saddle Condominiums Owners Association, Inc., a Utah corporation, having complied with the requirements of both Statutes and the Recorded Declaration hereby consents to the recording of this Condominium Plat Amendment.

Saddle Condominiums Inc., a Utah corporation

By: _____
Frank Mitchell, President

ACKNOWLEDGMENT

State of _____

: ss

County of _____

On this _____ day of _____, 2025, Frank Mitchell personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that he is the president of the Saddle Condominiums Owners Association, Inc., a Utah corporation, and that he signed the above Consent to Record for, on, and in behalf of all of the unit owners at the Saddle Condominiums Phase One, acting as a group (under the name of Saddle Condominiums Inc., a Utah corporation) in accordance with the Utah Condominium Ownership Act, U.C.A., Sections 57-1-1 et seq. (1963) as amended and supplemented, and the Declarations of Covenants, Conditions, and Restrictions for Saddle Condominiums Phase One.

By: _____
Notary Public
A Notary Public Commissioned in _____

Printed Name _____

Residing in: _____

My commission expires: _____

Commission No.: _____

NOTES

- This plat amendment is subject to the Conditions of Approval in the Final Action Letter dated _____, and on file with the Planning Department (PL-25-_____).
- Saddle Condominiums Phase One was recorded January 23, 1981, as Entry No. 175675 in the Summit County Recorder's Office. All conditions of approval of Saddle Condominiums Phase One shall continue to apply and remain in full force and effect.
- The dimensions of the private spaces and square footage calculations are based on the Saddle Condominiums Phase One plat, and on measurements in the field. Minor variations may occur. It is the intent that the private ownership area of the unit will be as constructed.
- This Plat Amendment changes use from Common to Private Ownership at the rear of Level One.
- The addition done at the Rear of Level One consists of 228 square feet of livable space and 90 square feet for the crawl space for a total of 318 square feet of accessible private ownership area.

SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6 & 9

A UTAH CONDOMINIUM PROJECT LOCATED IN THE NORTHWEST QUARTER OF SECTION 9,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH



Planning Department

June 25, 2025

Alliance Engineering
685 (Unit 6) and 715 (Unit 9) Saddle View Way
Saddle Condominiums

CC: Sarah Langridge, Thomas Rabe and Robert Coffman

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 685 (Unit 6) and 715 (Unit 9) Saddle View Way

Zoning District: Residential Development

Application: Condominium Plat Amendment

Project Number: PL-25-06508

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: June 25, 2025

Project Summary: The Applicant proposes to amend the Saddle Condominiums Phase One Plat to construct 318-square-foot additions within the existing Building Footprint of Unit 6 and Unit 9.

Action Taken

On June 25, 2025, the Planning Commission conducted a public hearing and approved the Saddle Condominiums Phase One Plat Amending Units 6 and 9 according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. Saddle Condominiums Phase One is a 16-Unit Condominium project in the Residential Development (RD) Zoning District.
2. The Units at the Saddle Condominiums range in size from 3,200 to 4,280 square feet.
3. Units 6 (685 Saddle View Way) and 9 (715 Saddle View Way) are three-level Units and have the same layout and dimensions.
4. The Applicants propose separate 318-square-foot additions to the first floor of Units 6 and 9. The proposed additions include approximately 228 square feet of



Planning Department

livable space and 90 square feet of crawl space for each Unit. The proposed Plat Amendment would allow the additions to be constructed within the existing Building Footprint for each Structure.

5. Units 6 and 9 are each 3,572 square feet. The proposed additions will add 318 square feet of private area to each Unit. The proposed total private area is 3,890 square feet for each Unit.
6. The Saddle Condominiums Phase One Plat was recorded with Summit County on January 23, 1981 (Recorder Entry No. 175675).
7. On August 14, 2024, the Planning Commission approved a Plat Amendment adding 300 square feet of private area to Unit 11 of the Saddle Condominiums (Recorder Entry No. 1232261).
8. On March 26, 2025, 82% of the Saddle Condominiums Homeowners Association (HOA) voted in favor of the proposed Plat Amendment.
9. The proposed Plat Amendment complies with the RD Zoning District requirements.
 - a. The purposes of the RD Zoning District include:
 - i. Allowing a variety of Residential Uses that are Compatible with the City's Development objectives, design standards, and growth capabilities,
 - ii. Encouraging the clustering of residential units to preserve natural Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of municipal services,
 - iii. Allowing commercial and recreational activities that are in harmony with residential neighborhoods,
 - iv. Minimizing impacts of the automobile on architectural design,
 - v. Promote pedestrian connections within Developments and between adjacent Areas; and
 - vi. Providing opportunities for variation in architectural design and housing types.
 - b. Setbacks for the RD Zoning District are as follows: Front – 20 feet, Rear – 15 feet, Side – 12 feet.
 - i. The proposed additions will be constructed within the existing Building Footprints. The Structures maintain a Setback greater than 120 feet to all property lines.
 - c. Building Height for the RD Zoning District is 28 feet from Existing Grade.



Planning Department

- i. The proposed additions will not increase the Building Height of either Structure. The existing Structures are approximately 27 feet from Existing Grade.
 - d. Density for the RD Zoning District is three Units per acre.
 - i. The Lot for the Saddle Condominiums is approximately 3 acres. The Saddle Condominiums were platted in 1981 for 16 Units. The LMC in effect in 1981 did not have a Density limitation. The proposed Plat Amendment complies with LMC § 15-9-6(A) in that it does not create an additional Unit or enlargement of the non-compliance and complies with the original Condominium approval for 16 Units.
- 10. The proposal complies with LMC Chapter 15-3, Off-Street Parking Requirements.
 - a. Condominiums greater than 2,000 square feet require two Parking Spaces per Dwelling Unit. Unit 6 and Unit 9 are each proposed to expand from 3,572 square feet to 3,890 square feet. Each Unit requires two Parking Spaces.
 - b. Two-car garages must have a minimum interior dimension of twenty feet in width by twenty feet in depth. Unit 6 and Unit 9 each have a two-car garage that is approximately 26 feet wide by 20.33 feet deep. Each Unit complies with the off-street parking and garage requirements of the LMC.
- 11. The proposal complies with LMC § 15-7.1-3(B), Plat Amendment.
 - a. Changes to platted elements including private area additions within a condominium require a Plat Amendment. Plat Amendments shall be reviewed according to the requirements of LMC § 15-7-1.6 and approval shall require a finding of Good Cause.
 - b. LMC § 15-15-1 defines Good Cause as “providing 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.”
 - i. There is Good Cause for this Plat Amendment because the amendment does not require any exterior expansion or external changes to the existing Units. The proposed additions do not



Planning Department

increase the parking requirements, and the proposed Plat Amendment does not create any non-conformities. The original plat, approved in 1981, does not include plat notes that impose limitations on the size of the Units. The Saddle Condominiums were platted in 1981 for 16 Units, and no additional Unit is proposed. The LMC in effect at the time did not have a Density limitation. No Public Street, Right-of-Way, or easement will be vacated or amended.

12. The Development Review Committee reviewed the proposal on May 20, 2025 and confirmed the proposal conforms to their requirements.
13. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on June 11, 2025.
14. Staff mailed courtesy notice to property owners within 300 feet on June 11, 2025. The Park Record published courtesy notice on June 11, 2025.

Conclusions of Law

1. There is Good Cause for this Plat Amendment
2. The Plat Amendment is consistent with Land Management Code § 15-7.1-3(B), § 15-7.1-6, Chapter 15-3 Off-Street Parking, and Chapter 15-2.13 Residential Development District.
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 below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, the Conditions of Approval, and the amended Declaration of Condominium of The Saddle Condominiums 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.

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



Planning Department

Sincerely,

Christin Van Dine
Planning Commission Chair

CC: Virgil Lund

Attachment 1: Proposed Plat

Saddle Condominiums, a Utah Condominium Project

Confirmation of Owners' Association Vote of Approval

for Amending Units 6 & 9

March 26, 2025

Saddle Condominiums Phase One, a Utah Condominium Project was recorded January 23, 1981 as Entry No. 175675 in the Summit County Recorder's Office.

This letter is to certify that the members of Saddle Condominium Owners' Association have voted to approve the condominium plat amendment for Units 6 & 9 of Saddle Condominiums depicting an addition to the Level One crawlspace area as shown on the proposed plat.

There are 16 units in Saddle Condominiums. Of the 16 units, 13 units voted to approve the condominium amendment. 3 units either did not vote, or voted against the amendment.

82 % of members voted to approve the amendment for Units 6 & 9.

Saddle Condominium Owners' Association

By: [Signature]

Printed Name: Frank W. M. Fehll

Title: President

Notary Public [Signature]

Commissioned In: Summit County, UT

Residing In: Summit County, UT

My commission expires: Sept 30, 2028





685 Saddle View Way - Looking northeast



685 Saddle View Way – Looking north



685 Saddle View Way – Looking easterly



685 Saddle View Way – Looking southwesterly



685 Saddle View Way – Looking west



715 Saddle View Way – Looking northeast



715 Saddle View Way – Looking east



715 Saddle View Way – Looking northerly



715 Saddle View Way – Looking southerly



715 Saddle View Way – Looking southeasterly

Planning Commission Staff Report



Subject: 1750 Kearns Boulevard
Park City School District Campus
Application: PL-24-06236
Author: Jaron Ehlers, Planner I
Date: June 25, 2025
Type of Item: Modification to a Conditional Use Permit

Recommendation

(I) Review proposed modifications to the Conditional Use Permit for the Park City School District Campus Recreation Facility improvements to remove the North Building adjacent to Dozier Field and add a West Building adjacent to Dozier Field to comply with a 100-foot open space buffer established in a 1986 ordinance, (II) conduct a public hearing, and (III) consider approving the modifications based on the redlined Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in Draft Final Action Letter (Exhibit A).

The **redlines** reflect changes to the Final Action Letter since the Planning Commission's approval on April 9, 2025, to address the removal of the North Building and the addition of the West Building. Additionally, the Applicant requests clarifications regarding Conditions of Approval 6 related to backstop netting and 14 related to drainage, storm water management, the fugitive dust plan, and SWPPP, **highlighted** in the draft Final Action Letter.

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 modifications to Conditional Use Permits.¹

CUP Conditional Use Permit
LMC Land Management Code

¹ LMC [§ 15-1-8\(G\)](#)

MCPC	Municipal Code of Park City
PCHS	Park City High School
PCSD	Park City School District
FPAS	Per-and Polyfluoroalkyl Substances
ROS	Recreation and Open Space
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 to modify the April 9, 2025 Conditional Use Permit (CUP) that included:

- (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); 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), which 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. The proposed modifications are limited to the PCHS area and include:

- Removing the formerly proposed “North Building.”
- Expanding the existing set of bleachers on the west side of the track into an 8,200-square-foot “West Building” containing a press box, concessions area, support area, and team room.
- Expanding the Entrance/Gateway Building I from 3,400 square feet to 8,800 square feet to include a ticket office, athletic storage, maintenance facilities, an additional team room, restrooms, flex space, storage, and an officials room.
- Relocating the shot put pit from the existing location on the north-west corner to the southwest corner.
- Replacing the existing track with a new post tensioned track.

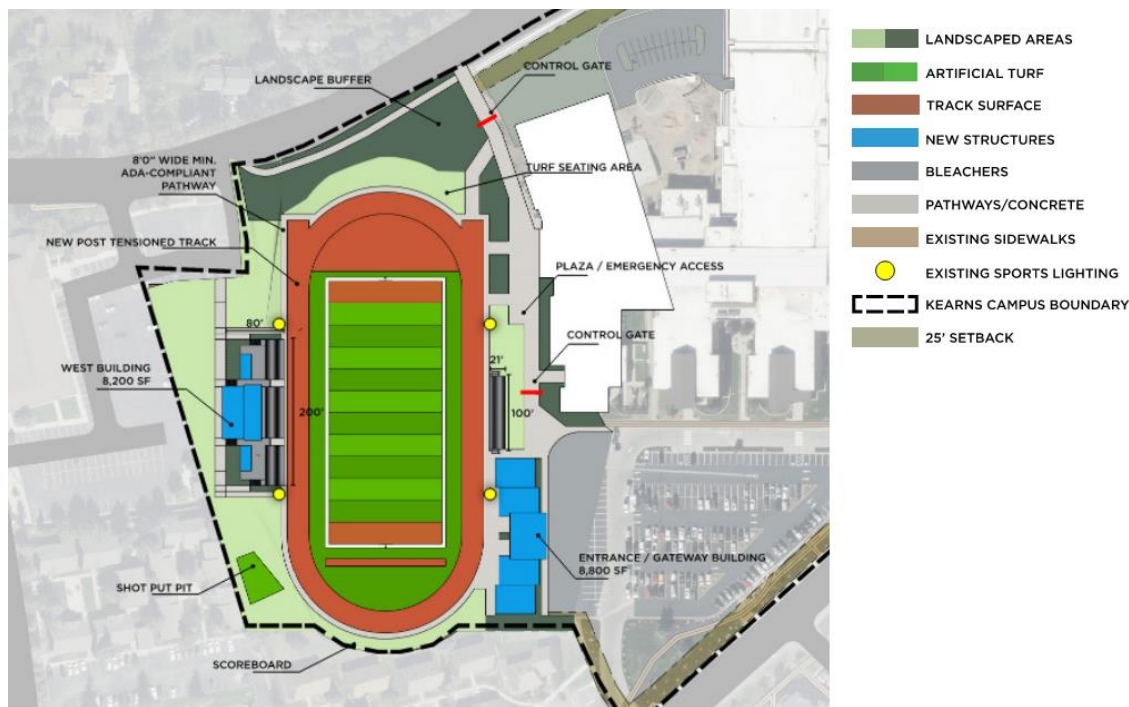


Figure 2: Layout of the modified Dozier Field improvements. From the Applicant's plans (Attachment 1).

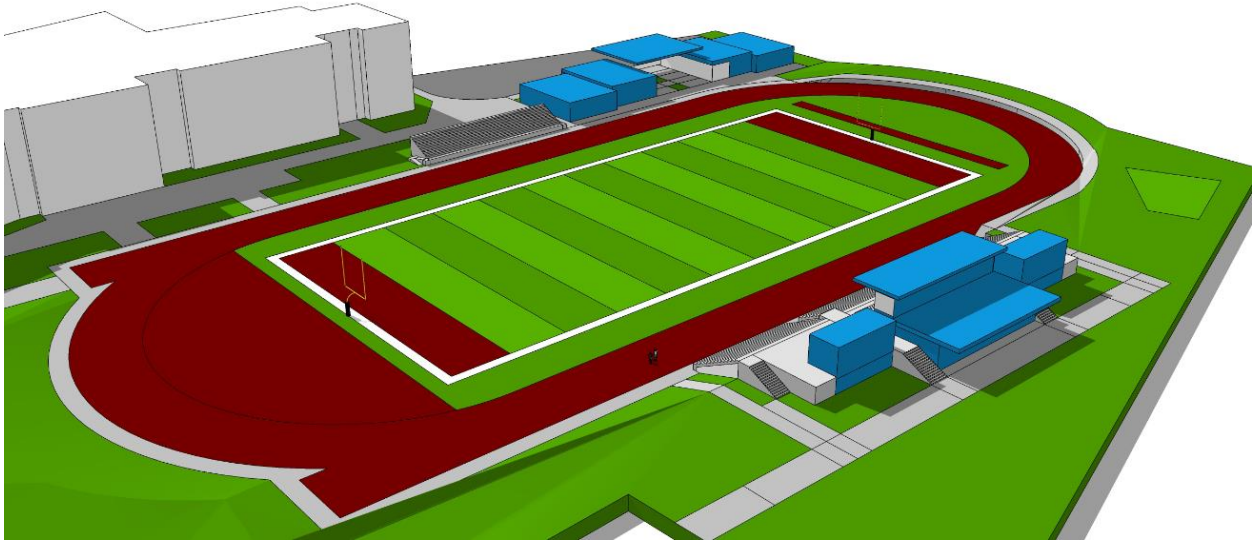
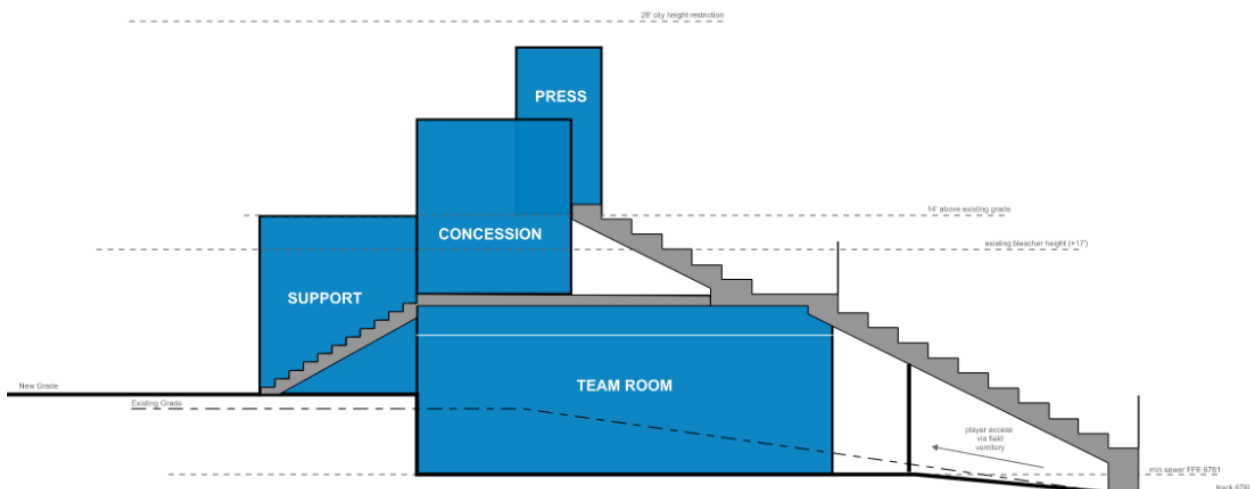


Figure 3: Renderings showing the proposed massing and layout of the modified Site Plan. From the Applicant's plans (Attachment 1).

The proposed West Building contains a press box, concessions, support area, and team room:



CROSS SECTION

Figure 4: Cross Section of the proposed West Building provided by the Applicant (Attachment 1).

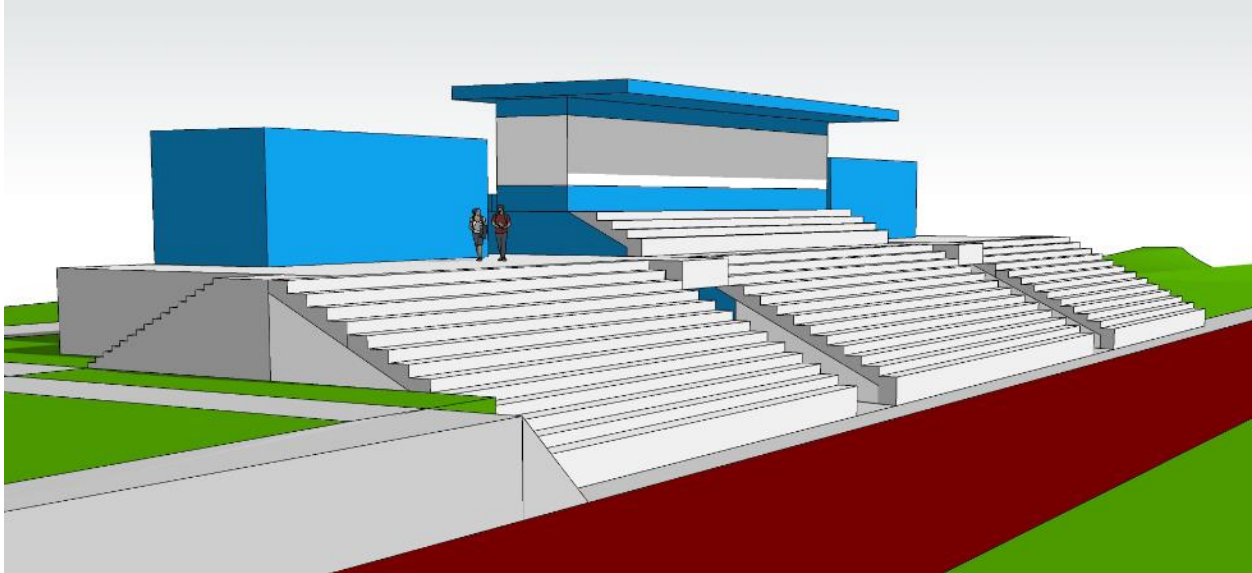


Figure 5: Rendering showing the massing of the West Building as seen from the south-east, provided by the Applicant (Attachment 1).

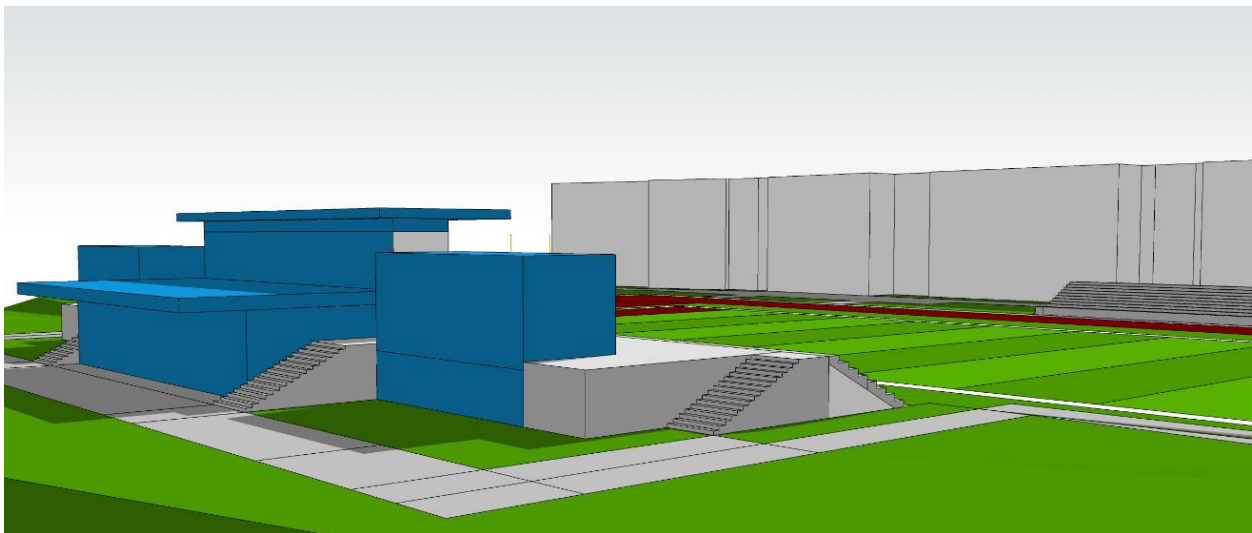


Figure 6: Rendering showing the massing of the West Building as seen from the south-west, with the massing of PCHS shown in the background. Provided by the Applicant (Attachment 1).

The proposed Entrance/Gateway Building contains a ticket office, athletic storage, and maintenance facilities and is proposed to be expanded to include an additional team room, maintenance, restrooms, flex space, storage, and a room for officials:

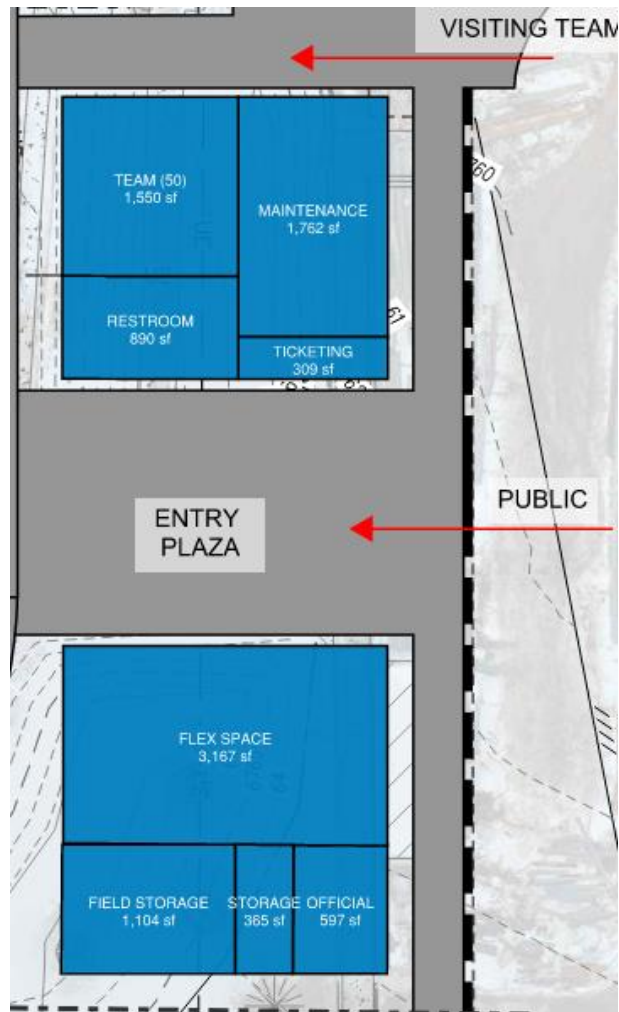


Figure 7: Floor plan showing the layout of uses within the Entrance/Gateway Building. Provided by the Applicant (Attachment 1).

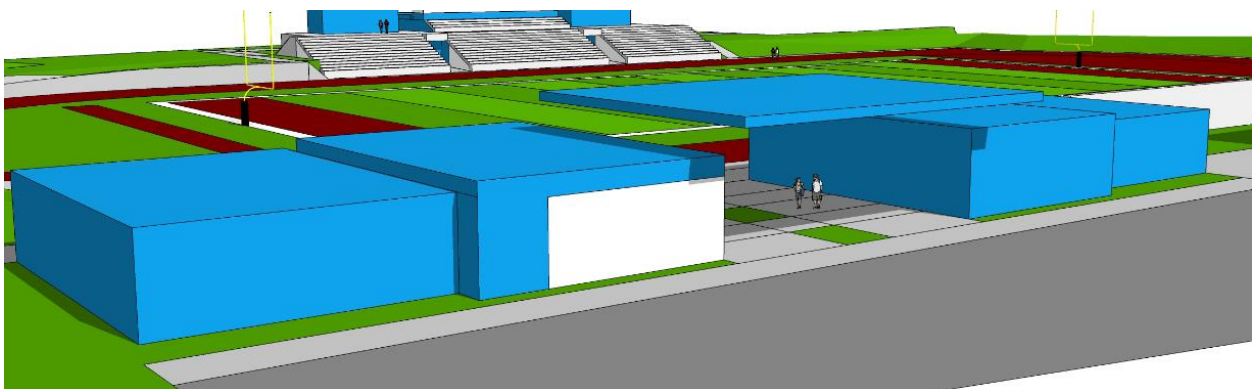


Figure 8: Rendering showing the massing of the Entrance/Gateway Building as seen from the south-east. The West Building can be seen in the background. Provided by the Applicant (Attachment 1).

The Applicant clarified on the plans (Attachment 1) the location of proposed access gates and that north-south access from Kearns Boulevard to Lucky John Drive alongside PCHS is restricted to emergency access only which is consistent with the Commission's April 9, 2025 Condition of Approval 15.

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.

On April 9, 2025, the Planning Commission held a public hearing and approved the CUP ([Agenda Item 5.C.](#) | [Minutes](#)). As part of the motion to approve, the Planning Commission amended and added Conditions of Approval. After the meeting, the Applicant raised concerns regarding the Conditions of Approval and as a result, the Final Action Letter has not yet been signed.

Also after the April 9, 2025 public hearing, members of the public raised concerns about restrictions regarding future access on Lucky John Drive. Staff re-reviewed documents pertaining to the original approval for PCHS to verify and discovered that on February 6, 1986, the City Council adopted Ordinance No. 86-2 (Exhibit C) which rezoned much of the PCSD property, including the High School, from Recreation Development-Master Planned Development to ROS on one condition:

SECTION 2. REZONE CONDITION. As a condition for approval of the zone change of the above described property, no building, or recreational facility shall be located within one hundred (100) feet of the Lucky John Drive right-of-way. The one hundred (100) foot buffer strip shall remain as open space.

Unfortunately, this condition was not shown in the Zoning map and was not indicated in the title report. Upon discovering Ordinance 86-2, Staff updated the Zoning map to show the 100-foot buffer, so the condition is captured moving forward, shown in the 100-foot green overlay titled "Lucky John Open Space Buffer (LJOSB)":



Figure 9: Image taken from the City's Zoning Map showing the PCHS area as well as the now shown LJOSB.

When Staff informed the Applicant of this requirement, the Applicant agreed to modify their plans, removing the proposed “North Building” near Dozier Field and relocating it to comply with Ordinance No. 86-2 with Planning Commission review of the revisions.

On April 17, 2025, an appeal of the Planning Commission’s April 9, 2025 CUP approval was filed with the Planning Department stating the appellant and neighbors did not receive public notice of the Planning Commission meeting. The appellant placed the appeal on hold while PCSD works to update their plans with the Commission. On June 20, 2025, the appellant withdrew the appeal.

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 states, “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.” All Structures are proposed to be outside the Setbacks.

LMC [§ 15-2.7-4](#) establishes a maximum height of 28 feet in the ROS Zoning District. Nothing is approved to exceed that Height, and Condition of Approval 6 requires all Structures to be under allowable Height.

(II) The proposal to modify the Conditional Use Permit complies with Off-Street Parking requirements outlined in Land Management Code Chapter 15-3.

PCHS has 568 Parking Spaces, leaving PCHS overparked by 217 Parking Spaces. The modified plans propose a total of 24,000 square feet in additions, a slight reduction from the 25,200 square feet proposed in the April 9, 2025 plans. This brings the parking requirement for the new additions to 120 Parking Spaces. No new parking for the PCHS portion of the property is included in the scope of this modification. PCSD remains in compliance with parking requirements because it has more Parking Spaces than required.

(III) 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 PCHS. New methods of access and additional parking are not proposed or approved with this

² LMC [§ 15-1-1](#)

application. The proposed West Building is no more than 28 feet in height and visually subordinate to PCHS. The Entrance/Gateway Building is subordinate to both the PCHS and the West Building. 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. Every day during the school year, there is a large amount of traffic at peak times as students are dropped off both by parents and school buses. Then, at the end of the school day, this traffic pattern repeats as the students are picked up. The proposed recreation uses are less intensive as the primary users of these facilities 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 number of trips will be generated by them.

The proposed Uses represent a slight reduction in the total square-footage previously approved and the banquet space has been removed.

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).

During the SWPP review that was required by the Engineering Department, the possibility of Per-and Polyfluoroalkyl Substances (PFAS) being in the proposed turf for the fields at the TMJH complex was discovered. The Water Department raised concerns as the location is a source water area and required that the Applicant either prove a lack of PFAS or otherwise comply with required standards.

The Applicant raised the concern that, “Currently the Water Quality and Treatment Manager for the City is requiring that the Sports Complex artificial turf fields be free of Per-and Polyfluoroalkyl Substances (PFAS). While every effort is being made by the district to accommodate this request through testing of the proposed turf, the district though its consultants and design has offered additional water quality measures including discharge testing and water retention land management strategies. There is concern that this requirement may never be possible due to the random low-level detections of the background presence of so many of these compounds in the natural environment. Park City’s Source Protection Ordinance prohibits the use of fluorinated ski wax due to contamination associated with PFAS – not artificial turf. The district would appreciate some clarification on this requirement being imposed as it is not a codified statute regarding artificial turf.”

The Water and Engineering Departments believe there may be some confusion as the PFAS issue was identified as part of the SWPP review. The relevant regulations live not in Municipal Code of Park City (MCPC) [Chapter 13-5, Regulation and Enforcement of Storm Water Discharges Associated with Post-Construction Activities](#), but instead arises from MCPC [§ 13-1-28, Drinking Water Source Protection](#), that prohibits “Pollution Source” and “Potential Contamination Sources”, of which PFAS are one. To address this confusion, Staff recommends Condition of Approval 19 which requires compliance with the Drinking Water Source Protection regulations.

4. Emergency vehicle Access: *No unmitigated impacts*

Emergency vehicle Access and Site circulation is not proposed to change. Condition of Approval 15 states:

- The Applicant proposes a north-south emergency vehicle 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 ingress and egress of any vehicle other than an emergency vehicle on this north-south lane. No additional ingress and egress on Lucky John Drive is approved as part of this CUP. All other vehicles must exist onto Kearns Boulevard. If additional bus use is proposed on the emergency vehicle lane, the Applicant shall submit a Traffic Impact Study with review by the Engineering Department, and shall return to the Planning Commission for a modification to this CUP.

5. Location and amount of off-Street parking: *No unmitigated impacts*

See Analysis II.

6. Internal vehicular and pedestrian circulation system: *Condition of Approval recommended*

The vehicle circulation system has not changed from the April 9, 2025 approval and the Applicant has clarified on the plans (Attachment A) that the north-south lane between Kearns Boulevard and Lucky John Drive is for emergency access only. Staff recommends keeping Condition of Approval 15:

- The Applicant proposes a north-south emergency vehicle 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 ingress and egress of any vehicle other than an emergency vehicle on this north-south lane. No additional ingress and egress on Lucky John Drive is approved as part of this CUP. All other vehicles must exist onto Kearns Boulevard. If additional bus use is proposed on the emergency vehicle lane, the Applicant shall submit a Traffic Impact Study with review by the Engineering Department, and shall return to the Planning Commission for a modification to this CUP.

A student plaza is proposed between Dozier Field and PCHS to help facilitate access between the sports facilities and the school.

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.

As part of the April 9, 2025 approval, the Planning Commission included Condition of Approval 6 which states, “No Structure shall exceed 28-feet in Height from Existing Grade unless a Variance from the Board of Adjustment is applied for and granted.” Staff has interpreted that Condition to apply as well to the backstop netting for the baseball and softball fields at the TMJH complex. PCSD has asked for clarification on whether that Condition applies. If the Condition applies, PCSD requests it be modified or removed citing the Utah Code preemption regarding Fencing and stating that the 40-foot height is necessary for safety reasons to protect those located in bleachers right behind the home plate.

Staff finds the Condition does apply as LMC § 15-15-1 defines a Fence as “A Structure to separate or divide outdoor Areas. The term Fence includes, but is not limited to, net Screening for golf balls, and masonry walls. A Fence need not be sight obscuring or light tight.” The proposed backstop netting is similar to the type of netting that is used to address golf balls. As such, Staff determines that regulating the backstop netting is preempted by the State and supports clarifying that Condition of Approval 6 would not apply to it. The proposed netting is also limited to the area just behind the home plate of the fields, as shown below:



Figure 10: Site Plan of the baseball and softball fields, provided by the Applicant (Attachment 1). Staff has added the yellow highlighted area to show the location of the netting.

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 West Building at Dozier Field are of a smaller mass and scale when compared to PCHS and its addition. The modified West Building is an expansion of the existing west bleachers which mitigates the visual changes to the site compared to existing conditions.

9. Usable Open Space: *Condition of Approval recommended*

Staff recommends Condition of Approval 18 which states, “No building or recreation facility shall be built within the 100-foot buffer from the Lucky John Right-of-Way. This shall remain as Open Space.”

10. Signs and lighting: *Condition of Approval recommended*

No Signs are proposed with this project.

No new lighting is proposed as part of this modification.

Installed outdoor lighting must comply with the City's 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*

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 its regulation.

Current access to Kearns Boulevard 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."

The property does not include Steep Slopes or Physical Mine Hazards.

The Water Department requires the addition of Condition of Approval 19, which states, “The Applicant’s use of artificial turf must comply with the Drinking Water Source Protection requirements found in Park City Code [§ 13-1-28](#), subject to review and approval by the Park City Water Department.”

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 recommendation 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 the General Plan. The proposal improves the quality of the community amenities by providing improved fields, allowing a greater diversity of sports to be played, and improving the overall experience with new restrooms, amenities, and team facilities.

(IV) 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.”

The Water Department requires the addition of Condition of Approval 19, which states, “The Applicant’s use of artificial turf must comply with the Drinking Water Source Protection requirements found in Park City Code [§ 13-1-28](#), subject to review and approval by the Park City Water Department.”

Department Review

The Planning and Executive Departments and City Attorney’s Office reviewed this report.

Notice

Staff published notice on the City’s website and the Utah Public Notice website and

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 Enbridge Gas, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

posted notice to the property on June 11, 2025. Staff mailed courtesy notice to property owners within 300 feet on June 11, 2025. The *Park Record* published courtesy notice on June 11, 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 Modified Conditional Use Permit.
- Deny the Modified Conditional Use Permit and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date certain.

Exhibits

A: Draft Modified Final Action Letter

Attachment 1: Proposed Modified Plans dated June 13, 2025

B: Army Corps Letter

C: Ordinance No. 86-2

D: April 9, 2025, Plans

⁴ LMC [§ 15-1-21](#)



Planning Department

~~April 9, 2025~~ June 25, 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: June 25~~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 June 25~~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"~~ 8,200-square-foot West Building containing a press box, concessions area, support area, and team room
 - b. Re-surfaced track
 - c. A ~~4,600-8,800~~ 4,600-8,800-square-foot "Entrance/Gateway Building" including a ticket office, athletic storage, maintaince facilities, an additional team room, restrooms, flex space, storage, and an officials room
 - d. Expanded bleachers



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- e. Relocating the shot put pit from the existing location on the north-west corner to the southwest corner
10. The West Building is located where the current West bleachers are. North Building is adjacent to the track and a landscaped buffer.
11. The proposed West Building contains a press box, concessions area, support area, and team room~~two-story North Building contains bathrooms, storage, team rooms, a balcony, and banquet rooms.~~
12. The proposed Entrance/Gateway Building contains a ticket office, athletic storage, restrooms, a team room, a flex space, room for officials, 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 lane for emergency vehicles"~~Bus Lane~~", outlined in Finding of Fact 2820.
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. Staff deemed the application complete on March 27, 2025.
19. On April 9, 2025, the Planning Commission held a public hearing and approved the CUP. As part of the motion to approve, the Planning Commission amended and added Conditions of Approval. After the meeting, the Applicant raised concerns regarding Conditions of Approval and as a result, the Final Action Letter has not yet been signed.
20. Also after the April 9, 2025 public hearing, members of the public raised concerns about restrictions regarding future access on Lucky John Drive. Staff re-reviewed documents pertaining to the original approval for PCHS to verify and discovered that on February 6, 1986, the City Council adopted Ordinance No. 86-2 which rezoned much of the PCSD property, including the High School, from Recreation Development-Master Planned Development to ROS on one condition: "no building, or recreational facility shall be located within one hundred feet of the Lucky John Drive right-of-way. The one hundred foot buffer strip shall remain as open space."



Planning Department

21. Unfortunately, this condition was not shown in the Zoning map and was not indicated in the title report. Upon discovering Ordinance 86-2, Staff updated the Zoning map to show the 100-foot buffer, so the condition is captured moving forward.
22. When Staff informed the Applicant of this requirement, the Applicant agreed to modify their plans, removing the proposed “North Building” near Dozier Field and relocating it to comply with Ordinance No. 86-2 with Planning Commission review of the revisions.
23. On April 17, 2025, an appeal of the Planning Commission’s April 9, 2025 CUP approval was filed with the Planning Department stating the appellant and neighbors did not receive public notice of the Planning Commission meeting. The appellant placed the appeal on hold while PCSD works to update their plans with the Commission. On June 20, 2025, the appellant withdrew the appeal.
24. 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 but Parking Areas, drive access, and the multi-use pathway is proposed within these Setbacks.



Planning Department

- 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 2428(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.
25. 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. 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~~



Planning Department

~~construction of the addition to be 351 Parking Spaces, leaving PGHS overparked by 217 Parking Spaces. The modified plans propose a total of 24,000-square-feet, a slight reduction from the 25,200-square-feet proposed in the April 9, 2025, plans. This brings the parking requirement down to 120 Parking Spaces. No new parking for the PCSH portion are proposed as part of this CUP.~~ PCSDHS remains in compliance with parking requirements, as it has more Parking Spaces built than the increase that is added by this application.

26. 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).
27. 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.



Planning Department

28. 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 ~~PCHS the Site~~. New methods of access and additional parking are not proposed or approved with this application. The proposed West Building is no more than 28 feet in height and visually subordinate to PCHS. The Entrance/Gateway Building is subordinate to both the PCHS and the West Building. The proposed two-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-students 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 students are picked up.
 - ii. The proposed recreation uses are relatively less intensive as the primary users of this facility these facilities 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.



Planning Department

- 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.
- 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).
 - ii. During the SWPP review that was required by the Engineering Department, the possibility of Per-and Polyfluoroalkyl Substances (PFAS) being in the proposed turf for the fields at the TMJH complex was discovered. The Water Department raised concerns as the location is a source water area and required that the Applicant either prove a lack of PFAS or otherwise comply with required standards.
 - iii. The Applicant raised the concern that, "Currently the Water Quality and Treatment Manager for the City is requiring that the Sports Complex artificial turf fields be free of Per-and Polyfluoroalkyl Substances (PFAS). While every effort is being made by the district to accommodate this request through testing of the proposed turf, the district though its consultants and design has offered additional water quality measures including discharge testing and water



Planning Department

- retention land management strategies. There is concern that this requirement may never be possible due to the random low-level detections of the background presence of so many of these compounds in the natural environment. Park City's Source Protection Ordinance prohibits the use of fluorinated ski wax due to contamination associated with PFAS – not artificial turf. The district would appreciate some clarification on this requirement being imposed as it is not a codified statute regarding artificial turf."
- iv. The Water and Engineering Departments believe there may be some confusion as the PFAS issue was identified as part of the SWPP review. The relevant regulations live not in Municipal Code of Park City (MCPC) Chapter 13-5, *Regulation and Enforcement of Storm Water Discharges Associated with Post-Construction Activities*, but instead arises from MCPC § 13-1-28, *Drinking Water Source Protection*, that prohibits "Pollution Source" and "Potential Contamination Sources", of which PFAS are one. To address this confusion, Staff recommends Condition of Approval 19 which requires compliance with the Drinking Water Source Protection regulations.
 - d. Emergency vehicle Access: No unmitigated impacts
 - i. Emergency vehicle Access and Site circulation is not proposed to change. Condition of Approval 15 states:
 - 1. The Applicant proposes a north-south emergency vehicle 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 ingress and egress of any vehicle other than an emergency vehicle on this north-south lane. No additional ingress and egress on Lucky John Drive is approved as part of this CUP. All other vehicles must exist onto Kearns Boulevard. If additional bus use is proposed on the emergency vehicle lane, the Applicant shall submit a Traffic Impact Study with review by the Engineering Department, and shall return to the Planning Commission for a modification to this CUP.
 - e. Location and amount of off-Street parking: No unmitigated impacts
 - i. See Finding of Fact 2524.



Planning Department

- 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 emergency vehicle egress only.
 - iii. Staff recommends Condition of Approval 15, "The Applicant proposes a north-south emergency vehicle~~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 ingress and egress of any vehicle other than an school bus or emergency vehicle on this north-south ~~bus~~ lane. No additional ingress and egress on Lucky John Drive is approved as part of this CUP. All other vehicles must exist onto Kearns Boulevard. If additional bus use is proposed on the emergency vehicle lane, the Applicant shall submit a Traffic Impact Study with review by the Engineering Department, and shall return to the Planning Commission for a modification to this CUP."
 - 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 WestNorth Building.
 - v. A student plaza is proposed between Dozier Field and PCHS while will help facilitate access between the sports facilities and the school.
- 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.



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- ii. As part of the April 9, 2025 approval, the Planning Commission included Condition of Approval 6 which states, “No Structure shall exceed 28-feet in Height from Existing Grade unless a Variance from the Board of Adjustment is applied for and granted.” Staff has interpreted that Condition to apply as well to the backstop netting for the baseball and softball fields at the TMJH complex. PCSD has asked for clarification on whether that Condition applies. If the Condition applies, PCSD requests it be modified or removed citing the Utah Code preemption regarding Fencing and stating that the 40-foot height is necessary for safety reasons to protect those located in bleachers right behind the home plate.
- iii. Staff finds the Condition does apply as LMC § 15-15-1 defines a Fence as “A Structure to separate or divide outdoor Areas. The term Fence includes, but is not limited to, net Screening for golf balls, and masonry walls. A Fence need not be sight obscuring or light tight.” The proposed backstop netting is similar to the type of netting that is used to address golf balls. As such, Staff determines that regulating the backstop netting is preempted by the State and supports clarifying that Condition of Approval 6 would not apply to it. The proposed netting is also limited to the area just behind the home plate of the fields.
- 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 ~~West~~North Building at Dozier Field are of a much smaller mass and scale when compared to PCHS and its Addition. The modified West Building is also an expansion of the existing west bleachers which mitigates the visual changes to the site compared to existing conditions.
 - 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).



Planning Department

- ii. Staff recommends Condition of Approval 18 which states “No building or recreation facility shall be built within the 100-foot buffer from the Lucky John Right-of-Way. This shall remain as Open Space.”
- 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.
 - 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



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- 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 ~~Boulevard~~ 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
 - 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.



Planning Department

- 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.
 - v. The Water Department requires the addition of Condition of Approval 19, which states, "The Applicant's use of artificial turf must comply with the Drinking Water Source Protection requirements found in Park City Code § 13-1-28, subject to review and approval by the Park City Water Department."
- 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 ~~recommendation~~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 ~~improved~~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.
29. 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."
 - 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."
 - c. The Water Department requires the addition of Condition of Approval 19, which states, "The Applicant's use of artificial turf must comply with the Drinking Water Source Protection requirements found in Park City Code §



Planning Department

13-1-28, subject to review and approval by the Park City Water Department."

30. 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. Staff would re-notice for the June 25, 2025, meeting with Staff publishing notice on the City's website and the Utah Public Notice website and posted notice to the property on June 11, 2025. Staff mailed courtesy notice to property owners within 300 feet on June 11, 2025. The Park Record published courtesy notice on June 11, 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).~~ Installed Outdoor Lighting must comply with the City's 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). Lighting shall be programable fixtures, dimmable lights, and motion sensors.
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. Lights shall go off 30 minutes after an event and in no case later than 11:00 PM.
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. The applicant shall also submit the Fugitive Dust Plan and SWPPP plan to the City prior to submitting the State Building Permit.
15. The Applicant proposes a north-south emergency vehicle~~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 ingress and egress of any vehicle other than an school bus~~or~~ emergency vehicle on this north-south ~~bus~~ lane. No additional ingress and egress on Lucky John Drive is approved as part of this CUP. All other vehicles must exist onto Kearns Boulevard. If additional bus use is proposed on the emergency vehicle lane, the Applicant shall submit a Traffic Impact Study with review by the Engineering



Planning Department

Department, and shall return to the Planning Commission for a modification to this CUP.

16. Mechanical equipment associated with this Conditional Use Permit will be screened according to the requirements of Land Management Code Section 15-.55.

17. The bike parking the applicant shall install will be covered bike parking at the Park City High School location between Dozier Field and the high school addition as well as along the recreation fields proposed at Treasure Mountain Junior High.

18. No building or recreation facility shall be built within the 100-foot buffer from the Lucky John Right-of-Way. This shall remain as Open Space.

19. The Applicant's use of artificial turf must comply with the Drinking Water Source Protection requirements found in Park City Code § 13-1-28, subject to review and approval by the Park City Water Department.

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

Sincerely,

Christen Van Dine, Planning Commission Chair

CC: Jaron Ehlers, Project Planner

Attachment 1: ~~Approved Plans~~ Modified Plans dated June 13, 2025

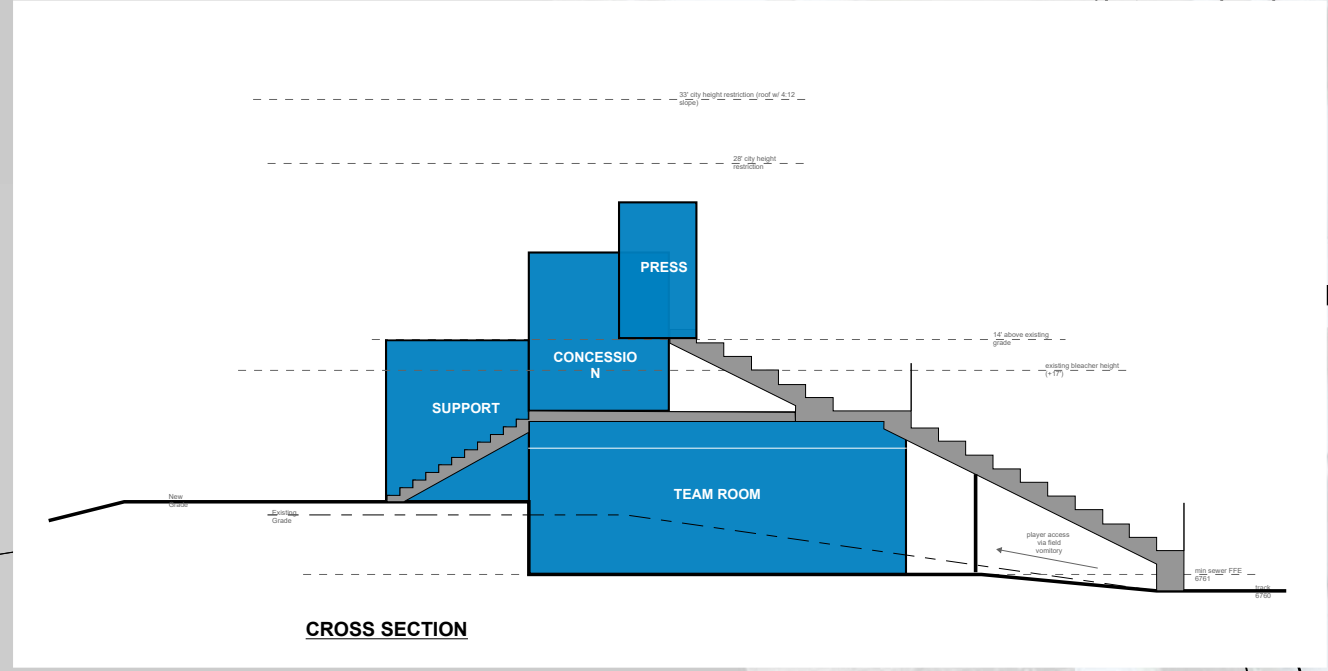
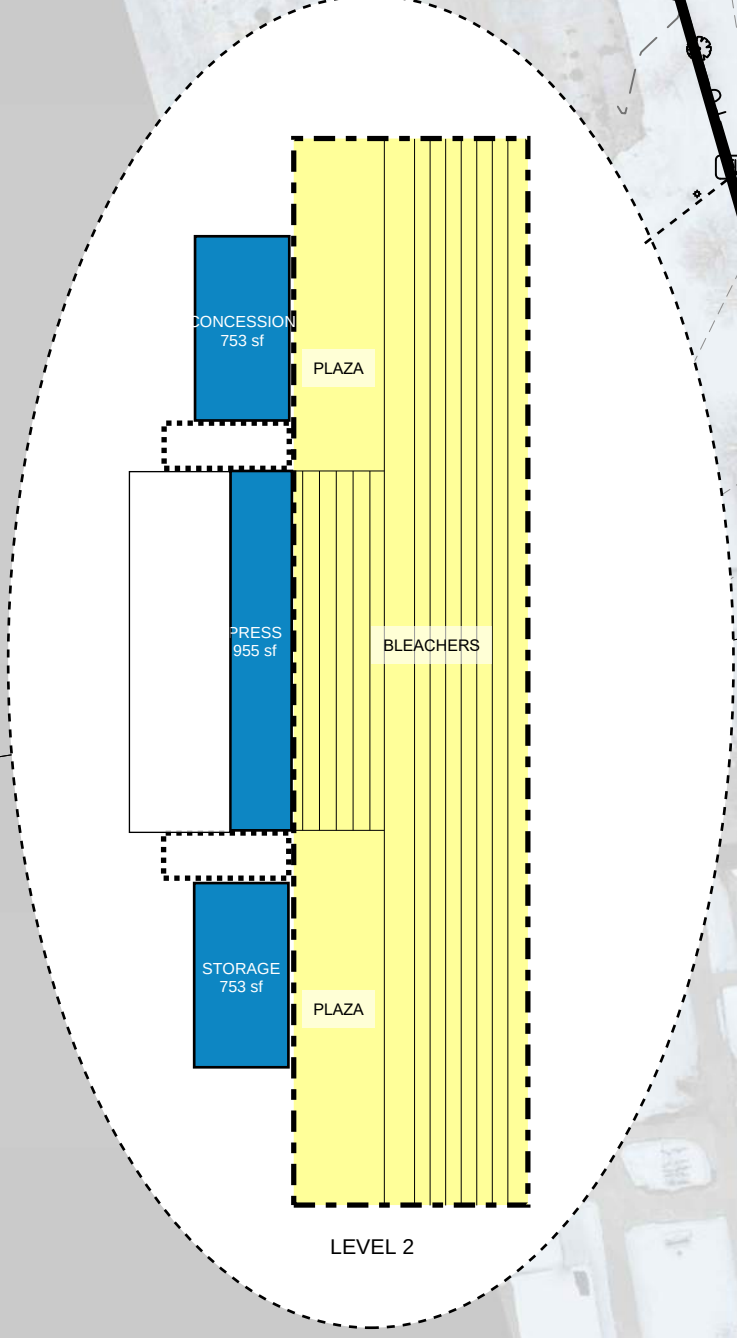
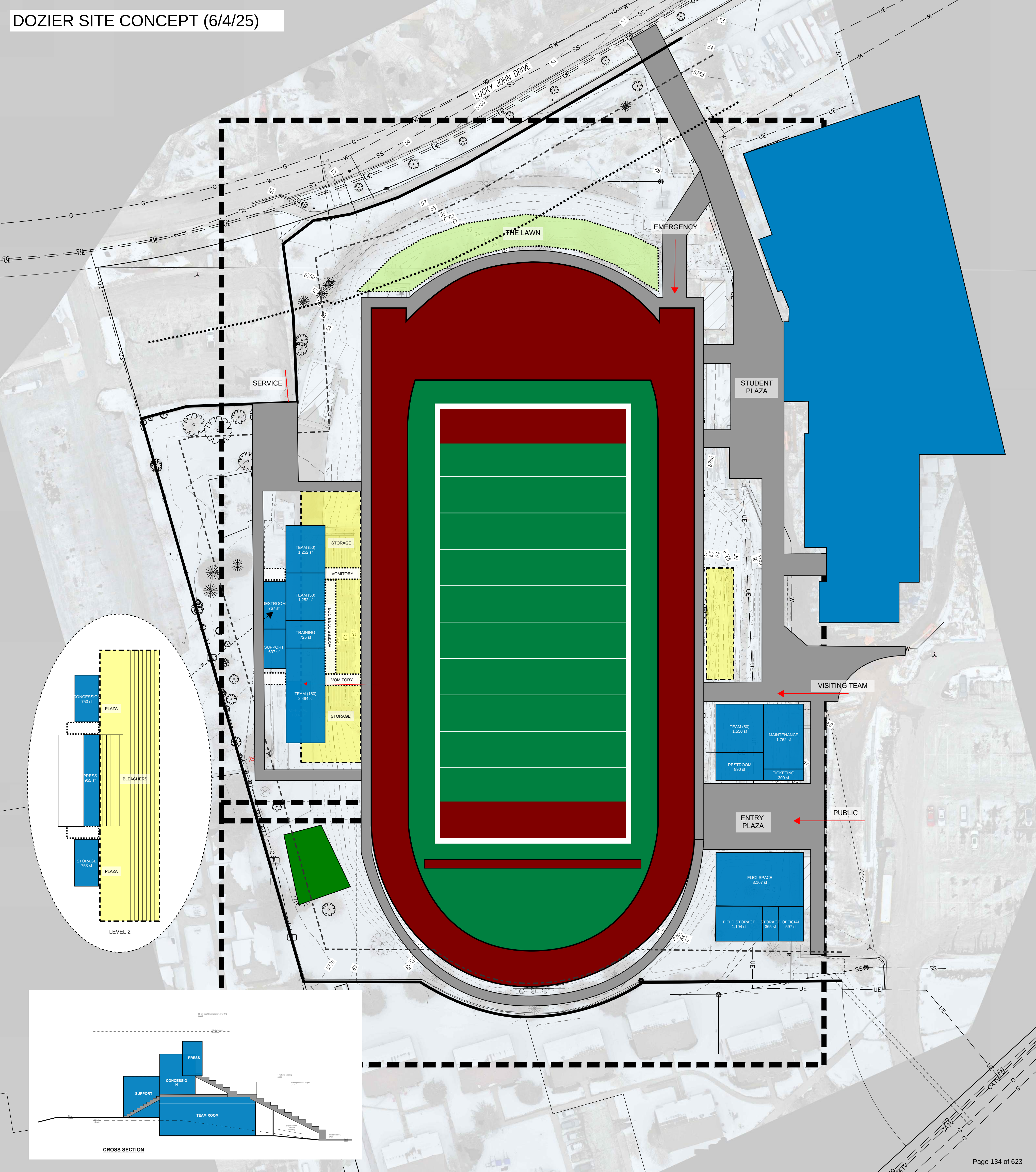


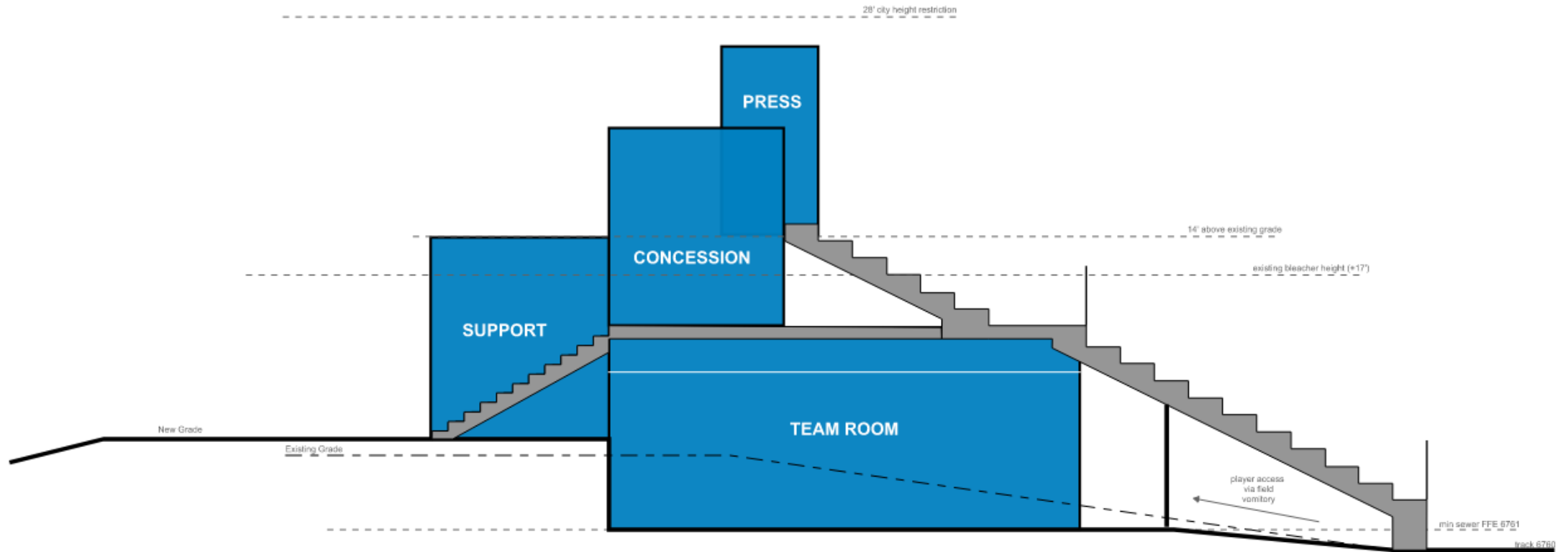




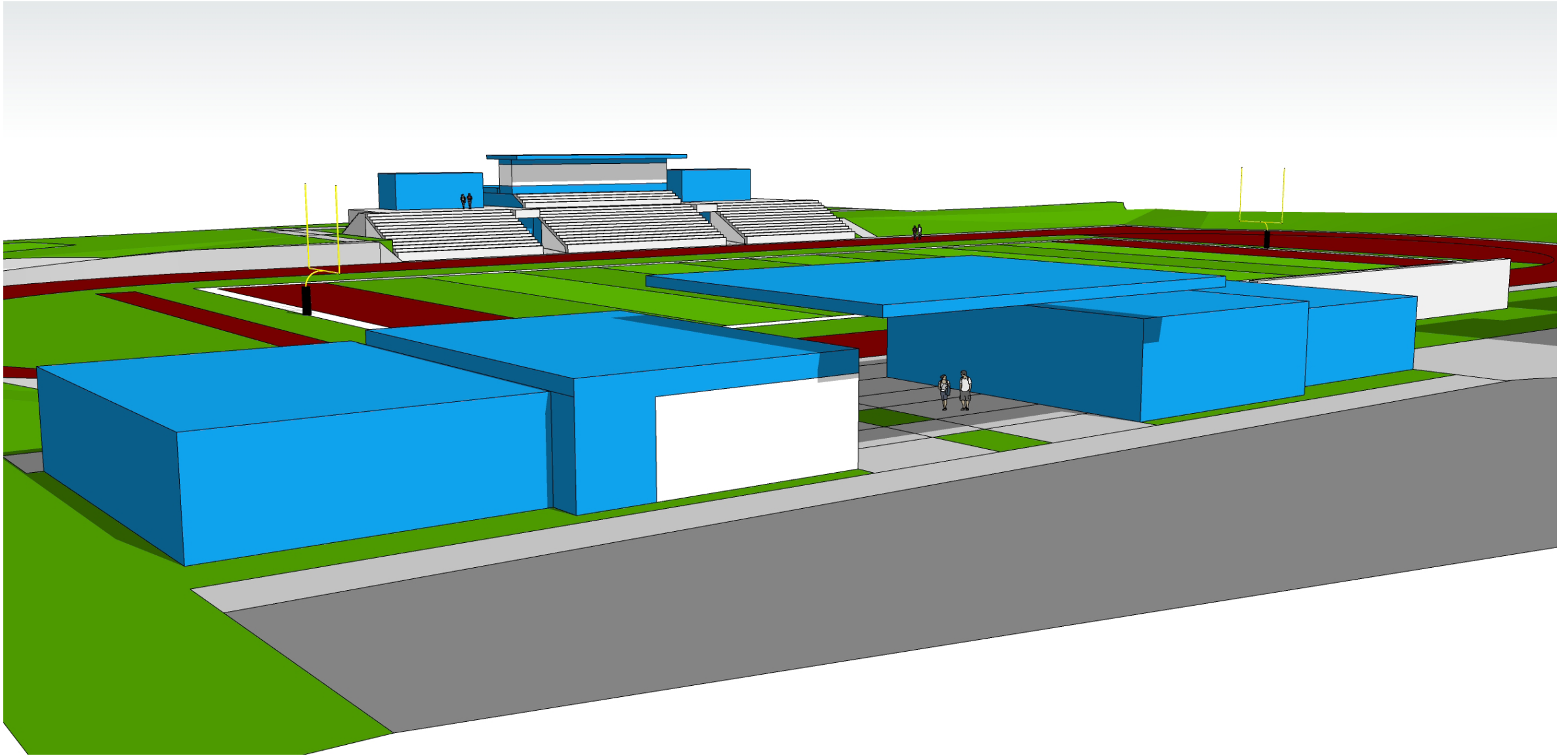
- LANDSCAPED AREAS
- ARTIFICIAL TURF
- TRACK SURFACE
- NEW STRUCTURES
- BLEACHERS
- PATHWAYS/CONCRETE
- EXISTING SIDEWALKS
- EXISTING SPORTS LIGHTING
- KEARNS CAMPUS BOUNDARY
- 25' SETBACK

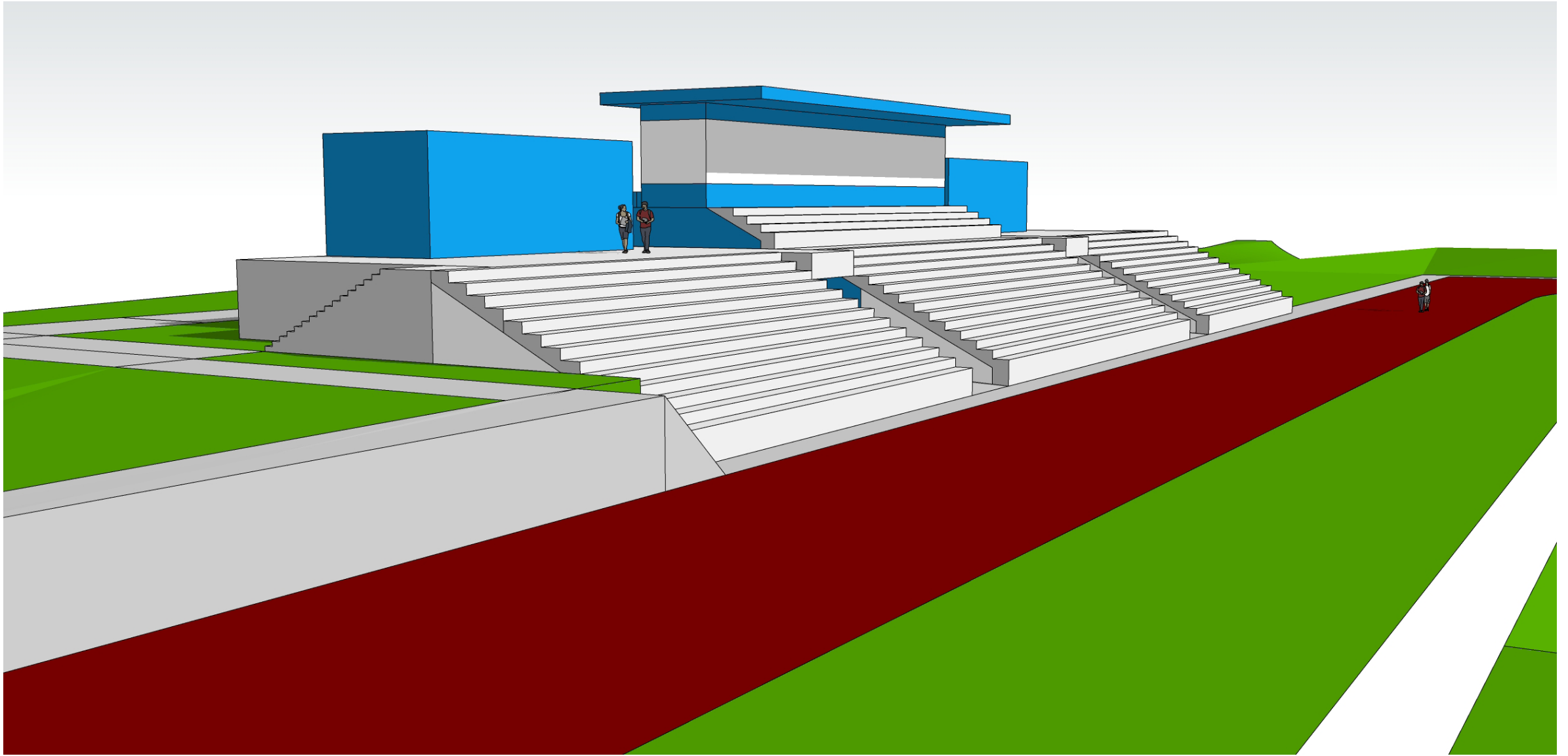
NOTES:
 (1) maximum building height not to exceed 28'-00" over native grade
 (2) vinyl-coated chainlink to surround track

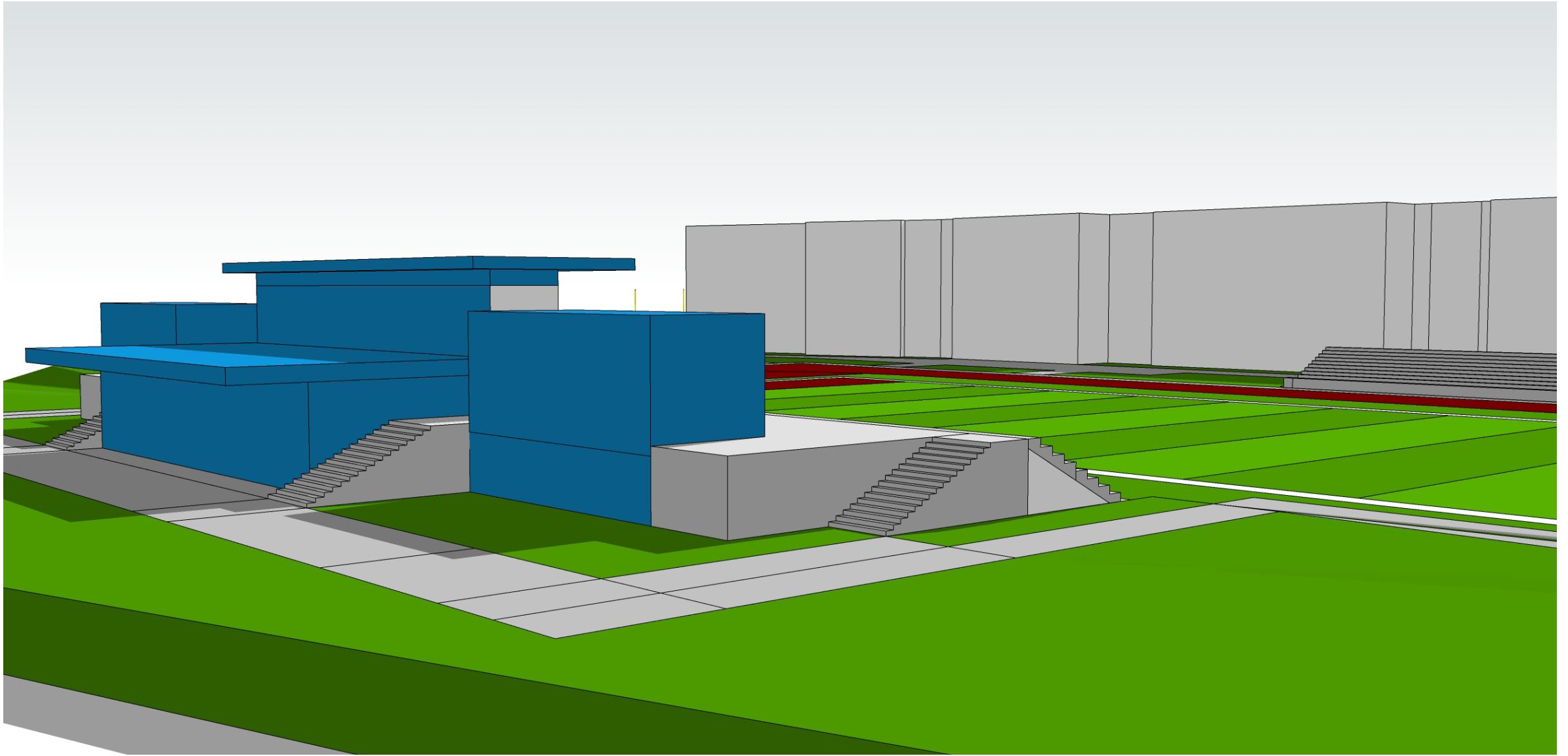


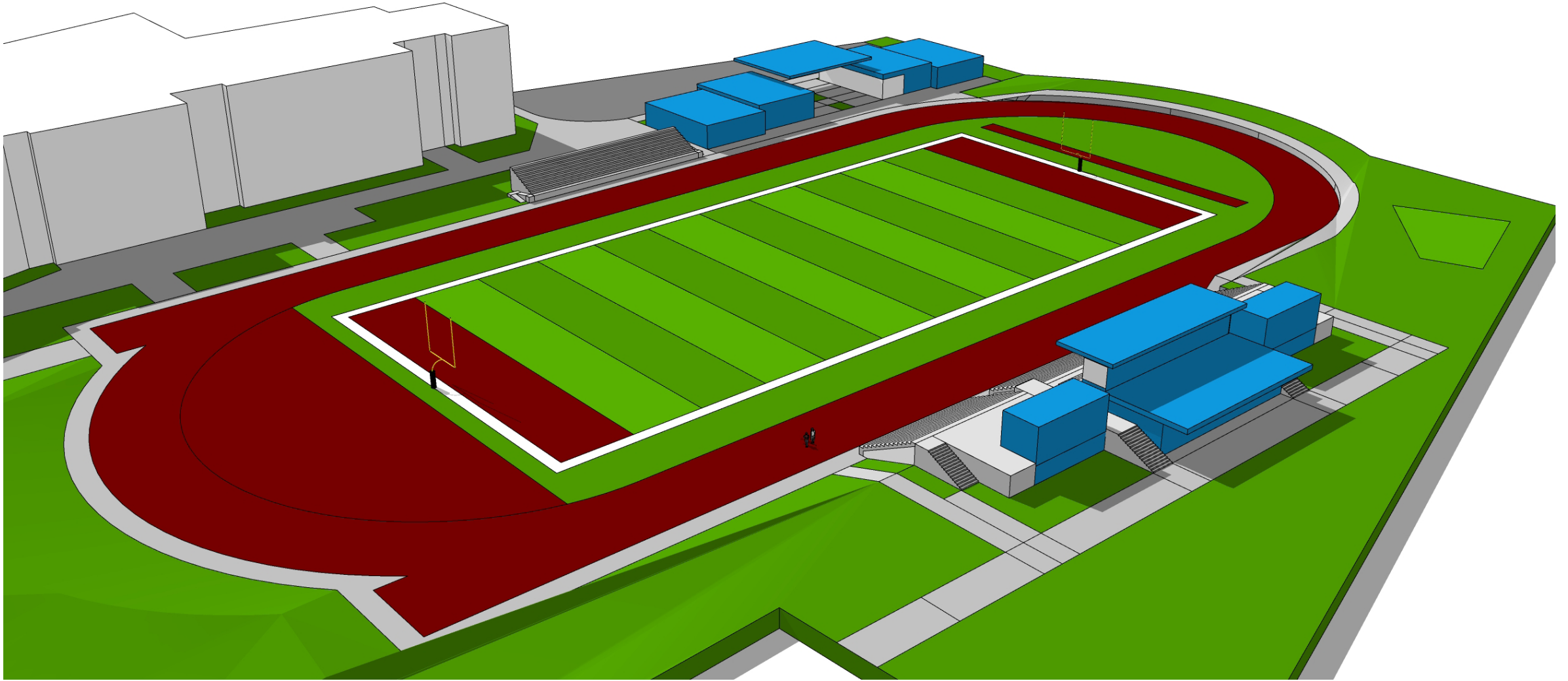


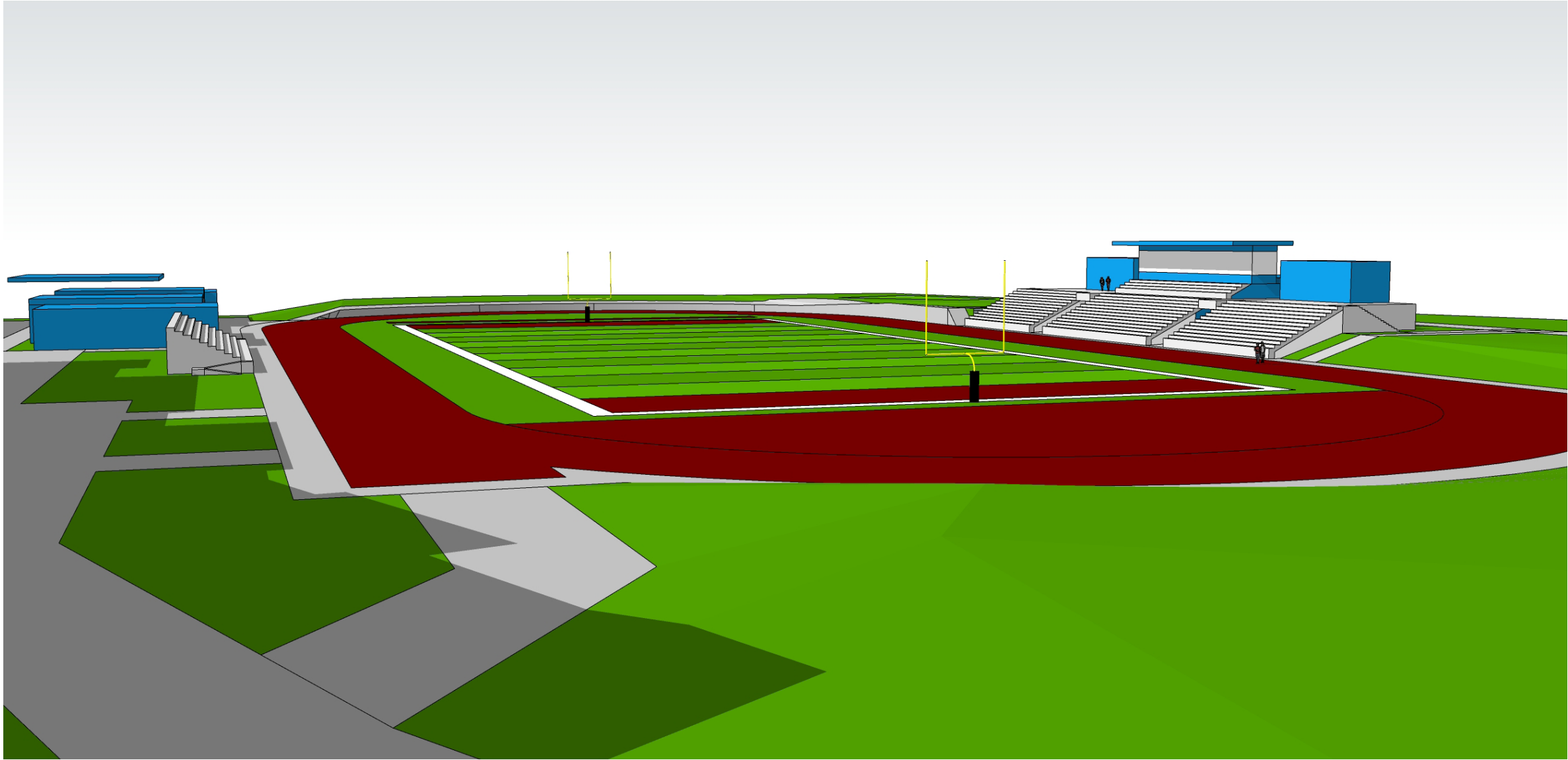
CROSS SECTION













DECORATIVE ALUMINUM FENCE (6'-8')



BLACK VINYL-COATED CHAINLINK FENCE (6')



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



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

ORDINANCE

Ordinance No. 86-2

AN ORDINANCE REZONING APPROXIMATELY 40 ACRES OF PROPERTY SURROUNDING THE PARK CITY HIGH SCHOOL FROM RESIDENTIAL DEVELOPMENT (RD) TO RECREATION OPEN SPACE (ROS) AND AMENDING THE OFFICIAL ZONING MAP OF PARK CITY, UTAH

WHEREAS, the Park City School District, the owners of land known generally as the Park City High School property made formal application on December 10, 1985 to rezone approximately forty (40) acres of property surrounding the Park City High School from Residential Development (RD) to Recreation Open Space (ROS) and a triangular parcel of property fronting on Kearns Boulevard owned by Murray First and Thrift under the Land Management Code; and

WHEREAS, notice was duly published for two (2) consecutive weeks and a public hearing held by the Planning Commission on 8th day of January, 1986; and on its regularly scheduled meeting of the Planning Commission on the 22nd day of January, 1986, the Commission favorably recommended the zone change to the City Council; and

WHEREAS, notice was duly published for four (4) consecutive weeks and a public hearing held by the City Council on the 30th day of January, 1986; and the City Council finds that the zone changes as requested at the time of the hearing are in the best interest of the community;

NOW BE IT ORDAINED, that the official zoning map of Park City, Utah be amended as follows:

SECTION 1. RECREATIONAL OPEN SPACE DESIGNATION (ROS). The following described land shall be rezoned from Residential Development (RD) to Recreation Open Space (ROS) and the zoning map amended to reflect this change:

Beginning at a point which is North 89°49'35" East along the section line 2654.06 feet and South 0°13'40" West along the center of section line 1323.67 feet and South 89°57'18" East 623.88 feet from the Northwest corner of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence North 16°15'53" West 1003.92 feet to a point on a curve to the left, the radius point of which is North 8°16'36" West 983.00 feet, thence Northeasterly along the arc of said curve 379.27 feet to a point of tangency, thence North 59°37' East 783.13 feet to a point of a 733.00 foot radius curve to the left, thence Northeasterly along the arc of said curve 377.15 feet, thence North 89°59'38" East

1025.065 feet to the section line; thence South 00°18'38" West along the section line 423.6 feet more or less to a section corner; thence South 00°04'58" West along the section line 72.40 feet to a point on the Northerly right-of-way line of State Highway U-248 (U.S. Alt. 40), thence South 84°16' West along said right-of-way line 124.51 feet to a point of a 1482.40 foot radius curve to the left, thence Southwesterly along the arc of said curve and said right-of-way line 954.70 feet through a central angle of 36°54" to a point of tangency; thence South 47°22' West along said right-of-way line 1274.26 feet, thence North 89°57'18" West 118.00 feet to the point of beginning.

Excepting therefrom the following described parcel, said parcel being Parkside Apartments:

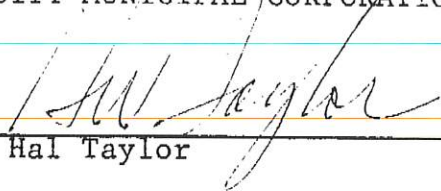
Beginning at a point which is North 89°49'35" East along the section line 2654.06 feet and South 0°13'40" West along the center of section line 1323.67 feet and South 89°57'18" East 623.88 feet from the Northwest corner of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence North 16°15'53" West 396.13 feet; thence East 98.17 feet to a point on a 158.0 foot radius curve to the left (radius point bears North 34°38'08" East); thence along said curve 89.10 feet, through a central angle of 32°18'39" to a point on a 158.0 foot radius curve to the left (radius point bears North 2°19'28" East); thence along said curve 101.92 feet through a central angle of 36°57'36"; thence East 164.34 feet to a point on a 200.0 foot radius curve to the left (radius point bears East); thence along said curve 148.82 feet through a central angle of 42°38'00" to a point on the Westerly right-of-way line of State Highway U-248; thence South 47°22' West along said Westerly right-of-way line 361.58 feet; thence North 89°57'18" West 118.00 feet to the point of beginning.

SECTION 2. REZONE CONDITION. As a condition for approval of the zone change of the above described property, no building, or recreational facility shall be located within one hundred (100) feet of the Lucky John Drive right-of-way. The one hundred (100) foot buffer strip shall remain as open space.

SECTION 3. EFFECTIVE DATE. This ordinance shall become effective upon publication.

PASSED AND ADOPTED this 6th day of February, 1986.

PARK CITY MUNICIPAL CORPORATION

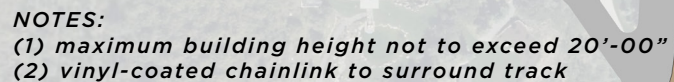


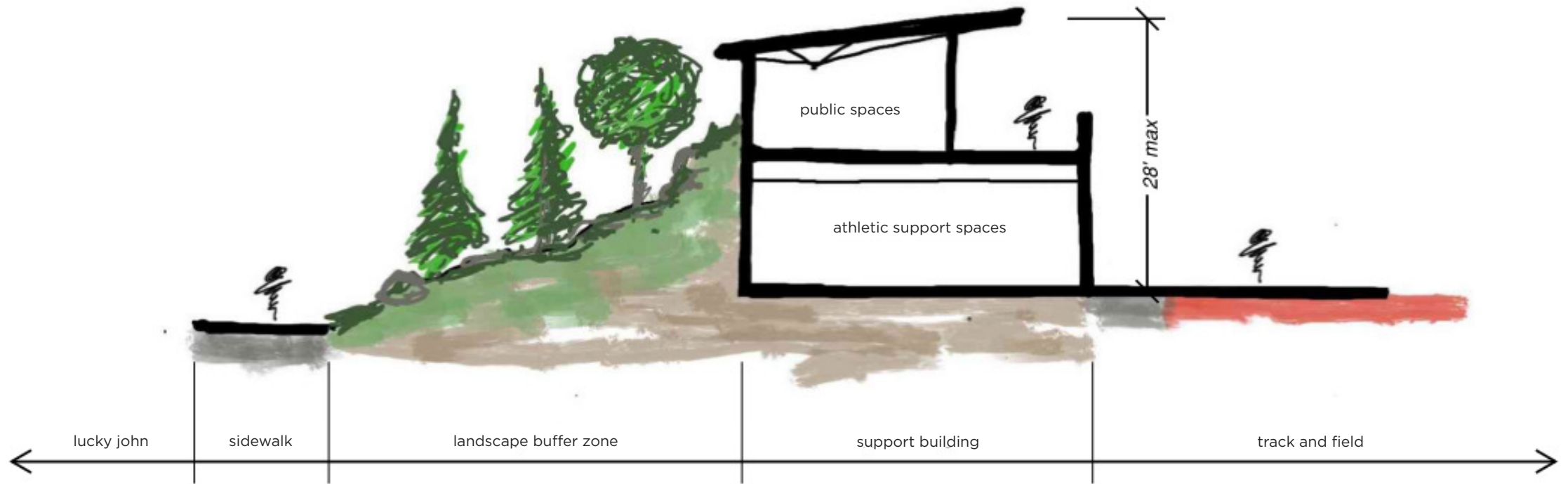
Mayor Hal Taylor

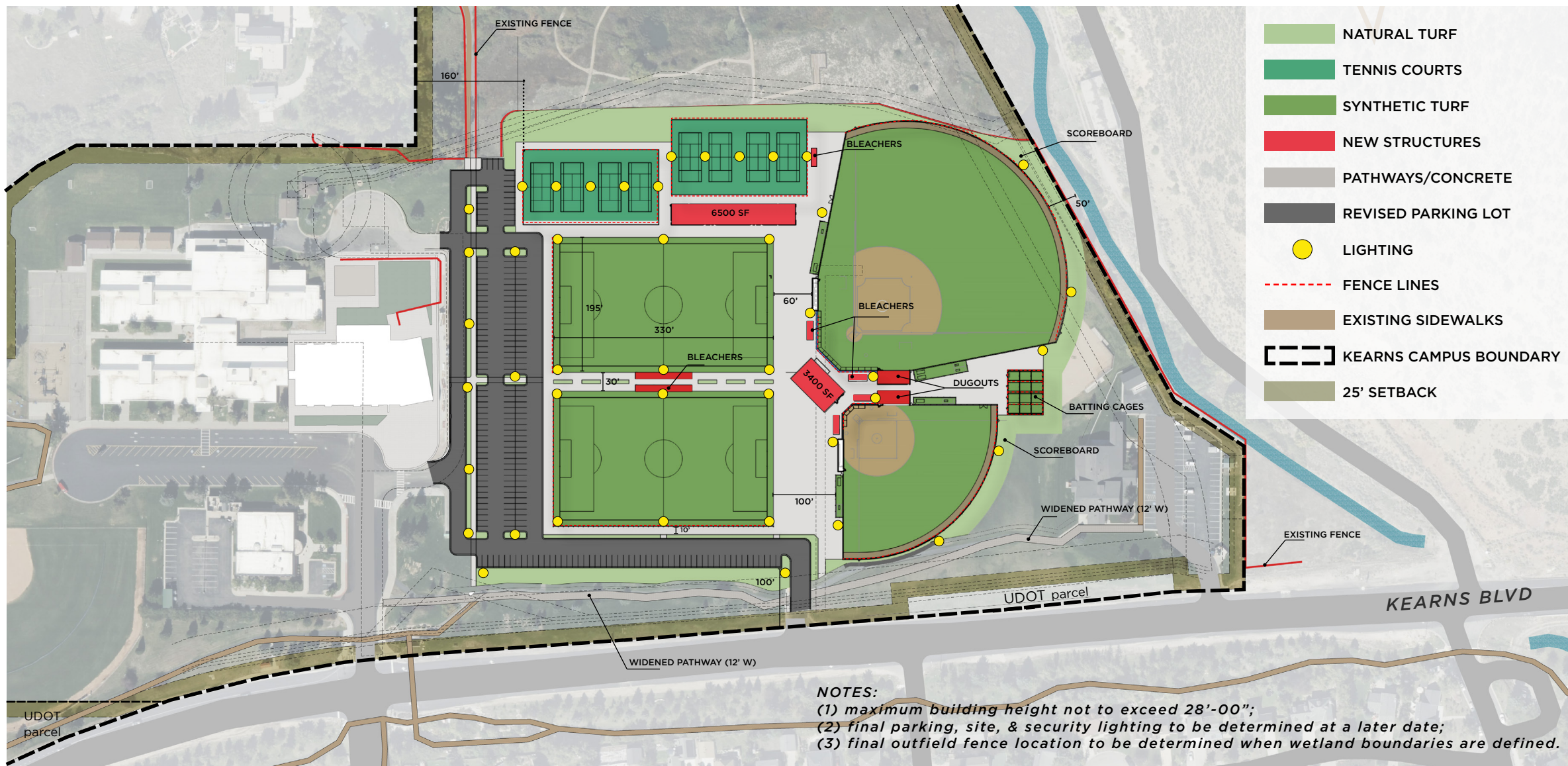
Attest:

J. Craig Smith
City Recorder











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



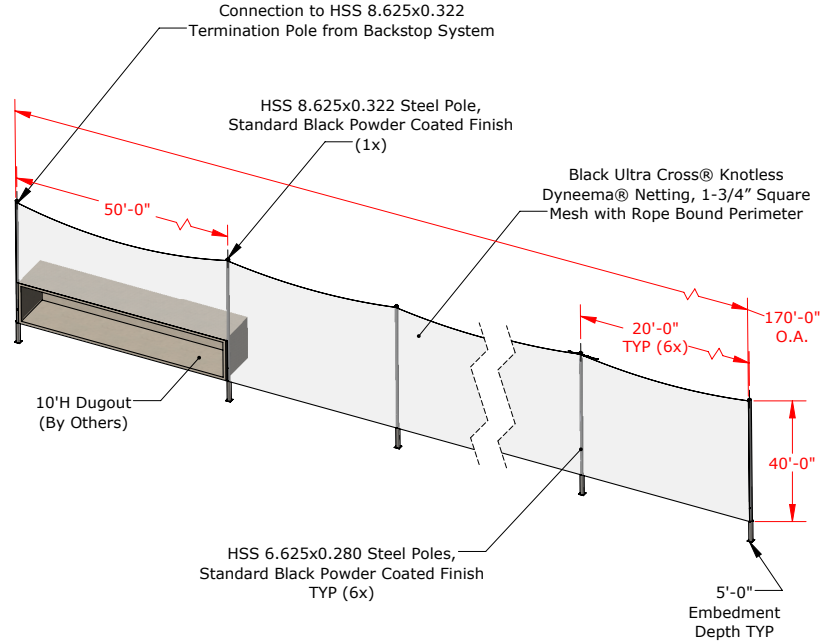
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SYNTHETIC TURF - SOFTBALL
CONCEPTUAL DESIGN
MARCH 21 2025



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

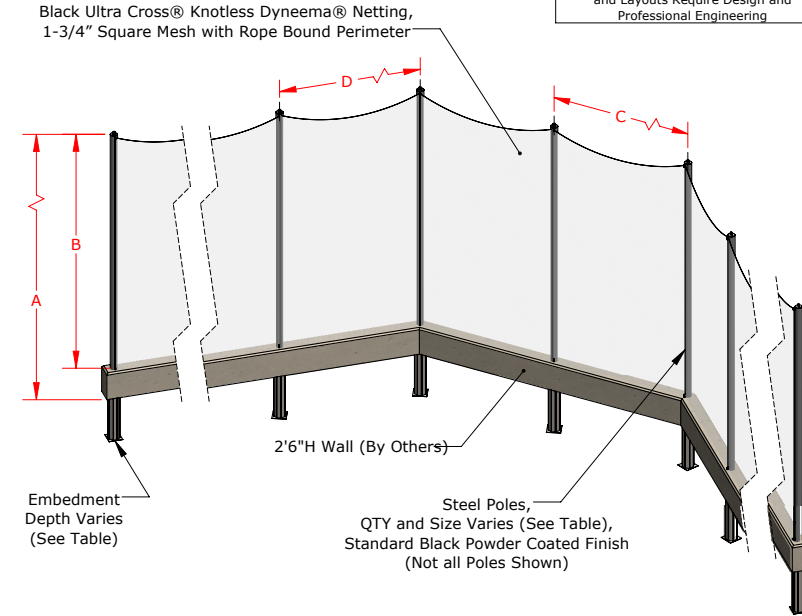
PROPRIETARY AND CONFIDENTIAL
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF SPORTSFIELD SPECIALTIES INC. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF SPORTSFIELD SPECIALTIES INC. IS PROHIBITED.

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

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.

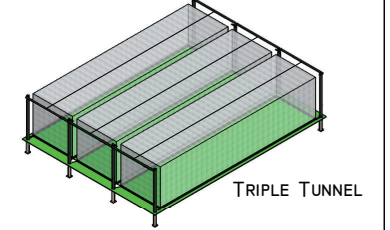
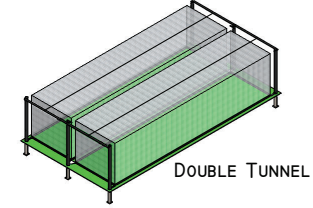
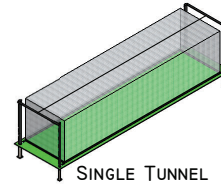
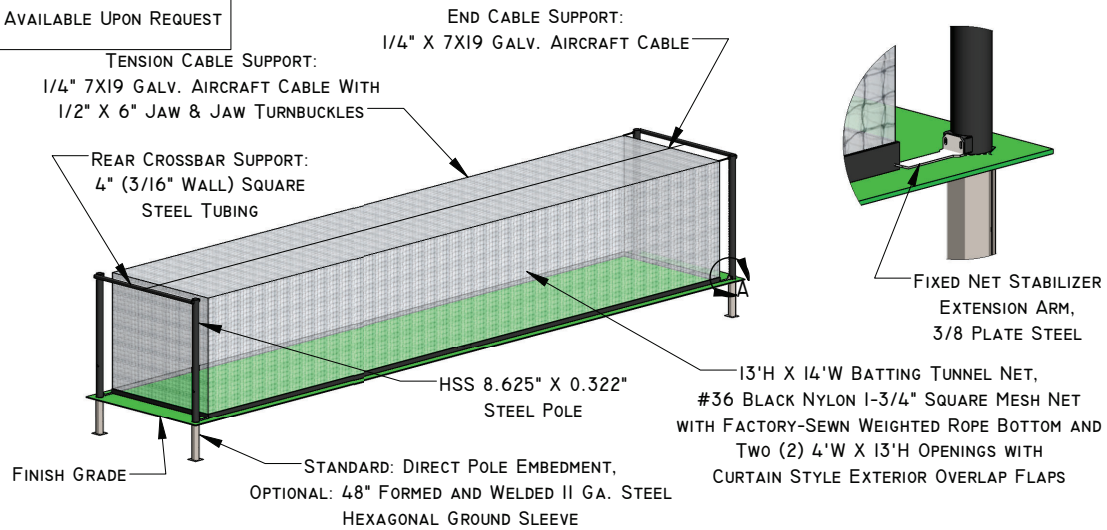
Alta High School - Baseball & Softball Pole to Pole Tension Backstop Netting Systems

Not To Scale

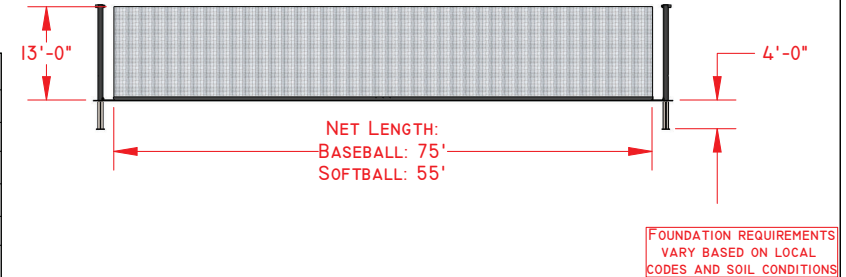
Sportsfield Specialties Inc 06032022

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**



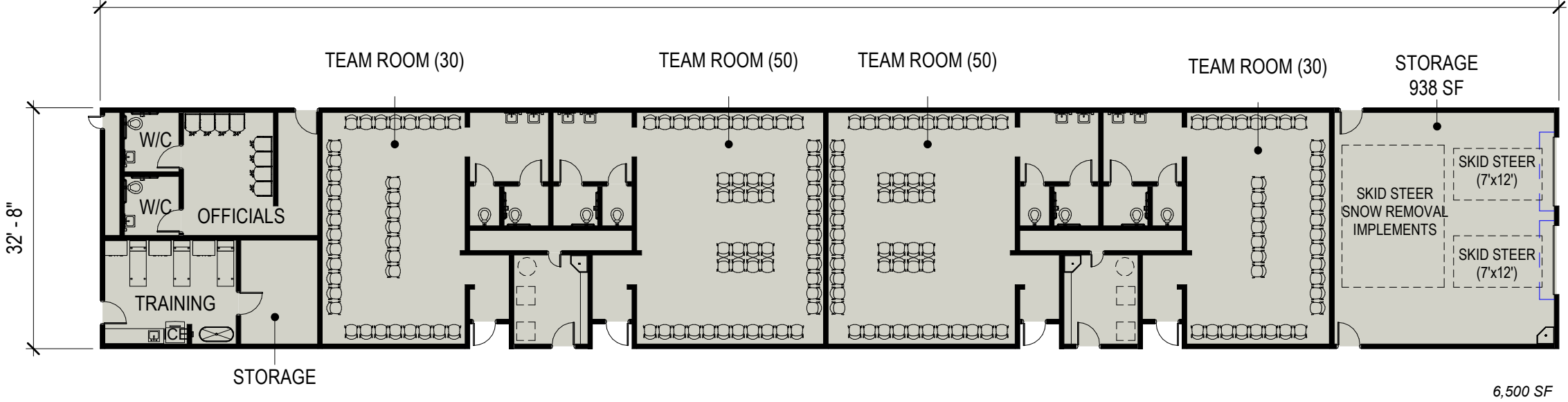
Sporobolus airoides **ALKALI SACATON**



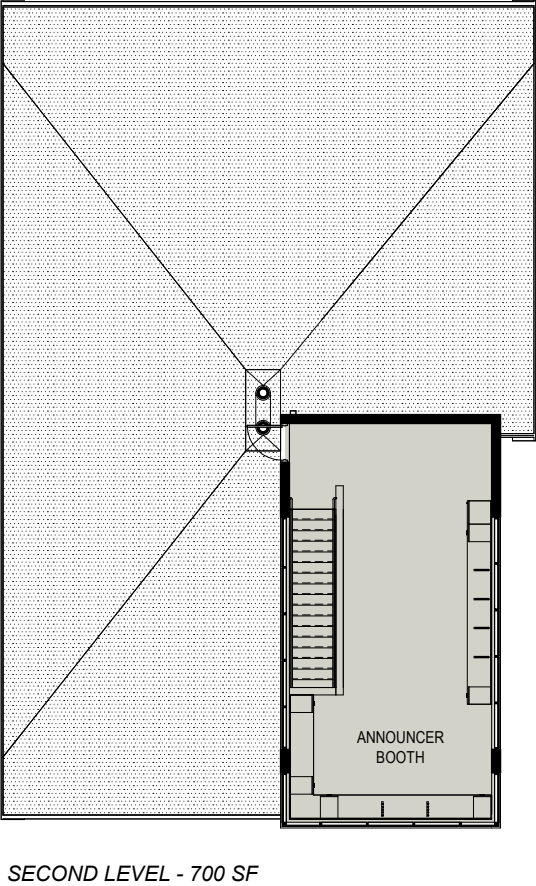
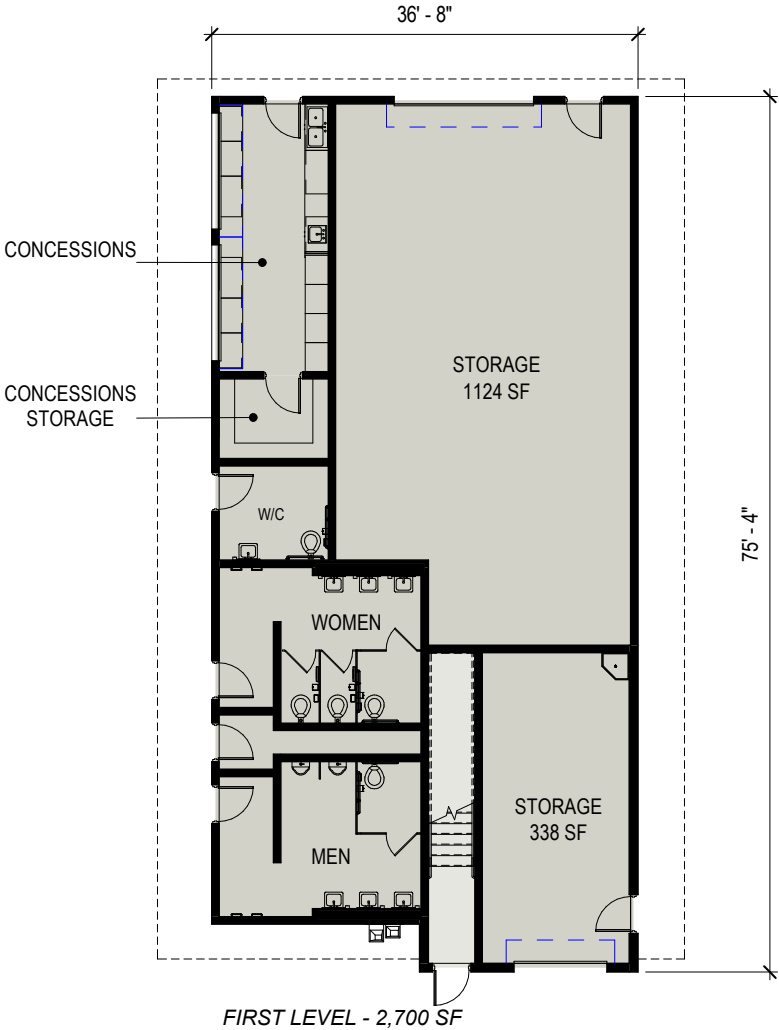
KENTUCKY BLUEGRASS

TREASURE COMPLEX: SUPPORT BUILDING

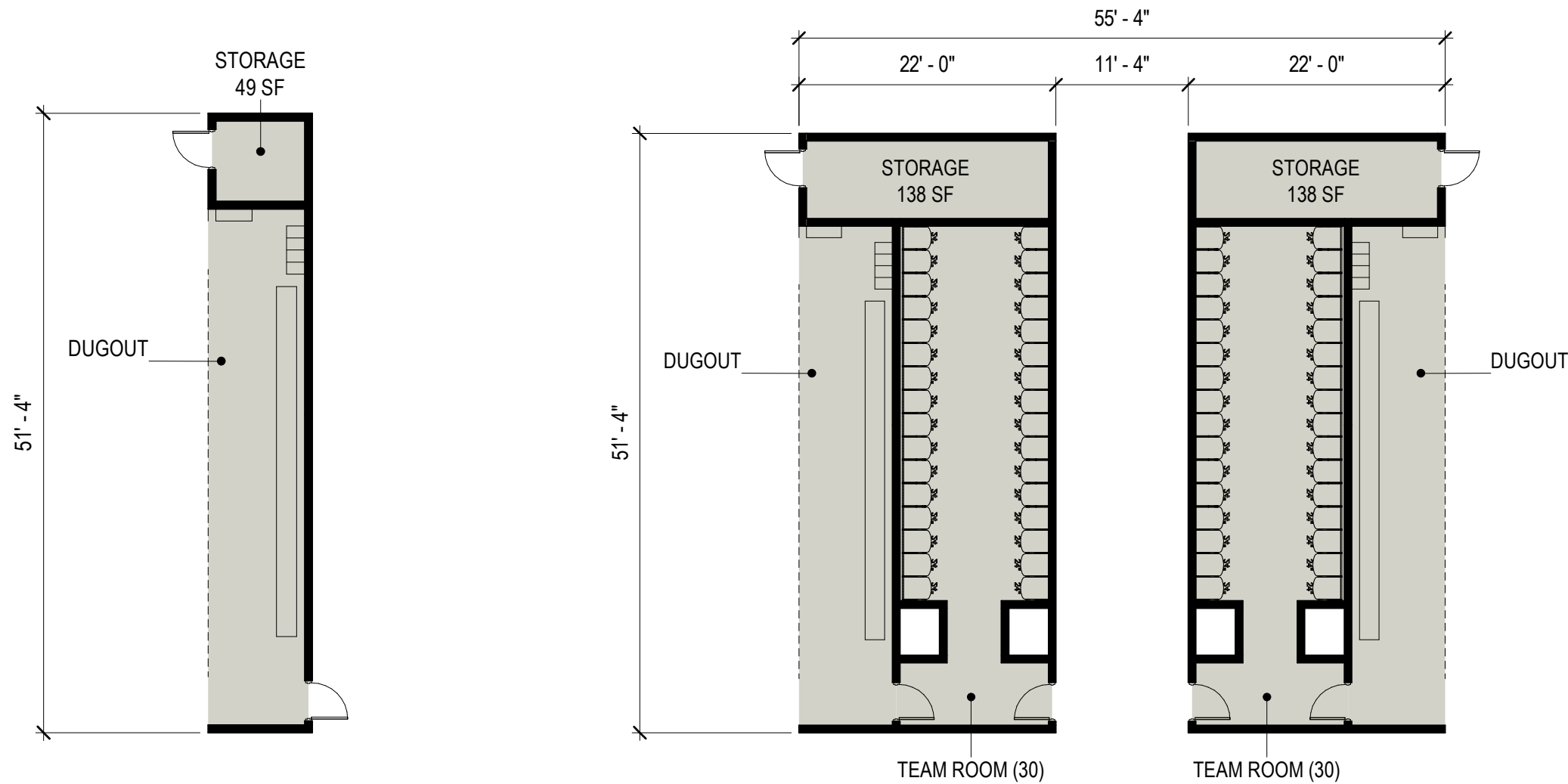
198' - 0"



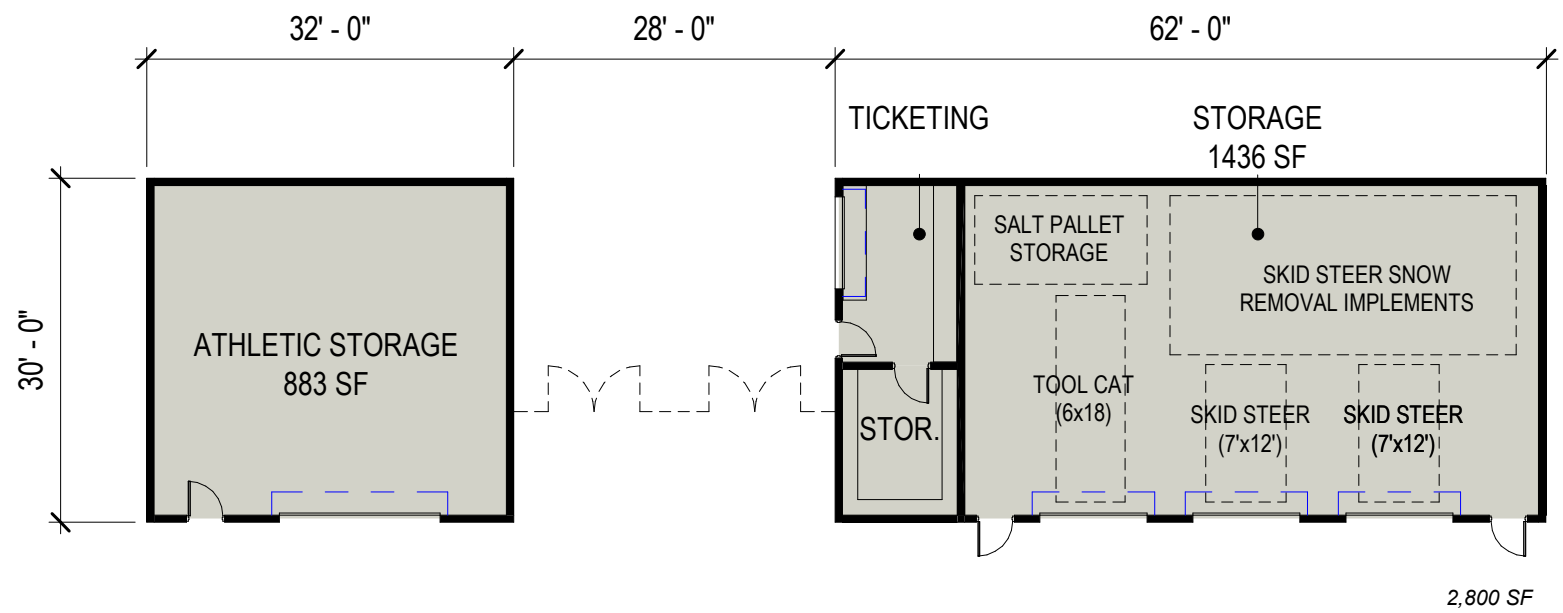
TREASURE COMPLEX: CONCESSION, RESTROOM, PRESS BOX



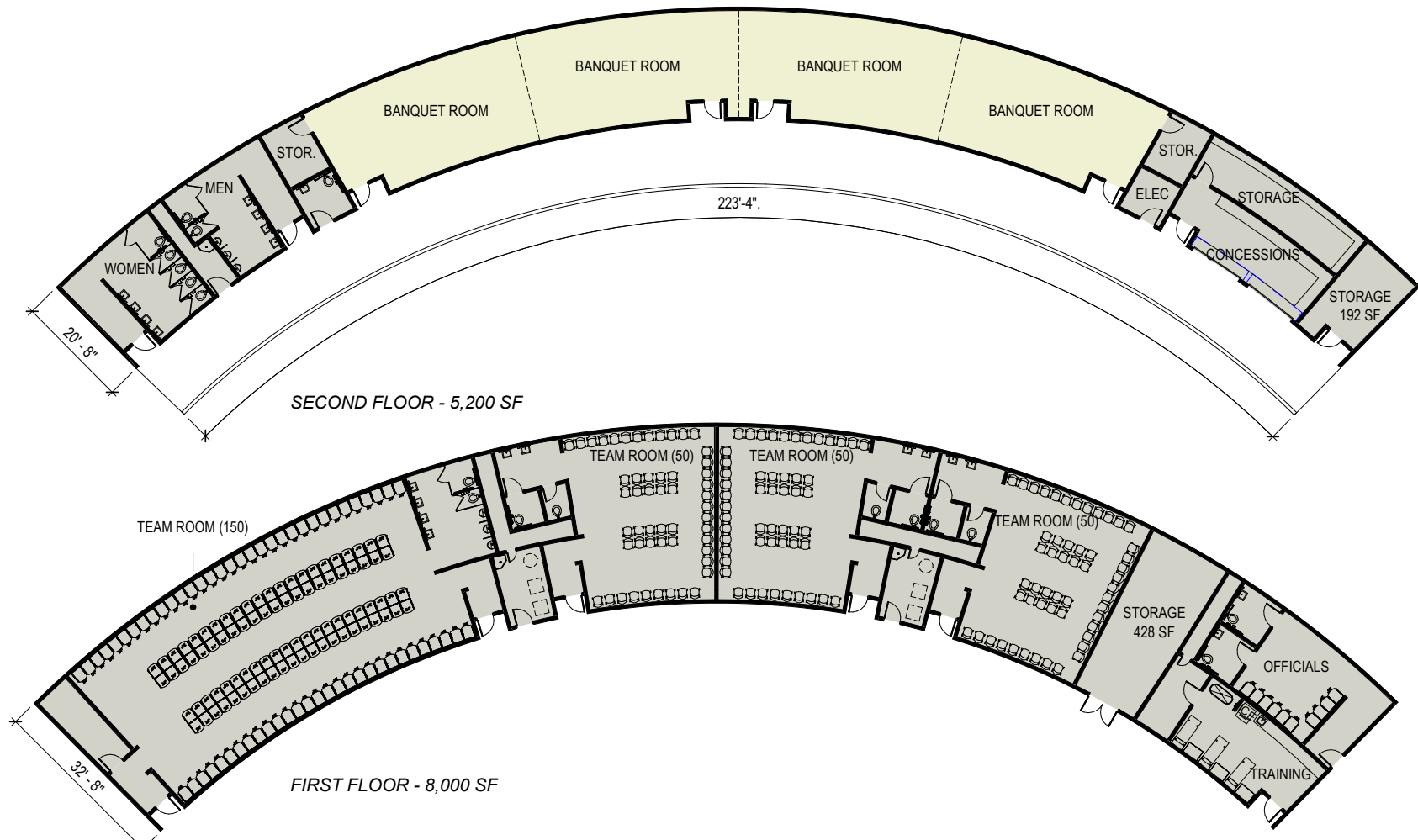
TREASURE COMPLEX: DUGOUTS



DOZIER: ENTRY BUILDING



DOZIER: NORTH BUILDING



Planning Commission Staff Report



Subject: Park City Police Department
2060 Park Avenue
Application: PL-25-06413
Author: Lillian Zollinger, Planner III
Date: June 25, 2025
Type of Item: Modification to a Conditional Use Permit

Recommendation

(I) Review the request for a modification to the Park City Police Department Conditional Use Permit (CUP) to add nine parking spaces, (II) conduct a public hearing, and (III) consider approving the modification based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant: Park City Municipal, represented by Matthew Twombly

Location: Park City Police Department
2060 Park Avenue

Zoning District: Residential Development - Medium Density
Sensitive Land Overlay

Adjacent Land Uses: Condominiums, Commercial, Recreation

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

CUP Conditional Use Permit
LMC Land Management Code
RDM Residential Development - Medium
SLO Sensitive Land Overlay

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

Summary

2060 Park Avenue is a 5.46-acre Lot in the Residential Development - Medium Density (RDM) Zoning District and Sensitive Land Overlay. On April 12, 2006, the Planning Commission approved a Conditional Use Permit (CUP) for the Park City Police Department with 31 parking spaces. The Applicant proposes modifying the CUP to add nine parking spaces.

¹ LMC [§ 15-1-8\(G\)](#)

Background

2060 Park Avenue is Lot 1 of the Snow Creek Crossing Lot 9B Subdivision. The site currently has 10 parking spaces accessed from Snow Creek Drive and 21 staff-only parking spaces accessed from Snow Creek Lane. Snow Creek Lane is a platted road, and not a public Right-of-Way, as shown on the recorded plat (see Exhibit F for the full plat).

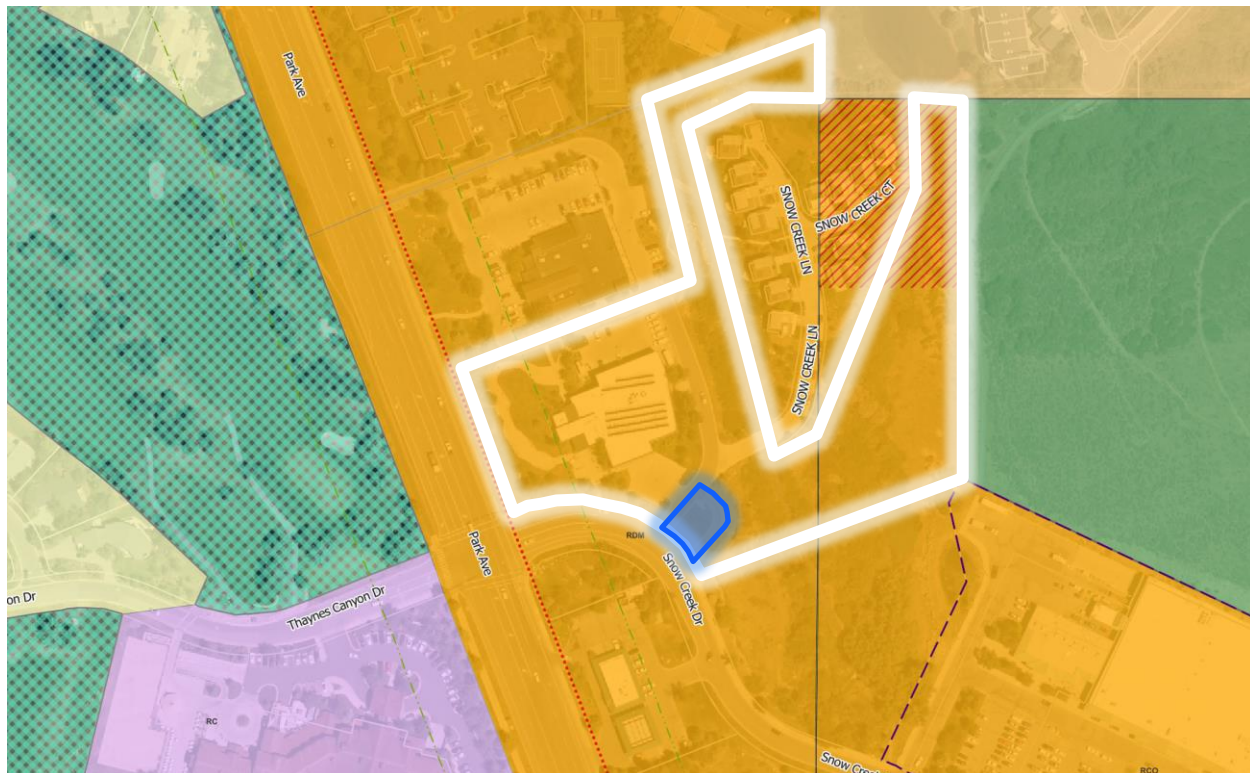


Figure 1: 2060 Park Avenue highlighted in white, with the new Parking Area highlighted in blue, shown on an excerpt from the Zoning Map.

The Applicant requests nine additional parking spaces for the Park City Police Department on a previously established loop.



Figure 2: Proposed Parking Area adjacent to the Police Station, image captured from Google Maps.



Figure 3: Site plans provided by the Applicant, with the new Parking Area highlighted in blue.

Analysis

(I) The request for nine additional parking spaces complies with the Residential Development - Medium Density regulations outlined in LMC Chapter 15-2.14.

Land Management Code (LMC) [§ 15-15-1](#) defines a *Parking Area* as, “[a]n unenclosed Area or Lot other than a Street used or designed for parking.”

LMC [§ 15-2.4-3](#) outlines the requirements for Parking Areas in the RDM Zoning District, analyzed in the table below:

Requirement	Analysis of Proposal
Front Setback – 20 feet	Complies: 20' LMC § 15-2.14-3(C) , “Open Parking Spaces may be allowed within the required Front Setback, but not within five-feet (5') of the Side Lot Lines.” The Applicant proposes nine parking spaces, two of which are in the Front Setback, and all of which are at least five feet from the Side Lot Lines. LMC § 15-2.14-3(D)(6) outlines exceptions for Front Setbacks, including driveways to a Parking Area. The proposed new driveway is within the Front Setback and an allowed exception.
Rear Setback – 10 feet	Complies: The proposed Parking Area is at least 50 feet from the Rear Setback.
Side Setbacks – 10 feet	Complies: The proposed Parking Area is at least 22 feet from the south Side Setback and at least 280 feet from the north property line.

(II) The request for the Parking Area complies with the Sensitive Land Overlay requirements outlined in LMC Chapter 15-2.21.

LMC [§ 15-2.21-1](#) lists the purposes of the Sensitive Land Overlay (SLO):

1. require dedicated Open Space in aesthetically and environmentally sensitive Areas;
2. encourage preservation of large expanses of Open Space and wildlife habitat;
3. cluster Development while allowing a reasonable use of Property;
4. prohibit Development on Ridge Line Areas, Steep Slopes, and wetlands; and
5. protect and preserve environmentally sensitive land.

Requirement	Analysis of Proposal
-------------	----------------------

Visual Assessment
- A visual assessment of the Property from Vantage Points designated by the Planning Department and identified by the Applicant with latitude and longitude coordinates, depicting conditions before and after the proposed Development, including the proposed location, size, design, landscaping, and other visual features of the project.

See Condition of Approval 2: The proposed Parking Area is minimally visible from S.R. 224, since it is set back approximately 225 feet towards the curve on Snow Creek Drive.



Figure 4: The proposed Parking Area highlighted in red and viewed from SR-224, image from Google.

The Applicant shall screen the Parking Area along Snow Creek Drive and Snow Creek Lane with landscaping.

The rear of the Parking Area is adjacent to the Snow Creek Cottages, but visually buffered by topography and existing vegetation.



Figure 5: The proposed Parking Area screened by existing vegetation when viewed from Snow Creek Lane, image from Google Maps.

Slope/Topographic Map- A Slope and topographic map based on a certified boundary survey depicting contours at an interval of five feet (5') or less. The map must identify Very Steep Slopes within fifty feet (50') of the Property boundary and must highlight Areas of high geologic hazard, Areas subject to land sliding, and all Steep Slopes for Areas with a rise of at least twenty-five (25') vertically and a run of at least fifty feet (50') horizontally	Complies: The proposed Parking Area is not on a Steep Slope.²
Ridge Line Areas - A map depicting all Crest of Hills and Ridge Line Areas.	Complies: The proposed Parking Area is not proposed on or near a Ridge Line.
Vegetative Cover - A detailed map of vegetative cover.	Complies: There is no significant vegetation in the proposed Parking Area.
Vantage Points - Designated Vantage Points from which the proposed project is visible as identified by Staff and confirmed by the Applicant with latitude and longitude	See Condition of Approval 2: The proposed Parking Area is most visible from the intersection of Thaynes Canyon Drive and S.R. 224/Park Avenue.³ The proposed Parking Area is minimally visible from SR-224/Park Ave since it is set back approximately 225 feet towards the curve on Snow Creek Drive. The Applicant shall screen the Parking Area along Snow Creek Drive and Snow Creek Lane with landscaping.

² LMC [§ 15-15-1](#) defines Steep Slope as a Slope greater than 15%.

³ LMC [§ 15-2.21-3\(6\)\(f\)](#)

coordinates.	 <i>Figure 6: The proposed Parking Area highlighted in red and viewed from Thaynes Canyon Drive, image from Google Maps.</i>
Wetlands - A map delineating all Wetlands established by using the 1987 <i>Federal Manual for Identifying and Delineating Jurisdictional Wetlands</i>, as amended.	Complies: The proposed Parking Area is at least 50 feet away from the closest wetland pursuant to a wetland assessment done by Bio-West on November 15, 2024 (see Exhibit C for more information on the wetlands).  <i>Figure 7: Excerpt from the site plan provided by the Applicant, showing the proposed Parking Area is at least 50 feet away from the Wetland Zone. The 50' Setback is highlighted in yellow.</i>
Stream Corridors, Canals, and Irrigation Ditches - A map delineating all stream	Complies: The proposed Parking Area is at least 50 feet away from Mcleod Creek.

corridors, canals, and irrigation ditches, defined by the Ordinary High-Water Mark.	
Wildlife Habitat Areas	Complies: The 2006 CUP Staff Report notes, “According to the Utah Division of Wildlife Resources GIS information on Threatened, Endangered, and Sensitive Species occurrences, there are no Federally Endangered Species, Wildlife Species of Concern, or Species receiving management under a Conservation Agreement in the area where the project is proposed[.]” Since 2006, the adjacent site was developed into a paved loop and the Applicant is proposing to infill the existing loop.

(III) The request for the Parking Area, as conditioned, complies with Off-Street Parking requirements outlined in LMC Chapter 15-3.

LMC [§ 15-3-4\(B\)](#) requires the following for Parking Areas with five or more spaces:

Requirement	Analysis of Proposal
All Parking Lots shall maintain the required Front and Side Setbacks as would be required for any Structure.	Complies: LMC § 15-2.14-3(C) states, “Open Parking Spaces may be allowed within the required Front Setbacks, but not within five-feet (5') of the Side Lot Lines.” The Applicant proposes nine parking spaces, two in the Front Setback, and all are at least five feet from all Side Lot Lines.
Wherever a Parking Lot or driveway to a Parking Lot is proposed to abut a Residential Use, the Applicant must Screen the Lot or drive.	See Condition of Approval 2: The front of the Parking Area is adjacent to Commercial Uses. The rear of the Parking Area is adjacent to the Snow Creek Cottages, but visually buffered by the topography and existing vegetation. The Applicant shall screen the Parking Area along Snow Creek Drive and Snow Creek Lane with landscaping.

Adjacent driveways must be separated by an island of the following widths: Multi-Unit Dwelling a minimum width of eighteen feet (18'); Commercial a minimum width of twenty-four feet (24').	Does not apply
Driveways must be at least ten feet (10') from any intersecting Right-of-Way.	Complies: The new proposed driveway for the Parking Area is 28 feet from Snow Creek Lane.
A geotechnical report must be submitted to the City Engineer providing recommendations on Parking Lot design and construction parameters.	See Condition of Approval 6: The Engineering Department reviewed the plans on March 4, 2025, and found the plans complied with their required standards. The Applicant shall submit an updated geotechnical report for review prior to the Building Permit submittal.

Parking Space Dimensions – LMC [§ 15-3-3\(F\)\(1\)](#) requires that parking spaces be at least nine feet in width by 18 feet in length. The Applicant proposes nine unenclosed parking spaces that are all at least nine feet in width and 18 feet in length.

Parking Area Landscaping to Screen – Pursuant to LMC [§ 15-3-3\(D\)\(5\)](#), Parking Areas shall generally include landscaping on all perimeter Property Lines. The proposed Parking Area will be screened by new vegetation prior to closing out the building permit. The Applicant proposes a rock landscape area adjacent to Snow Creek Lane. Staff recommends Condition of Approval 2, which requires the landscaped area to include five shrubs per twenty-five linear feet⁴ to comply with the LMC and Sight Distance Triangle⁵ requirements at the intersection of Snow Creek Lane and Snow Creek Drive and to screen the parking lot and parked vehicles.

LMC [§ 15-3-3\(E\)](#) requires that the Applicant provide a location for snow storage. The Applicant proposes snow storage in an area to the northeast, but outside of the Wetlands Zone. Condition of Approval 3 requires the plans to be updated to call out the proposed location for snow storage.

LMC [§ 15-3-6\(B\)](#) requires 1 parking space per 5 seats, or 2 spaces per 3 employees, or 1 space per 1,000 sf of floor Area, whichever is greater, for Public and Quasi-Public Institutions. In the 2006 CUP, the Planning Commission found the highest requirement was 25 parking spaces for 37 employees. 31 spaces were proposed, approved, and built. The site currently has 48 full-time employees, and the Applicant is not proposing to add any floor area. For 48 employees, 32 parking spaces are required. The Applicant proposes adding nine parking spaces, for a total of 40 parking spaces, eight more than

⁴ LMC [§ 15-3-3\(D\)\(5\)](#)

⁵ LMC [§ 15-3-3\(D\)\(8\)](#)

is required pursuant to the LMC. This is because of the unique vehicle requirements for the operations and work of the Park City Police Department. Please see Exhibits D and E to review the Applicant's statement on the requested parking.

Bicycle Parking – LMC [§ 15-3-9\(A\)\(2\)](#) requires that “[o]utdoor bicycle parking shall be provided for ten percent (10%) of the required Off-Street parking for the temporary storage of bicycles. One percent (1%) or minimum of one (1) bicycle parking space of the outdoor bicycle parking shall provide parking at least three feet (3’) by ten feet (10’) per space to accommodate large bicycles such as cargo, recumbent, tandem, electric, and bicycles with trailers.”

There are currently four bicycle parking spaces on site that meet the requirements of LMC [§ 15-3-9\(A\)\(2\)](#). The Applicant proposes to install three additional bicycle parking spaces adjacent to the existing bicycle parking to meet this requirement.

Electric Vehicle Charging Stations and Conduit – LMC [§ 15-3-11\(B\)](#) requires an Applicant to “provide Electric Vehicle Charging Station Infrastructure for fifty percent (50%) of the first one hundred (100) required Off-Street parking spaces for . . . non-Residential Development[.]” Pursuant to LMC [§ 15-3-11\(D\)](#), “[a]n Applicant shall install Electric Vehicle Charging Stations for five percent (5%) of required Off-Street parking spaces for Multi-Unit Dwellings and non-Residential Development for the first 200 parking spaces.”

The Applicant proposes to install one dual-port Electric Vehicle Charging Station to meet this requirement, shown on the image below.

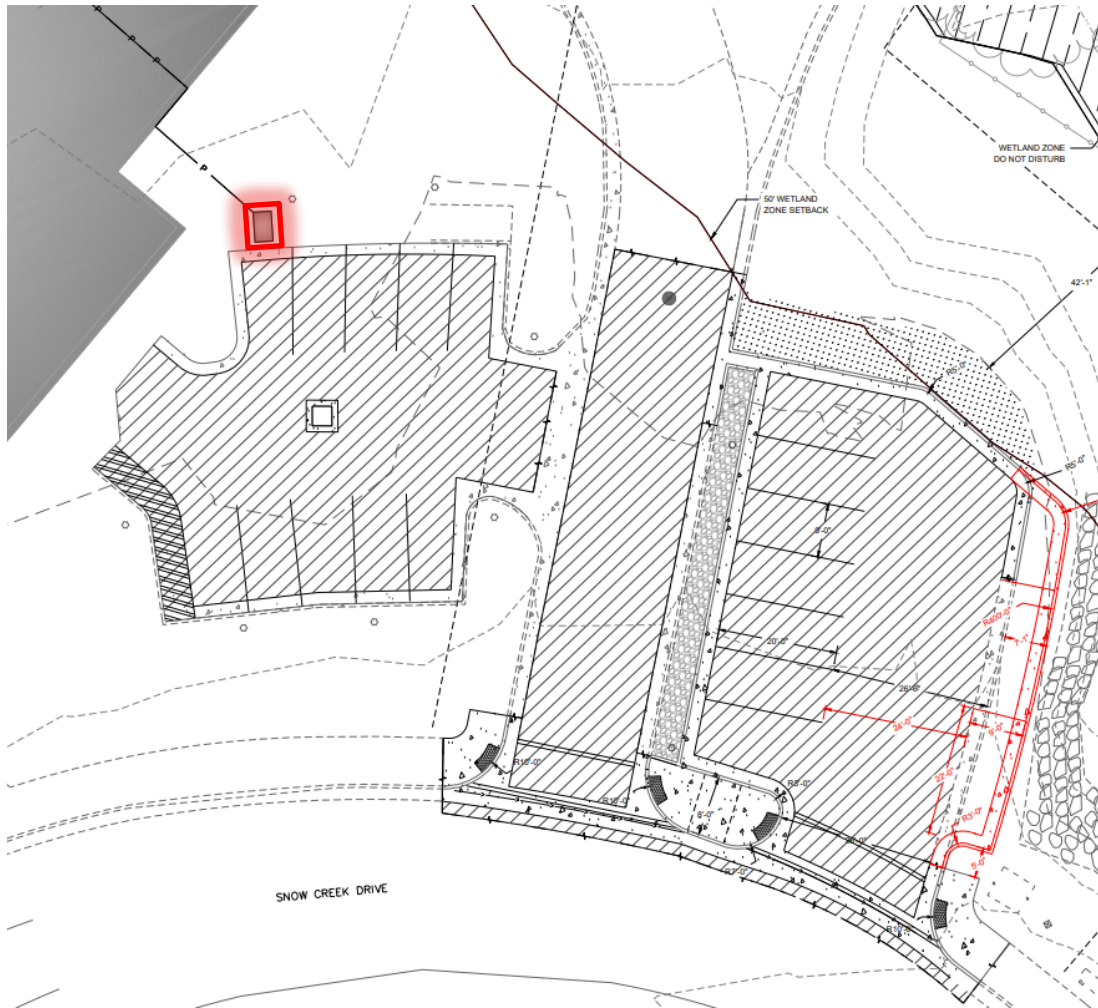


Figure 8: Site plan showing the dual-port Electric Vehicle Charging Station outlined in red.

(IV) The proposed Parking Area, 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](#).

1. Size and location of the site:

No unmitigated impacts

The proposal complies with the RDM Zoning requirements as outlined above.

2. Traffic considerations including capacity of the existing Streets in the Area:

No unmitigated impacts

According to the [Traffic Impact Study \(TIS\) Guidelines](#), nine new parking spaces does not require a TIS.

3. Utility capacity, including Storm Water run-off:

No unmitigated impacts

The Development Review Committee reviewed the proposal on March 4, 2025, and confirmed the proposal complies with their required standards.

4. Emergency vehicle access:

No unmitigated impacts

The Park City Fire District reviewed the proposal on March 4, 2025, and confirmed the proposal complies with their required standards.

5. Location and amount of off-Street parking:

No unmitigated impacts

The Applicant requests constructing nine new parking spaces. See Section III above for the full parking analysis.

6. Internal vehicular and pedestrian circulation system:

No unmitigated impacts

The proposed Parking Area is across Snow Creek Lane. The Applicant will install ADA compatible sidewalk ramps and stripe the road for a crosswalk. Pedestrians can use the new striped crosswalk to get from the Parking Area to the 2060 Park Avenue building.

7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses:

Condition of Approval Recommended

There are no proposed fences, screening, or current landscaping. The front of the Parking Area is adjacent to Commercial Uses. The rear of the Parking Area is adjacent to Condominiums, but visually buffered by the topography and existing vegetation. The Applicant will buffer and screen the parking area with vegetation as outlined above and required by LMC [§ 15-3-3](#) and [§ 15-5-5\(N\)](#).

8. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots:

No unmitigated impacts

There are no Buildings proposed to be constructed under this modification. The Parking Area will be at grade and be minimally visible from Vantage Points with Conditions of Approval requiring landscaped screening. The Applicant proposes vegetation to screen the Parking Area from Park Avenue and SR 224.

9. Usable Open Space:

No unmitigated impacts

The existing loop is proposed to be filled in with nine parking spaces and does not impact Usable Open Space.

10. Signs and Lighting:

Condition of Approval recommended

There are currently three light poles on site; two will be preserved and one will be removed. The Applicant is required to install Signs on the Electric Vehicle Charging Station as required in LMC [§ 15-3-11\(E\)\(2\)](#) (see Condition of Approval 4). There are no other lights or signs proposed.

11. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing:

Condition of Approval recommended

There are no Buildings proposed to be constructed under this modification. The Parking Area will be at grade and be minimally visible from Vantage Points because Conditions of Approval require the Parking Area to be screened with landscaping. The closest structure is an adjacent Parking Area, and the proposed Parking Area will be similar in materials and construction to the adjacent parking spaces.

12. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site:

No unmitigated impacts

The only mechanical equipment proposed is the Electric Vehicle Charging Station, which will be located adjacent to the existing parking spaces and Police Department. The proposed equipment is approximately 11.5 feet away from the nearest Building.

13. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas:

No unmitigated impacts

There are no proposed delivery or service vehicles, loading and unloading zones in this area.

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

This is a City project on City-owned property to add additional parking for the Police Station.

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:**

No unmitigated impacts

This site is within the Sensitive Land Overlay. The site is not within the Park City Soils Ordinance. See Section II above for the analysis.

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

Goal 2 of the General Plan includes Objective 2C to locate services within existing development nodes. Goal 4 of the General Plan includes Objective 14A to provide reliable public resources to ensure the health, welfare, and safety of residents and visitors.

2060 Park Avenue is within the Bonanza Park Small Area Plan ("Small Area Plan"), which recommends protecting the Frontage Protection Zone "to ensure that Park City's entry corridors remain scenic and awe-inspiring." The Parking Area is outside of the 100-foot Frontage Protection Zone area and Conditions of Approval require landscaping to screen the Parking Area from visibility from SR 224.

The Small Area Plan recommends establishing future networks of pedestrian and bicycle linkages throughout the neighborhood and implementing mobility improvements like crosswalks. The proposal includes new bicycle parking spaces and updates the sidewalk adjacent to Snow Creek Drive to be ADA compliant.

Additionally, [Community Planning Strategy 5.7](#) of the General Plan encourages, "dedicated parking and charging stations, to support electric and alternative fuel automobiles within new development and redevelopment." The proposed Electric Vehicle Charging Station to be installed aids this goal.

(VI) The Development Review Committee reviewed the proposal on March 4, 2025

and confirmed the proposal complies with their required standards.

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 19, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 19, 2025. The *Park Record* published courtesy notice on March 19, 2025.⁶ On April 2, 2025, the Planning Commission continued the modification to the CUP to a date uncertain so the Applicant could update their proposal ([Staff Report](#); [Minutes](#)).

Staff re-noticed the proposal on the City's website and the Utah Public Notice website and posted notice to the property on June 11, 2025. Staff mailed courtesy notice to property owners within 300 feet on June 11, 2025. The *Park Record* published courtesy notice on June 11, 2025.

Public Input

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

Alternatives

The Planning Commission may:

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

Exhibits

A: Draft Final Action Letter
B: Proposed Plans
C: Wetland Information
D: Applicant's Narrative
E: Chief Of Police Project Narrative
F: Snow Creek Crossing Lot No. 9B Subdivision

⁶ LMC [§ 15-1-21](#)



Planning Department

June 25, 2025

Matthew Twombly
mtwombly@parkcity.org
(435) 615-5177

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 2060 Park Avenue

Zoning District: Residential Development - Medium Density
Sensitive Land Overlay

Application: Modification to a Conditional Use Permit

Project Number: PL-25-06413

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: June 25, 2025

Project Summary: The Applicant proposes construction a Parking Area with nine new parking spaces.

Action Taken

On June 25, 2025, the Planning Commission conducted a public hearing and approved the Modification to the CUP for a new Parking Area according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. 2060 Park Avenue is a 5.46-acre Lot in the Residential Development - Medium Density (RDM) Zoning District and Sensitive Land Overlay.
2. 2060 Park Avenue is Lot 1 of the Snow Creek Crossing Lot 9B Subdivision. The site currently has 10 parking spaces accessed off Snow Creek Drive and 21 secured parking spaces accessed off Snow Creek Lane.
3. On April 12, 2006, the Planning Commission approved a Conditional Use Permit (CUP) for a Municipal Police Facility with 31 parking spaces.
4. The Applicant proposes modifying the CUP and adding an additional Parking Area with nine spaces.



Planning Department

5. On April 2, 2025, the Planning Commission continued the modification to the CUP to a date uncertain so the applicant could update their proposal.
6. The request for the Parking Area complies with the Residential Development - Medium Density regulations outlined in LMC Chapter 15-2.14.

Requirement	Analysis of Proposal
Front Setback – 20 feet	Complies: 20' LMC § 15-2.14-3(C), "Open Parking Spaces may be allowed within the required Front Setback, but not within five-feet (5') of the Side Lot Lines." The Applicant proposes nine parking spaces, two of which are in the Front Setback, and all of which are at least five feet from the Side Lot Lines. LMC § 15-2.14-3(D)(6) outlines exceptions for Front Setbacks, including driveways to a Parking Area. The proposed new driveway is within the Front Setback and an allowed exception.
Rear Setback – 10 feet	Complies: The proposed Parking Area is at least 50 feet from the Rear Setback.
Side Setbacks – 10 feet	Complies: The proposed Parking Area is at least 22 feet from the south Side Setback and at least 280 feet from the north property line.

7. The request for the Parking Area complies with the Sensitive Land Overlay requirements outlined in LMC Chapter 15-2.21.

Requirement	Analysis of Proposal
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Planning Department

Visual Assessment - A visual assessment of the Property from Vantage Points designated by the Planning Department and identified by the Applicant with latitude and longitude coordinates, depicting conditions before and after the proposed Development, including the proposed location, size, design, landscaping, and other visual features of the project.	See Condition of Approval 2: The proposed Parking Area is minimally visible from S.R. 224, since it is set back approximately 225 feet towards the curve on Snow Creek Drive. The Applicant shall screen the Parking Area along Snow Creek Drive and Snow Creek Lane with landscaping. The rear of the Parking Area is adjacent to the Snow Creek Cottages, but visually buffered by topography and existing vegetation.
Slope/Topographic Map- A Slope and topographic map based on a certified boundary survey depicting contours at an interval of five feet (5') or less. The map must identify Very Steep Slopes within fifty feet (50') of the Property boundary and must highlight Areas of high geologic hazard, Areas subject to land sliding, and all Steep Slopes for Areas with a rise of at least twenty-five (25') vertically and a run of at least fifty feet (50') horizontally	Complies: The proposed Parking Area is not on a Steep Slope.
Ridge Line Areas - A map depicting all Crest of Hills and Ridge Line Areas.	Complies: The proposed Parking Area is not proposed on or near a Ridge Line.
Vegetative Cover - A detailed map of vegetative cover.	Complies: There is no significant vegetation in the proposed Parking Area.



Planning Department

Vantage Points - Designated Vantage Points from which the proposed project is visible as identified by Staff and confirmed by the Applicant with latitude and longitude coordinates.	See Condition of Approval 2: The proposed Parking Area is most visible from the intersection of Thaynes Canyon Drive and S.R. 224/Park Avenue. ¹ The proposed Parking Area is minimally visible from SR-224/Park Ave since it is set back approximately 225 feet towards the curve on Snow Creek Drive. The Applicant shall screen the Parking Area along Snow Creek Drive and Snow Creek Lane with landscaping.
Wetlands - A map delineating all Wetlands established by using the 1987 <i>Federal Manual for Identifying and Delineating Jurisdictional Wetlands</i> , as amended.	Complies: The proposed Parking Area is at least 50 feet away from the closest wetland pursuant to a wetland assessment done by Bio-West on November 15, 2024.
Stream Corridors, Canals, and Irrigation Ditches - A map delineating all stream corridors, canals, and irrigation ditches, defined by the Ordinary High-Water Mark.	Complies: The proposed Parking Area is at least 50 feet away from Mcleod Creek.
Wildlife Habitat Areas	Complies: The 2006 CUP Staff Report notes, "According to the Utah Division of Wildlife Resources GIS information on Threatened, Endangered, and Sensitive Species occurrences, there are no Federally Endangered Species, Wildlife Species of Concern, or Species receiving management under a Conservation Agreement in the area where the project is proposed[.]" Since 2006, the adjacent site was developed into a paved loop and the Applicant is proposing to infill the existing loop.

¹ LMC [§ 15-2.21-3\(6\)\(f\)](#)



Planning Department

8. The request for the Parking Area, as conditioned, complies with Off-Street Parking requirements outlined in Chapter LMC 15-3.

Requirement	Analysis of Proposal
All Parking Lots shall maintain the required Front and Side Setbacks as would be required for any Structure.	Complies: LMC § 15-2.14-3(C) states, "Open Parking Spaces may be allowed within the required Front Setbacks, but not within five-feet (5') of the Side Lot Lines." The Applicant proposes nine parking spaces, two in the Front Setback, and all are at least five feet from all Side Lot Lines.
Wherever a Parking Lot or driveway to a Parking Lot is proposed to abut a Residential Use, the Applicant must Screen the Lot or drive.	See Condition of Approval 2: The front of the Parking Area is adjacent to Commercial Uses. The rear of the Parking Area is adjacent to the Snow Creek Cottages, but visually buffered by the topography and existing vegetation. The Applicant shall screen the Parking Area along Snow Creek Drive and Snow Creek Lane with landscaping.
Adjacent driveways must be separated by an island of the following widths: Multi-Unit Dwelling a minimum width of eighteen feet (18'); Commercial a minimum width of twenty-four feet (24').	Does not apply
Driveways must be at least ten feet (10') from any intersecting Right-of-Way.	Complies: The new proposed driveway for the Parking Area is 28 feet from Snow Creek Lane.



Planning Department

A geotechnical report must be submitted to the City Engineer providing recommendations on Parking Lot design and construction parameters.	See Condition of Approval 6: The Engineering Department reviewed the plans on March 4, 2025, and found the plans complied with their required standards. The Applicant shall submit an updated geotechnical report for review prior to the Building Permit submittal.
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- **Parking Space Dimensions** – LMC § 15-3-3(F)(1) requires that parking spaces be at least nine feet in width by 18 feet in length. The Applicant proposes nine unenclosed parking spaces that are all at least nine feet in width and 18 feet in length.
- **Parking Area Landscaping to Screen** – Pursuant to LMC § 15-3-3(D)(5), Parking Areas shall generally include landscaping on all perimeter Property Lines. The proposed Parking Area will be screened by new vegetation prior to closing out the building permit. The Applicant proposes a rock landscape area adjacent to Snow Creek Lane. Staff recommends Condition of Approval 2, which requires the landscaped area to include five shrubs per twenty-five linear feet to comply with the LMC and Sight Distance Triangle requirements at the intersection of Snow Creek Lane and Snow Creek Drive and to screen the parking lot and parked vehicles.
LMC § 15-3-3(E) requires that the Applicant provide a location for snow storage. The Applicant proposes snow storage in an area to the northeast, but outside of the Wetlands Zone. Condition of Approval 3 requires the plans to be updated to call out the proposed location for snow storage.
LMC § 15-3-6(B) requires 1 parking space per 5 seats, or 2 spaces per 3 employees, or 1 space per 1,000 sf of floor Area, whichever is greater, for Public and Quasi-Public Institutions. In the 2006 CUP, the Planning Commission found the highest requirement was 25 parking spaces for 37 employees. 31 spaces were proposed, approved, and built. The site currently has 48 full-time employees, and the Applicant is not proposing to add any floor area. For 48 employees, 32 parking spaces are required. The Applicant proposes adding nine parking spaces, for a total of 40 parking spaces, eight more than is required pursuant to the LMC. This is because of the unique vehicle requirements for the operations and work of the Park City Police Department. Please see Exhibits D and E to review the Applicant's statement on the requested parking.



Planning Department

- **Bicycle Parking** – LMC § 15-3-9(A)(2) requires that “[o]utdoor bicycle parking shall be provided for ten percent (10%) of the required Off-Street parking for the temporary storage of bicycles. One percent (1%) or minimum of one (1) bicycle parking space of the outdoor bicycle parking shall provide parking at least three feet (3’) by ten feet (10’) per space to accommodate large bicycles such as cargo, recumbent, tandem, electric, and bicycles with trailers.”

There are currently four bicycle parking spaces on site that meet the requirements of LMC § 15-3-9(A)(2). The Applicant proposes to install three additional bicycle parking spaces adjacent to the existing bicycle parking to meet this requirement.

- **Electric Vehicle Charging Stations and Conduit** – LMC § 15-3-11(B) requires an Applicant to “provide Electric Vehicle Charging Station Infrastructure for fifty percent (50%) of the first one hundred (100) required Off-Street parking spaces for . . . non-Residential Development[.]” Pursuant to LMC § 15-3-11(D), “[a]n Applicant shall install Electric Vehicle Charging Stations for five percent (5%) of required Off-Street parking spaces for Multi-Unit Dwellings and non-Residential Development for the first 200 parking spaces.” The Applicant proposes to install one dual-port Electric Vehicle Charging Station to meet this requirement.

9. The proposed Parking Area, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).

1. **Size and location of the site:**

No unmitigated impacts

The proposal complies with the RDM Zoning requirements as outlined above.

2. **Traffic considerations including capacity of the existing Streets in the Area:**

No unmitigated impacts

According to the Traffic Impact Study (TIS) Guidelines, nine new parking spaces does not require a TIS.



Planning Department

3. **Utility capacity, including Storm Water run-off:**

No unmitigated impacts

The Development Review Committee reviewed the proposal on March 4, 2025, and confirmed the proposal complies with their required standards.

4. **Emergency vehicle access:**

No unmitigated impacts

The Park City Fire District reviewed the proposal on March 4, 2025, and confirmed the proposal complies with their required standards.

5. **Location and amount of off-Street parking:**

No unmitigated impacts

The Applicant requests constructing nine new parking spaces. See Section III above for the full parking analysis.

6. **Internal vehicular and pedestrian circulation system:**

No unmitigated impacts

The proposed Parking Area is across Snow Creek Lane. The Applicant will install ADA compatible sidewalk ramps and stripe the road for a crosswalk. Pedestrians can use the new striped crosswalk to get from the Parking Area to the 2060 Park Avenue building.

7. **Fencing, Screening, and landscaping to separate the Use from adjoining Uses:**

Condition of Approval Recommended

There are no proposed fences, screening, or current landscaping. The front of the Parking Area is adjacent to Commercial Uses. The rear of the Parking Area is adjacent to Condominiums, but visually buffered by the topography and existing vegetation. The Applicant will buffer and screen the parking area with vegetation as outlined above and required by LMC § 15-3-3 and § 15-5-5(N).



Planning Department

8. **Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots:**

No unmitigated impacts

There are no Buildings proposed to be constructed under this modification. The Parking Area will be at grade and be minimally visible from Vantage Points with Conditions of Approval requiring landscaped screening. The Applicant proposes vegetation to screen the Parking Area from Park Avenue and SR 224.

9. **Usable Open Space:**

No unmitigated impacts

The existing loop is proposed to be filled in with nine parking spaces and does not impact Usable Open Space.

10. **Signs and Lighting:**

Condition of Approval recommended

There are currently three light poles on site; two will be preserved and one will be removed. The Applicant is required to install Signs on the Electric Vehicle Charging Station as required in LMC § 15-3-11(E)(2) (see Condition of Approval 4). There are no other lights or signs proposed.

11. **Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing:**

Condition of Approval recommended

There are no Buildings proposed to be constructed under this modification. The Parking Area will be at grade and be minimally visible from Vantage Points because Conditions of Approval require the Parking Area to be screened with landscaping. The closest structure is an adjacent Parking Area, and the proposed Parking Area will be similar in materials and construction to the adjacent parking spaces.

12. **Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site:**



Planning Department

No unmitigated impacts

The only mechanical equipment proposed is the Electric Vehicle Charging Station, which will be located adjacent to the existing parking spaces and Police Department. The proposed equipment is approximately 11.5 feet away from the nearest Building.

13. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas:

No unmitigated impacts

There are no proposed delivery or service vehicles, loading and unloading zones in this area.

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

This is a City project on City-owned property to add additional parking for the Police Station.

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:

No unmitigated impacts

This site is within the Sensitive Land Overlay. The site is not within the Park City Soils Ordinance. See Section II above for the analysis.

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

Goal 2 of the General Plan includes Objective 2C to locate services within existing development nodes. Goal 4 of the General Plan includes Objective



Planning Department

14A to provide reliable public resources to ensure the health, welfare, and safety of residents and visitors.

2060 Park Avenue is within the Bonanza Park Small Area Plan ("Small Area Plan"), which recommends protecting the Frontage Protection Zone "to ensure that Park City's entry corridors remain scenic and awe-inspiring." The Parking Area is outside of the 100-foot Frontage Protection Zone area and Conditions of Approval require landscaping to screen the Parking Area from visibility from SR 224.

The Small Area Plan recommends establishing future networks of pedestrian and bicycle linkages throughout the neighborhood and implementing mobility improvements like crosswalks. The proposal includes new bicycle parking spaces and updates the sidewalk adjacent to Snow Creek Drive to be ADA compliant.

Additionally, Community Planning Strategy 5.7 of the General Plan encourages, "dedicated parking and charging stations, to support electric and alternative fuel automobiles within new development and redevelopment." The proposed Electric Vehicle Charging Station to be installed aids this goal.

10. The Development Review Committee reviewed the proposal on March 4, 2025 and confirmed the proposal complies with their required standards.
11. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 19, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 19, 2025. The Park Record published courtesy notice on March 19, 2025. On April 2, 2025, the Planning Commission continued the modification to the CUP to a date uncertain so the Applicant could update their proposal.
12. Staff re-noticed the proposal on the City's website and the Utah Public Notice website and posted notice to the property on June 11, 2025. Staff mailed courtesy notice to property owners within 300 feet on June 11, 2025. The Park Record published courtesy notice on June 11, 2025

Conclusions of Law

1. The proposal, as conditioned, complies with LMC § 15-1-10(E), *Conditional Use Review Process*.



Planning Department

2. The proposal complies with LMC Chapter 15-2.14, *Residential Development-Medium Density (RDM) District*.
3. The proposal complies with LMC Chapter 15-2.21, *Sensitive Land Overlay (SLO) Regulations*.
4. The proposal, as conditioned, complies with LMC Chapter 15-3, *Off-Street Parking*.

Conditions of Approval

1. All Conditions of Approval from the 2006 CUP continue to apply.
2. The Applicant shall provide an updated landscape plan that includes at least 15 shrubs and complies with the Municipal Code of Park City (MCPC) Chapter 11-21 *Utah Wildland-Urban Interface Code*, MCPC § 14-15-1, LMC § 15-3-3(D), and LMC § 15-5-5(N). The Applicant shall use vegetation to screen the Parking Area and parked vehicles along Snow Creek Lane, Snow Creek Road, and the northern portion of the parking area to screen from the Snow Creek Cottages.
3. The Applicant shall update the plans and call out the proposed location for snow storage.
4. The Electric Vehicle Charging Station shall be a dual-port charger, shall have signage installed pursuant to LMC § 15-3-11(E)(2), and shall be installed in accordance with the requirements outlined in LMC § 15-3-11.
5. Signage shall be installed by each of the nine parking spaces requiring a permit and designating the Parking Area for Police Employees only.
6. The Applicant shall submit an updated geotechnical report for review prior to the Building Permit submittal.

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

Sincerely,

Sarah Hall,
Planning Commission Chair

CC: Lillian Zollinger, Project Planner



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Geology/
Hydrogeology
and Remediation

Fisheries
and Aquatic Ecology

GIS Planning
and Analysis

Landscape
Architecture
and Environmental
Planning

Vegetation Resources

Watershed Sciences

Wetland Resources

Wildlife Resources

November 15, 2024

Park City Municipal Corporation
Attention: Mr. Matt Twombly (Senior Project Manager)
445 Marsac Avenue, PO Box 1480
Park City, Utah 84060

Subject: Park City Police Station, Wetland Assessment, Park City, Utah

Dear Mr. Twombly:

BIO-WEST, Inc. (BIO-WEST) was contracted by the Park City Municipal Corporation (City) to assess an existing wetland boundary located near the Park City Police Station. The project area consists of approximately 0.4-acre of open land, located approximately 300-feet east of the intersection of Snow Creek Drive and State Route 224 in Park City, Summit County, Utah. The project area is illustrated on the attached Google Earth image.

The purpose of the wetland assessment was to determine if the U.S. Army Corps of Engineers (USACE) approved wetland boundary was still a reasonable and accurate depiction of the existing wetland boundary. The USACE verified the wetland boundary under the approval of Nationwide Permit 29, on February 5, 2009. The USACE project number for the approval is SPK-200800100-UO. The project area wetland boundary is depicted in the wetland preserve area map in the permit approval, titled – Snowcreek Cottages, USACE- Nationwide Permit, Exhibit B – Plan View, October 20, 2008 (attached).

I georeferenced the 2009 approved wetland preserve area boundary and loaded that into a mapping grade GPS unit for use in the field. I visited the project area on October 11, 2024. I reviewed the project area for the presence of wetland vegetation, wetland soils, and wetland hydrology, as is part of the standard USACE wetland delineation procedures. I compared that to the 2009, USACE approved wetland boundary that I was able to view on the ground using the georeferenced GPS exhibit. Comparing the existing conditions observed and the approved wetland boundary, I made a determination that the wetland boundary has not changed since 2009. I recommend you utilize the USACE approved wetland boundary from 2009 to plan any modifications to the area around the project area. If you plan to put fill within the existing wetland you will likely need to obtain a permit from the USACE. The USACE does not have any requirements for working in upland areas adjacent to wetlands (upland buffers).

Please feel free to contact me with any questions and/or comments you may have. I can be reached by phone at the office (435) 752-4202, by mobile phone (435) 890-9311, or by e-mail at bthomas@bio-west.com.

Sincerely,

Robert W. Thomas
Professional Wetland Scientist

Attachments:

Project Area Imagery (Google Earth)
Snowcreek Cottages, Nationwide Permit, Exhibit B (October 20, 2008)

Park City Police Department Wetland Assessment

Approximately 0.4-Acre Area



Google Earth

Image © 2024 Airbus

Park City Police Station – Parking Expansion
2060 Park Avenue
6-11-25

The Park City Police Department wants to expand the parking at the Park City Police Station at 2060 Park Avenue with 9 additional parking stalls at the corner of Snow Creek Drive and Snow Creek Lane. The plans are designed to be located mostly in the existing curb and gutter, but outside the Sensitive Lands Ordinance (SLO) fifty-foot wetland setback. The area was previously used as a mailbox drop-off turnaround by the Post Office; however, the mailbox was removed due to repetitive vehicle damage and theft.

On April 12, 2006, the Planning Commission unanimously passed the CUP for the PCMC Police Station. The current Police Station has ten (10) at-grade parking spaces adjacent to Snow Creek Drive and twenty-one (21) secured parking spaces at the back of the station off Snow Creek Lane and the Post Office Access Rd.

In 2005 during schematic design, the plan was to add a second level of parking with 22 additional parking spaces above the back/secured parking lot to meet the future parking needs; however, this was removed due to budget constraints. At that time the surface parking along Snow Creek Drive was reduced from 34 parking spaces to 10 parking spaces.

The Police Department currently has forty-eight full-time employees. Thirty-six full-time sworn officers, 12 part-time, reserve officers, 6 civilian part-time, 15 volunteer chaplains, transit employees (1-2 per day), and 1 Emergency Manager. In 2006 there were 37 total employees. In addition to police officers, staff, and visitors utilizing the parking, the secured back parking lot is used for police operations, including the Emergency Operations Trailer, four (4) line (reserve) vehicles, a Police Trailer, and six (6) speed feedback trailers.

In the Off-street Parking Analysis section (Exhibit A attached) of the 2006 CUP staff report, the McClaren study (providing National Standards for police facilities and space needs) estimated a 2024 employee count to be 63 total employees, close to existing employee counts. The parking analysis also suggested that if development were to occur at the rear of the property it may necessitate widening the existing driveway and ten (10) more parking spaces could be located along the widened driveway/road.

In 2006, the 2,000 sf “Community Room” was reduced to a 1,000 sf “Police Training Room,” which reduced the required parking from 32 parking spaces to 10 spaces. Currently, the training room is used once a week for Cadet Explorer meetings, Citizens Academy (both Latino and PC) department training/meetings, Special Event Briefings, Sundance EOC, and other City Departments utilizing the room. The amount of parking spaces varies for these events, but in most cases, there is police vehicle parking overflow onto SR-224. This is especially problematic during snowstorms when the plows must go around the vehicles on the shoulder. Additionally, the future Bus Rapid Transit (BRT) project on SR-224 is going to change how the corridor operates and will likely impact the availability of overflow parking along the State highway

The proposed parking expansion of nine (9) spaces will be located outside the SLO fifty-foot wetland setback at the defunct post-box turnaround at Snow Creek Drive. Overnight parking will not be allowed. As part of the parking expansion project, the existing sidewalk ramps at Snow Creek Drive and the mailbox turnaround entry will be reconstructed to meet current ADA standards. The project also

includes adding one (1) dual EV charging station to bring the existing parking lot to meet LMC requirements. The site also provides convenient emergency access required by police operations. LMC required landscape plantings will be provided in coordination with the City Parks Dept., to extend the irrigation and maintain the landscaping.

Exhibit A
2006 CUP Analysis

4. Emergency vehicle access: **No Unmitigated Impacts.** It is important for the Police Department to have convenient access to the City's arterial roadways. Ease of access is provided at this location by the stoplight at the intersection of Snow Creek Drive and SR 224, as well as the other access alternatives located behind the Post Office, and through Snow Creek. This was one of the main reasons this site was chosen.
5. Location and amount of off-street parking: **No Unmitigated Impacts.** The proposal provides 10 public parking spaces adjacent to Snow Creek Drive and 21 secured parking spaces at the north east corner of the building for a total of 31 spaces. Twenty five spaces are required per the LMC standards which require which ever is greater of the following:

LMC Requirement	#
1 space/ 5 seats	20
1 space/1000 sf	22
2 spaces/3 employees	25 (37 employees)

The highest requirement is based on the employee count which is 37 total employees. The Police Facility as proposed exceeds LMC parking requirements. According to the McClaren study the employee count for 2024 is estimated at 63 total employees. Additional parking beyond the 31 spaces is not required because parking for 63 employees will be mitigated by the following:

- There is limited daily public use. Approximately 18-20 "drop-in" people visit the Police daily during peak season.
 - The number of employees above is for a 24 hour day, which is divided into 3, 8 hour shifts.
 - The majority of the employees are Police Officers who are in the field, and not parked at the Facility
 - All Officers take their cars home at night and do not park a separate vehicle at the facility in the day time.
 - It is likely that future development at the rear of the lot and in the general vicinity will at some point necessitate widening of the existing access road behind the building. If this were to happen, public parking for approximately 10 more cars could be located on the widened road.
6. Internal circulation system: **No Unmitigated Impacts.** Primary access to the public and secured parking is from Snow Creek Drive, adjacent from a lighted intersection at SR 224.

Secondary access comes from the existing roads located to the south and east of the Post Office. The secured parking provides access options from 2 separate locations.

I am writing to address a growing concern regarding the limited parking available at our facility, which has increasingly become an obstacle to the efficiency of our operations. As you may know, our department hosts numerous meetings, trainings, events, and community activities throughout the year. This high volume of usage—ranging from Police, Fire, Wasatch Back Task Force and Emergency Operations meetings to other general City functions—often results in us utilizing overflow parking, including on Snow Creek lane and SR224.

Since January of this year, we have already had to resort to overflow parking on 25 separate occasions, which represents approximately 26% of the year thus far. This situation is becoming increasingly untenable, and it is crucial that we address the need for additional parking as soon as possible.

We propose a solution that involves incorporating additional parking spaces into the former mail drop-off and pickup area, located at the corner of Snow Creek Drive and Snow Creek Lane. By adding parking spaces in this section, we estimate that we will be able to reduce our need for overflow parking, minimizing the impact it currently has on our operations. This will be especially important as the addition of Bus Rapid Transit (BRT) lanes on SR 224 may further limit our ability to use this space for overflow parking.

Furthermore, our department is committed to continuously evaluating the health, safety, and welfare of the community. The addition of parking in this area would improve sightlines for vehicles pulling out of the Snow Creek Cottages area, benefiting both those turning north and south from the parking area. Currently, when overflow parking is unavailable, vehicles are forced to park on Snow Creek Lane, which obstructs visibility for residents and visitors. This presents a safety concern that we are eager to resolve.

We have also consulted with the Park City Postmaster General, who informed us that the previous mail drop-off and pickup area typically saw between 200-300 trips per day, but is no longer used for this purpose. By converting this area into dedicated police parking, we can better accommodate our growing needs without significantly impacting other operations. Although the new plan will add only seven additional parking spaces, these will be designated for police parking only, ensuring that they are utilized efficiently and without encroaching on other parking needs.

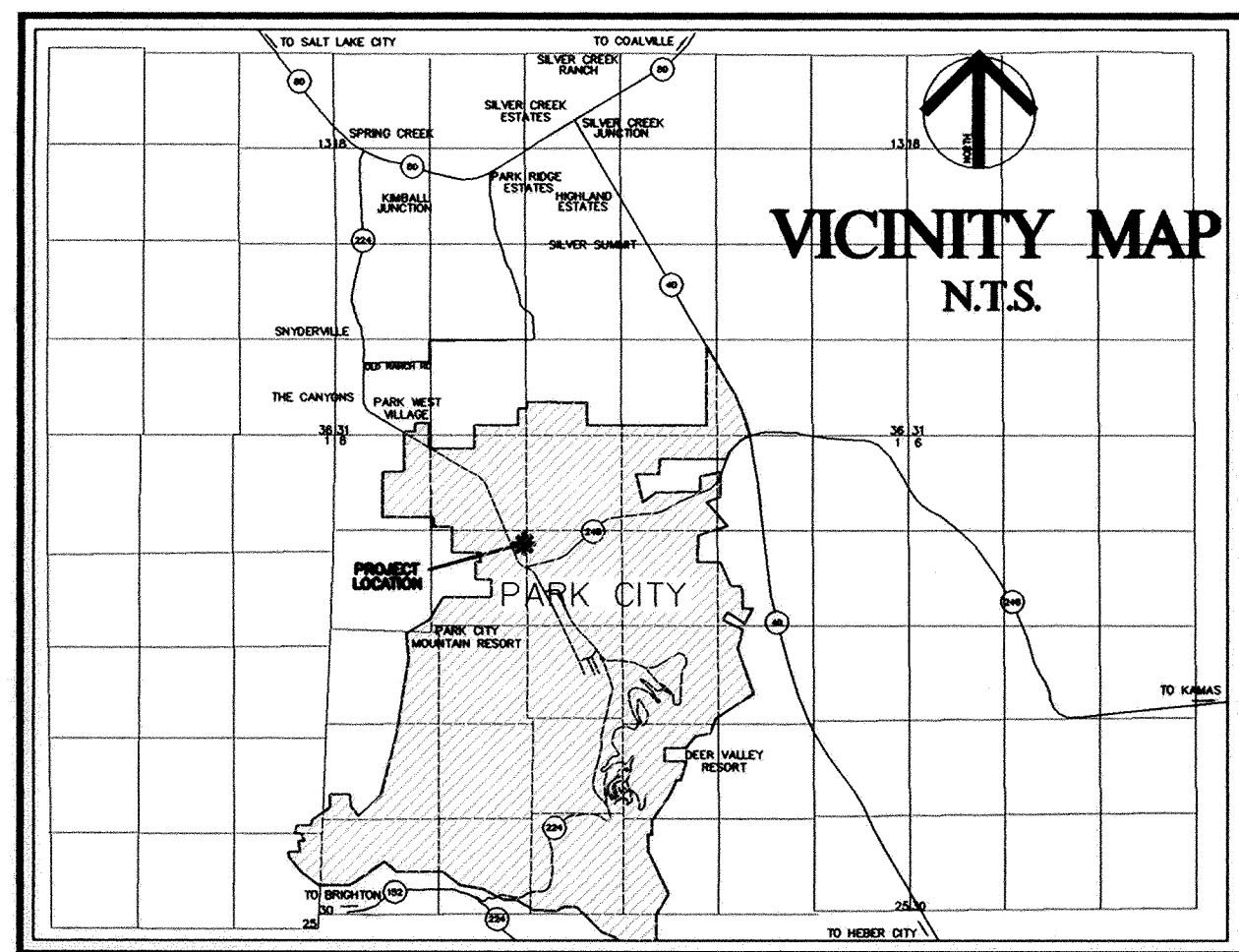
As our operations continue to expand—particularly with the anticipated increase in police visitor traffic leading up to the 2034 Olympics—the demand for parking will only continue to grow. We already maximize the secured parking below the building and try to reserve the lot out front for visitors and those attending meetings or using our training room. However,

with the increasing number of people attending meetings and events, the current parking situation is becoming increasingly strained.

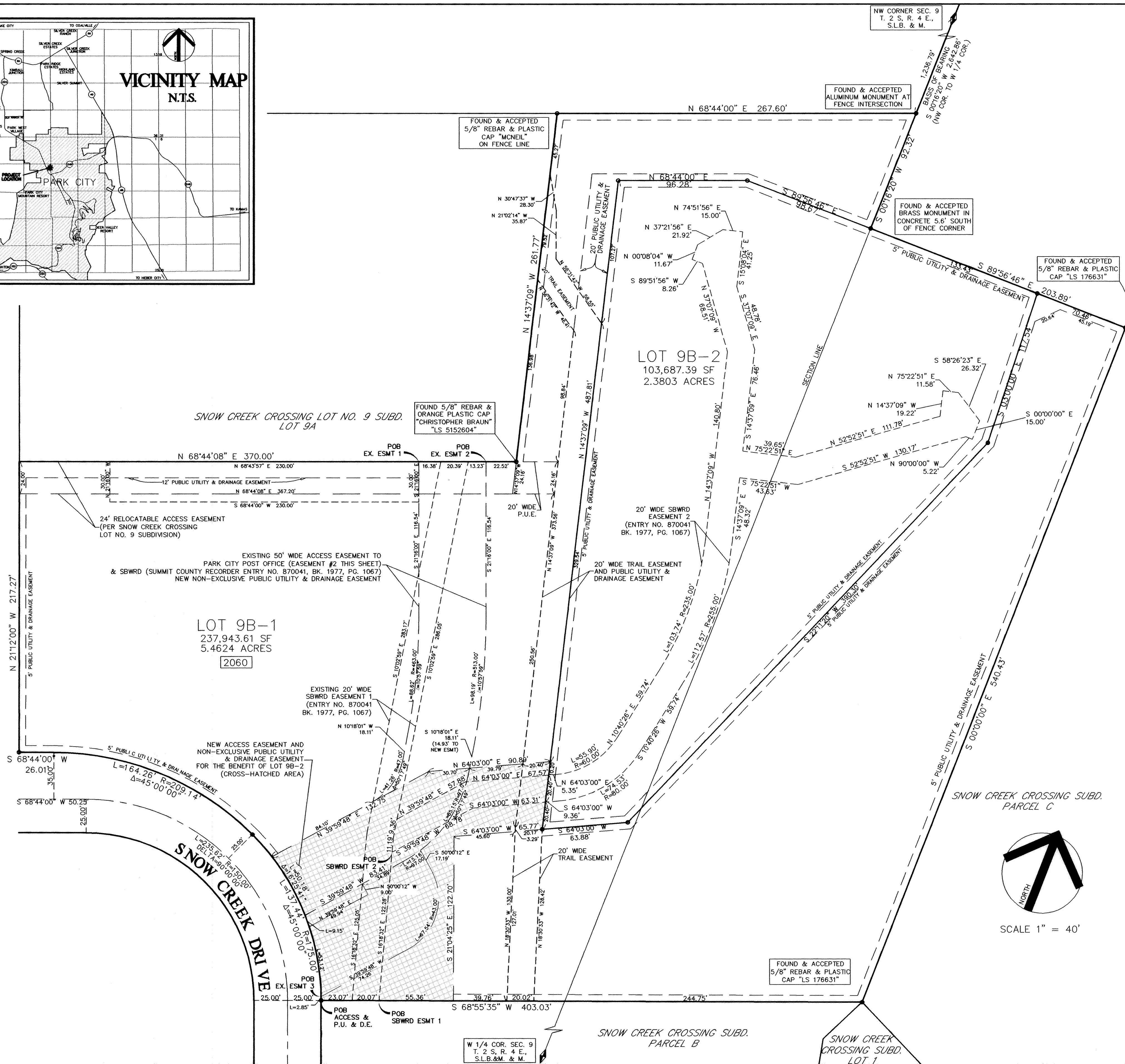
The only spaces currently used for storage in the secured parking area are for the emergency trailer, which we keep there because the space is otherwise unsafe for regular parking due to the obstructive pillars. This storage arrangement is necessary to ensure safe access for emergency response vehicles and equipment.

While we continue to encourage visitors and attendees to use transit, the reality is that parking demand is growing exponentially, and this issue must be addressed. The proposed improvements will provide relief to our department, reduce the need for overflow parking on Snow Creek Lane and SR 224, and improve safety for all users of the area.

We hope that you will consider this request and work with us to find a sustainable solution for our parking needs. Thank you for your attention to this matter, and I look forward to discussing this proposal further.



PARK AVENUE (STATE HIGHWAY 224)



SNOW CREEK CROSSING LOT NO. 9B SUBDIVISION

— A TWO LOT SUBDIVISION —
LOCATED WITHIN SECTIONS 8 & 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

LEGAL DESCRIPTION

ALL OF LOT 9B, SNOW CREEK CROSSING LOT NO. 9 SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER (RECORDED AUGUST 20, 1999 AS ENTRY NO. 546972).

NOTES

1. BASIS OF BEARING: S 00°16'20" W 2,642.86' BETWEEN THE NORTHWEST CORNER AND WEST 1/4 CORNER OF SECTION 9, T. 2 S., R. 4 E., S.L.B. & M.
2. LOT 9B-2 LIES WITHIN THE PARK CITY SENSITIVE LANDS OVERLAY ZONE. SETBACK FROM WETLANDS SHALL EXTEND A MINIMUM OF 50 FEET OUTWARD FROM THE DELINEATED WETLAND. SETBACKS FROM THE IRRIGATION DITCH SHALL EXTEND A MINIMUM OF 20 FEET OUTWARD FROM THE ORDINARY HIGH WATER MARK.
3. EASEMENTS — SEE BELOW FOR EXISTING AND PROPOSED EASEMENTS. LOT 9B-2 RESERVES THE RIGHT TO CROSS LOT 9B-1 TO PROVIDE UTILITIES (WATER, TELEPHONE, CABLE, GAS, POWER, ETC.) TO LOT 9B-2. UPON RECORDATION OF THIS PLAT, THERE SHALL BE A 5 FOOT WIDE NON-EXCLUSIVE PUBLIC UTILITY & DRAINAGE EASEMENT ALONG BOUNDARY OF LOTS 9B-1 & 9B-2 (UNLESS OTHERWISE SHOWN HEREON).
4. ALL BEARINGS AND DISTANCES SHOWN WERE MEASURED AND ARE EQUIVALENT TO THE RECORD BEARINGS AND DISTANCES, EXCEPT AS DRAWN OR NOTED HEREON.

EXISTING EASEMENTS

NON-EXCLUSIVE RIGHTS OF WAY AND EASEMENTS FOR VEHICULAR INGRESS AND EGRESS TO THE PARK CITY POST OFFICE

- EASEMENT #1**
BEGINNING AT A POINT NORTH 00°16'20" EAST 1054.85 FEET ALONG THE QUARTER SECTION LINE AND NORTH 89°43'40" WEST 181.645 FEET AND SOUTH 68°44'00" WEST 72.52 FEET FROM THE WEST QUARTER CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE SOUTH 21°16'00" EAST 30.00 FEET; THENCE SOUTH 68°44'00" WEST 230.00 FEET; THENCE NORTH 21°16'00" WEST 30.00 FEET TO A POINT ON THE SOUTH PROPERTY LINE OF THE PARK CITY POST OFFICE PARCEL; THENCE NORTH 68°44'00" EAST ALONG SAID SOUTH LINE 230.00 FEET TO THE POINT OF BEGINNING.
- EASEMENT #2**
BEGINNING AT A POINT NORTH 00°16'20" EAST ALONG THE QUARTER SECTION LINE 1054.85 FEET AND NORTH 89°43'40" WEST 181.645 FEET AND SOUTH 68°44'00" WEST 72.52 FEET FROM THE WEST QUARTER CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE SOUTH 21°16'00" EAST 116.54 FEET TO A POINT OF CURVATURE, THENCE ALONG THE ARC OF A 513.00 FOOT RADIUS CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 10°57'59" A DISTANCE OF 98.19 FEET TO A POINT OF TANGENCY; THENCE SOUTH 10°18'01" EAST 18.11 FEET TO A POINT OF CURVATURE; THENCE ALONG THE ARC OF A 97.00 FOOT RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 50°17'49" A DISTANCE OF 85.15 FEET TO A POINT OF TANGENCY; THENCE SOUTH 39°59'48" WEST 83.41 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SNOW CREEK DRIVE, SAID POINT ALSO BEING ON A CURVE; THENCE ALONG THE ARC OF A 175.00 FOOT RADIUS CURVE TO THE LEFT ALONG SAID EAST LINE (CENTER BEARS S47°25'08"W) THROUGH A CENTRAL ANGLE OF 16°25'41" A DISTANCE OF 50.18 FEET; THENCE NORTH 39°59'48" EAST 84.10 FEET TO A POINT OF CURVATURE; THENCE ALONG THE ARC OF A 47.00 FOOT RADIUS CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 50°17'50" A DISTANCE OF 41.26 FEET TO A POINT OF TANGENCY; THENCE NORTH 10°18'01" WEST 18.11 FEET TO A POINT OF CURVATURE; THENCE ALONG THE ARC OF A 463.00 FOOT RADIUS CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 10°57'59" A DISTANCE OF 88.62 FEET TO A POINT OF TANGENCY; THENCE NORTH 21°16'00" WEST 116.54 FEET; THENCE NORTH 68°44'00" EAST 50.00 FEET TO THE POINT OF BEGINNING.
- EASEMENT #3**
BEGINNING AT A POINT ON THE EAST RIGHT-OF-WAY LINE OF SNOW CREEK DRIVE SAID POINT BEING NORTH 00°16'20" EAST ALONG THE QUARTER SECTION LINE 630.07 FEET AND NORTH 89°43'40" WEST 170.00 FEET FROM THE WEST QUARTER CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, SAID POINT BEING ALSO ON A CURVE AND RUNNING THENCE, ALONG THE ARC OF A 175.00 FOOT RADIUS CURVE TO THE LEFT ALONG SAID EAST LINE (CENTER BEARS S67°47'33"W) THROUGH A CENTRAL ANGLE OF 17°23'26" A DISTANCE OF 53.12 FEET; THENCE NORTH 39°59'48" EAST 49.94 FEET; THENCE NORTH 50°00'12" WEST 9.00 FEET; THENCE NORTH 39°59'48" EAST 34.88 FEET TO A POINT OF CURVATURE; THENCE ALONG THE ARC OF A 97.00 FOOT RADIUS CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 08°58'05" A DISTANCE OF 115.31 FEET TO A POINT OF TANGENCY; THENCE SOUTH 50°00'12" EAST 17.19 FEET TO A POINT OF CURVATURE, THENCE ALONG THE ARC OF A 43.00 FOOT RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 90°00'00" A DISTANCE OF 67.54 FEET TO A POINT OF TANGENCY; THENCE SOUTH 39°59'48" WEST 74.26 FEET TO THE POINT OF BEGINNING.

- OTHER EXISTING EASEMENTS**
1. EASEMENT IN FAVOR OF UTAH POWER & LIGHT COMPANY RECORDED NOV. 21 1966 AS ENTRY NO. 104306 IN BOOK M-8 AT PAGE 560, RECORDS OF SUMMIT COUNTY, UTAH.
 2. 20' WIDE SBWRD MAINTENANCE EASEMENTS 1 & 2 AND 50' WIDE SBWRD ACCESS EASEMENT (SUMMIT COUNTY RECORDER ENTRY NO. 870041, BK. 1977, PG. 1067)

PROPOSED ACCESS EASEMENT, NON-EXCLUSIVE PUBLIC UTILITY & DRAINAGE EASEMENT

BEGINNING AT THE SOUTHWEST CORNER OF LOT 9B, SNOW CREEK CROSSING LOT 9 SUBDIVISION, AS RECORDED IN THE OFFICE OF THE SUMMIT COUNTY RECORDER, SAID POINT BEING ON THE NORTHEASTERLY RIGHT-OF-WAY LINE OF SNOW CREEK DRIVE, SAID POINT ALSO BEING NORTH 00°16'20" EAST ALONG THE WEST LINE OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN 627.40 FEET AND NORTH 89°43'40" WEST 168.93 FEET FROM THE WEST QUARTER CORNER OF SAID SECTION 9; THENCE ALONG SAID NORTHEASTERLY RIGHT-OF-WAY LINE, AND ALONG THE ARC OF A 175.00 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS SOUTH 68°44'00" WEST) A DISTANCE OF 115.31 FEET THROUGH A CENTRAL ANGLE OF 37°45'05"; THENCE NORTH 39°59'48" EAST 132.75 FEET; THENCE NORTH 64°03'00" EAST 90.89 FEET TO THE WEST PROPERTY LINE OF LOT 9B-2; THENCE ALONG SAID WEST PROPERTY LINE SOUTH 14°37'09" EAST 50.99 FEET TO THE SOUTHWEST CORNER OF SAID LOT 9B-2; THENCE SOUTH 64°03'00" WEST 65.77 FEET; THENCE SOUTH 21°04'25" EAST 122.70 FEET TO A POINT ON THE SOUTH PROPERTY LINE OF SAID LOT 9B; THENCE ALONG SAID SOUTH PROPERTY LINE SOUTH 68°55'35" WEST 98.49 FEET TO THE POINT OF BEGINNING.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT THE REDEVELOPMENT AGENCY OF PARK CITY, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, HEREBY CAUSES THE SAME TO BE SUBDIVIDED INTO LOTS AND PUBLIC STREETS, AS SET FORTH ON THE PLAT HEREON, HEREAFTER TO BE KNOWN AS "SNOW CREEK CROSSING LOT NO. 9B SUBDIVISION", DO HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC ALL CITY STREETS AND TRAIL EASEMENTS. THE OWNER HEREBY DEDICATES TO PARK CITY MUNICIPAL CORPORATION, SNYDERVILLE BASIN WATER RECLAMATION DISTRICT, PARK CITY FIRE SERVICE DISTRICT, AND SUMMIT COUNTY, A NON-EXCLUSIVE EASEMENT OVER THE ROAD RIGHT OF WAY, PARKING LOTS, DRIVEWAYS AND UTILITY EASEMENTS SHOWN ON THIS PLAT FOR THE PURPOSE OF PROVIDING ACCESS FOR UTILITY INSTALLATION, MAINTENANCE, INGRESS, EGRESS, USE AND EVENTUAL REPLACEMENT AND TO PROVIDE EMERGENCY SERVICES TO SAID SUBDIVISION AND ADJOINING PROPERTIES. WE DO HEREBY CERTIFY THAT WE HAVE CAUSED THIS SURVEY TO BE MADE AND THIS RECORD OF SURVEY PLAT TO BE PREPARED. WE DO HEREBY CONSENT TO THE RECORDATION OF THIS SURVEY PLAT.

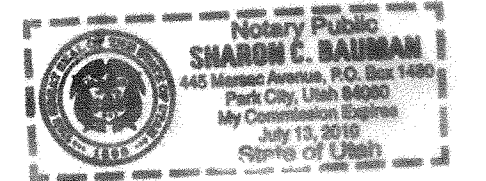
Dana Williams
REDEVELOPMENT AGENCY OF PARK CITY, BY: DANA WILLIAMS, CHAIRMAN

ACKNOWLEDGMENT

STATE OF UTAH)
COUNTY OF SUMMIT) ss.
ON THIS 16th DAY OF April, 2010, BEFORE ME, THE UNDERSIGNED NOTARY, PERSONALLY APPEARED DANA WILLIAMS, PERSONALLY KNOWN TO ME/PROVED TO ME THROUGH IDENTIFICATION DOCUMENTS ALLOWED BY LAW, TO BE THE PERSON WHOSE NAME IS SIGNED ON THE PRECEDING OR ATTACHED DOCUMENT, AND ACKNOWLEDGED THAT HE/SHE SIGNED IT VOLUNTARILY FOR ITS STATED PURPOSE AS CHAIRMAN OF THE REDEVELOPMENT AGENCY OF PARK CITY, A UTAH MUNICIPAL CORPORATION.

Sharon C. Bauman
NOTARY PUBLIC

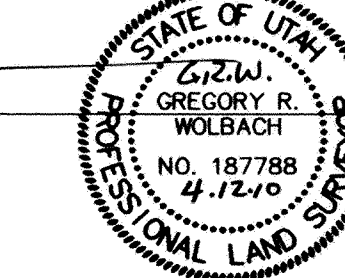
MY COMMISSION EXPIRES: 7-13-2010
RESIDING IN Summit COUNTY, STATE OF Utah



SURVEYOR'S CERTIFICATE

I, GREGORY R. WOLBACH, OF PARK CITY, UTAH, CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 187788, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, AND THAT I HAVE PERFORMED A SURVEY OF THE HEREON DESCRIBED PROPERTY. I FURTHER CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, THIS RECORD OF SURVEY IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REGULATIONS OF THE LAW.

GREGORY R. WOLBACH



April 12, 2010
DATE

SHEET 1 OF 1
PLAT DATE: APRIL 12, 2010
DRAWING: SUB-PLATTING
© 2010 Evergreen Engineering, Inc.

Evergreen Engineering, Inc.

Civil Engineering • Land Surveying • Land Planning
1670 Bonanza Drive • Suite 104
P.O. Box 2861 • Park City • Utah • 84060
Phone: (435) 649-4667 • Fax: (435) 649-9219
E-mail: office@evergreen-eng.com

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS 10th DAY OF MARCH A.D. 2010.

CHAIRMAN

CITY ENGINEER

THIS PLAT IS IN CONFORMANCE WITH INFORMATION ON FILE IN THE OFFICE OF THE PARK CITY ENGINEERING DEPARTMENT ON THIS 14th DAY OF April A.D. 2010.

CITY ENGINEER

CITY COUNCIL APPROVAL

PRESENTED TO THE PARK CITY COUNCIL THIS 11th DAY OF MARCH A.D. 2010. AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED.

MAYOR
CITY RECORDER

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS 16th DAY OF April A.D. 2010.

CITY ATTORNEY

SNYDERVILLE BASIN W.R.D.

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS 13th DAY OF April AD 2010.

BY: SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

RECORDED

No. 896385
STATE OF UTAH
COUNTY OF SUMMIT
RECORDED AND FILED AT THE REQUEST OF:
Park City Municipal Corp.
Date: 4-20-10 Time: 8:30 AM
FEE
COUNTY RECORDER

Planning Commission Staff Report



Subject: Bonanza Park Mixed-Use District
Application: PL-24-06024
Authors: Rebecca Ward, Planning Director
Alec Barton, Senior Planner
Date: June 25, 2025

Recommendation

(I) To implement [the Bonanza Park Small Area Plan](#) adopted as a supplement to the City's General Plan on July 11, 2024:

- Rezone approximately 70 acres within Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive from General Commercial and Light Industrial to Bonanza Park Mixed-Use.
- Enact Land Management Code (LMC) Chapter 15-2.27 for the Bonanza Park Mixed-Use (BPMX) District land use regulations to:
 - Build on neighborhood vibrancy and allow for increased density when project enhancements are provided.
 - Transform the substantial surface parking lots and predominantly commercial uses into a mixed-use neighborhood for locals through redevelopment.
 - Provide a safe and intuitive network for pedestrians, cyclists, and transit users.
 - Expand availability of affordable and workforce housing.
 - Integrate green spaces.
 - Establish standards for sustainable development.
 - Allow for arts and culture to be woven into the neighborhood fabric.
- Update the Frontage Protection Zone in LMC Chapter 15-2.20 to ensure the City's entry corridors remain scenic and awe-inspiring.
- Amend the Affordable Master Planned Development (AMPD) Code to allow future AMPDs in the new BPMX District.

(II) Conduct a public hearing, and

(III) Forward a positive recommendation to the City Council for consideration on July 10, 2025, outlined in the draft Ordinance (Exhibit A).

Description

Applicant: Planning Department

Location: Bonanza Park Neighborhood – Approximately 70 Acres
Between Park Avenue, Kearns Boulevard, Bonanza Drive,
and Deer Valley Drive

Existing Zoning Districts:	General Commercial Light Industrial Frontage Protection Zone
Proposed Zoning Districts:	Bonanza Park Mixed-Use Frontage Protection Zone
Land Management Code Chapters and Sections Enacted and Amended:	Enacting Chapter 15-2.27 <i>Bonanza Park Mixed-Use District</i> Amending Chapter 15-2.20 <i>Frontage Protection Zone</i> Amending Section 15-6.1-3 <i>Affordable Master Planned Developments</i>
Reason for Review:	The Planning Commission conducts a public hearing and forwards a recommendation to the City Council regarding rezones and Land Management Code amendments. The City Council conducts a public hearing and takes Final Action. ¹

Summary

The Bonanza Park Small Area Plan ([“the Small Area Plan”](#)) recommends the creation of a new Bonanza Park Mixed-Use (BPMX) District to build on neighborhood vibrancy to become a more walkable, connected, livable, and inclusive community.² The City was awarded a Mountainland Association of Governments Technical Assistance Grant for Design Workshop consultant services to develop the initial draft code. The Planning Commission and City Council then reviewed and shaped the draft code over several work sessions and public hearings. Zions Public Finance provided feasibility analysis of the draft code.³

On June 11, 2025, the Planning Commission provided input on updates to Open Space and Parking to:

- Clarify that Open Space must be available to people of all ages.
- Require at least 35% of a site be Open Space to qualify as a Tier B project enhancement.
- Allow for greater flexibility in the amount of parking reductions that can be granted for total residential and non-residential uses.
- Reduce parking for Boutique Hotels to discourage guests from relying on a

¹ LMC [Section 15-1-7](#)

² [Bonanza Park Small Area Plan](#), p. 5

³ Please see Attachment 1 at the end of this report for a summary and links to packets and meeting minutes.

personal vehicle.

- Allow for increased parking reductions when a carshare is installed and operated for users of a development and align the type of vehicles with the City's sustainability goals.
- Allow more flexibility in the Setback reduction for underground Parking Structures with Commission review and approval.
- Incorporate unbundled parking as a parking reduction strategy.
- Ensure parking reductions allow flexibility for affordable projects that may seek LIHTC or other grants and funding.

Additionally, staff incorporated updates to Conventional Chain Businesses based on the discussions from the Commission's April 9 meeting to regulate them through square footage limitations rather than through a Conditional Use Permit. Updates to vantage points are also included. Lastly, the draft is updated to address exempted transient uses for the existing hotel, nightly rental condominium, and residential units that currently may apply for a nightly rental business license.

The Analysis Section below outlines updates to:

- (I) Conventional Chain Businesses,
- (II) Open Space,
- (III) Vantage Points,
- (IV) Parking,
- (V) Non-Conforming Uses, Non-Complying Structures, and continuation of transient uses.

The Analysis Section then:

- (VI) Outlines the Goals and Recommendations of the Small Area Plan:
 - (a) Establishing a Mixed-Use District,
 - (b) Supporting Locally Owned Business and Entrepreneurship,
 - (c) Creating a Safe and Intuitive Network for Pedestrians, Cyclists, and Transit Users,
 - (d) Expanding the Availability of Affordable and Workforce Housing,
 - (e) Creating a More Welcoming and Sustainable Community, and
 - (f) Weaving Arts and Culture into the Community Fabric.

Analysis

(I) The draft code limits Conventional Chain Businesses (CCBs) to prioritize locally owned and unique retailers and restaurants in Bonanza Park.

LMC [Section 15-15-1](#) defines CCBs:

A business, including but not limited to retailers or restaurants, which maintains one or more of the following standardized items which causes it to be substantially identical to more than 10 other businesses regardless of ownership or location at the time of the

application:

1. *Standardized menu or merchandise with 50% or more of in stock merchandise from a single distributor or bearing uniform markings, or*
2. *A standardized array of products or merchandise, or*
3. *Uniform apparel, or*
4. *Standardized architectural design, layout of façade, décor or color scheme and/or signs; trademarks and service marks or logos; or similar standardized features.*

The Small Area Plan recommends limiting CCBs “to ensure that new tenants reflect the richness, authenticity, and character of the community” through several potential strategies:

- Limiting the total number allowed,
- Limiting the size of allowed square footage for each CCB to no more than 5,000 square feet to discourage “big box” retail uses, and
- Limiting the proportionate amount of square footage a CCB may occupy within a single building.⁴

Seven percent of existing businesses within the Bonanza Park neighborhood are CCBs.⁵ Upon evaluation of these CCBs and discussions regarding the envisioned locally serving commercial uses for the neighborhood, no cap on CCBs is proposed. While previous iterations of the draft code required a Conditional Use Permit for a CCB, because of state code, which requires that the Planning Commission approve Conditional Uses when impacts can be mitigated, the draft code has been updated to remove the Conditional Use process and to limit the size of allowed square footage for each CCB to no more than 5,000 square feet (with exceptions for Grocery Stores, Banks, and Gyms (line 216)) and to limit the proportionate amount of square footage a CCB may occupy within a development to no more than 30% (line 1166).

Staff recommends amending the draft code to allow an additional exception to the 5,000-square-foot CCB limitation for Indoor Entertainment Facilities, defined to include uses like cinemas and bowling alleys (line 1158).

Additionally, the draft code outlines criteria for CCBs:

- The Use must be Allowed or Conditional in the BPMX District.
- The CCB provides local entrepreneurs with an opportunity to offer distinct services or sell locally made products (line 1168).

To further reduce CCBs in the neighborhood, a Tier B project enhancement includes a limitation on CCBs, and the developer includes incubator spaces for local entrepreneurs (line 861).

⁴ [Bonanza Park Small Area Plan](#), p. 68

⁵ These include two: 1890 Bonanza Drive (Xfinity) and the Snow Park Shopping Center (Subway). Banks (Zions, America First Federal Credit Union, Key Bank) and Grocery Stores (The Market and Fresh Market) would be exempt under the draft code.

(II) The draft code requires at least 20% of the site to be Open Space, establishes a Tier B project enhancement for projects that provide 35% or more Open Space, and defines “Publicly Accessible Open Space.”

Land Management Code (LMC) [Section 15-15-1](#) defines *Landscaped Open Space* (landscaped areas, hard-scaped plazas, and recreation amenities) and *Natural Open Space* (an undisturbed area with little or no improvements). The Planning Commission evaluates “usable Open Space” when reviewing a Conditional Use Permit.⁶ Applicants proposing Master Planned Developments (MPDs)⁷ must provide Open Space for 60% of a site for new development or for 30% of a site for redevelopment.⁸

LMC [Section 15-6-5\(D\)\(3\)](#) establishes Planning Commission discretion in designating the type and mix of Open Space for MPDs based on General Plan recommendations for the area. Within an MPD, “[l]andscaped Open Space may be utilized for project amenities such as gardens, greenways, pathways, plazas, and other similar Uses. Open Space may not be utilized for Streets, roads, driveways, Parking Areas, Commercial Uses, or Buildings requiring a Building Permit.”⁹ While retaining Planning Commission discretion in designating the type and mix of Open Space, the draft code clarifies that the BPMX District Open Space regulations apply to MPDs, rather than the general LMC Chapter 15-6 *Master Planned Developments* (line 225).

The Small Area Plan recommends transforming the substantial surface parking into a “green” pedestrian-oriented neighborhood that is welcoming and sustainable through the following strategies:

- Ensure all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.
- Provide publicly accessible green spaces or outdoor community spaces to ensure that those added as part of a project enhancement are of high quality.

The Small Area Plan further suggests that “[c]areful consideration should be given to each project within Bonanza Park to offer complementary outdoor spaces and experiences throughout the neighborhood and foster a more sustainable and greener community.”¹⁰

The draft BPMX District has been updated to require at least 20% of a new project to be Open Space, excluding streets, driveways, and parking areas (line 227). The draft then defines Open Space typologies for the District as “Green Community Spaces” (Publicly Accessible Outdoor Spaces suitable for year-round use, and of a high design quality with gathering spaces, seating areas, play structures, and public art (line 1427)),

⁶ LMC [Section 15-1-10\(E\)\(9\)](#)

⁷ Applicants proposing more than 20,000 residential square feet or 10,000 commercial square feet must obtain MPD approval (LMC [Section 15-6-2\(A\)](#)).

⁸ LMC [Section 15-6-5\(D\)](#).

⁹ LMC [Section 15-6-5\(D\)\(3\)](#)

¹⁰ [Bonanza Park Small Area Plan](#), p. 82

specified below:

- **Amenity Terrace** – Publicly Accessible Outdoor Space like a rooftop deck or terrace that includes communal recreation or aesthetic uses.
- **Community Garden** – Publicly Accessible Outdoor Space that includes a garden.
- **Flexible Space** – Publicly Accessible Outdoor Space that is multi-use. Can be for individual enjoyment or for events.
- **Plaza Area** – Publicly Accessible Outdoor Space defined by surrounding buildings or streets.
- **Pocket Park** – Publicly Accessible Outdoor Space like a small park.
- **Public Courtyard** – Publicly Accessible Outdoor Space between buildings and walls.

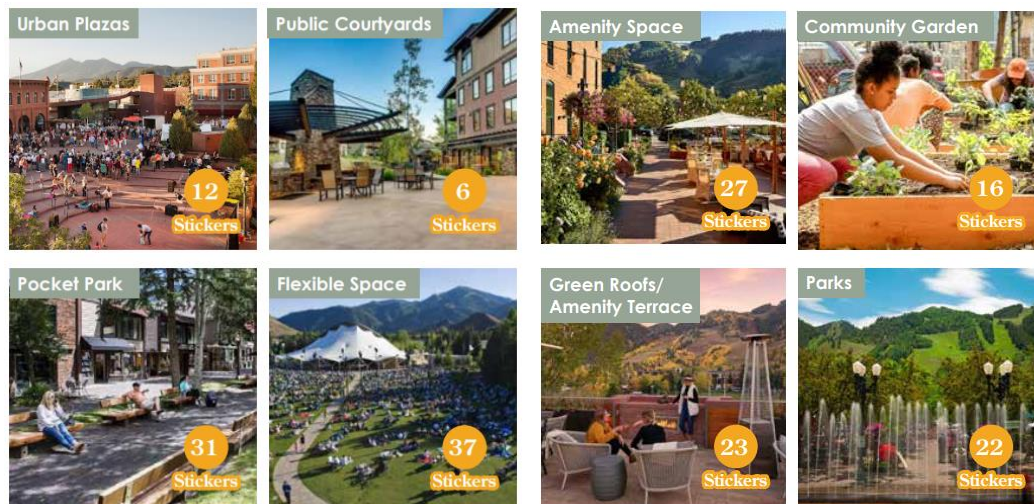


Figure 1: Types of green spaces supported by the community

The draft code also defines “Publicly Accessible Outdoor Space” as Green Community Spaces and Open Space that are suitable for year-round use, and are of a high-quality design with gathering spaces, seating areas, play structures, and public art that incorporate Universal Design Principles offering unrestricted access and enjoyment for people of all ages (line 1511). Universal Design Principles are defined as spaces designed for equal access by people of all ages and abilities with little or no need for adaptation or specialized design (line 1533).

The draft BPMX District has been updated to allow developers to propose 35% or more of the required Open Space as a Tier B project enhancement. To qualify as a project enhancement, the Open Space must meet the definitions of Green Community Space and Publicly Accessible Outdoor Space and include a long-term programming plan for activated publicly accessible spaces that provide music, entertainment, and seasonal activation (line 864).

(III) Vantage point regulations are updated to clarify massing associated with the fourth story and location of mechanical equipment and elevator penthouses must

be located to be least visually impactful.

The draft code establishes eleven (11) vantage points from which the mass of the fourth story, for those projects that qualify for additional height through a project enhancement, and the mechanical equipment and elevator penthouses shall be located to mitigate the impacts on 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. 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.

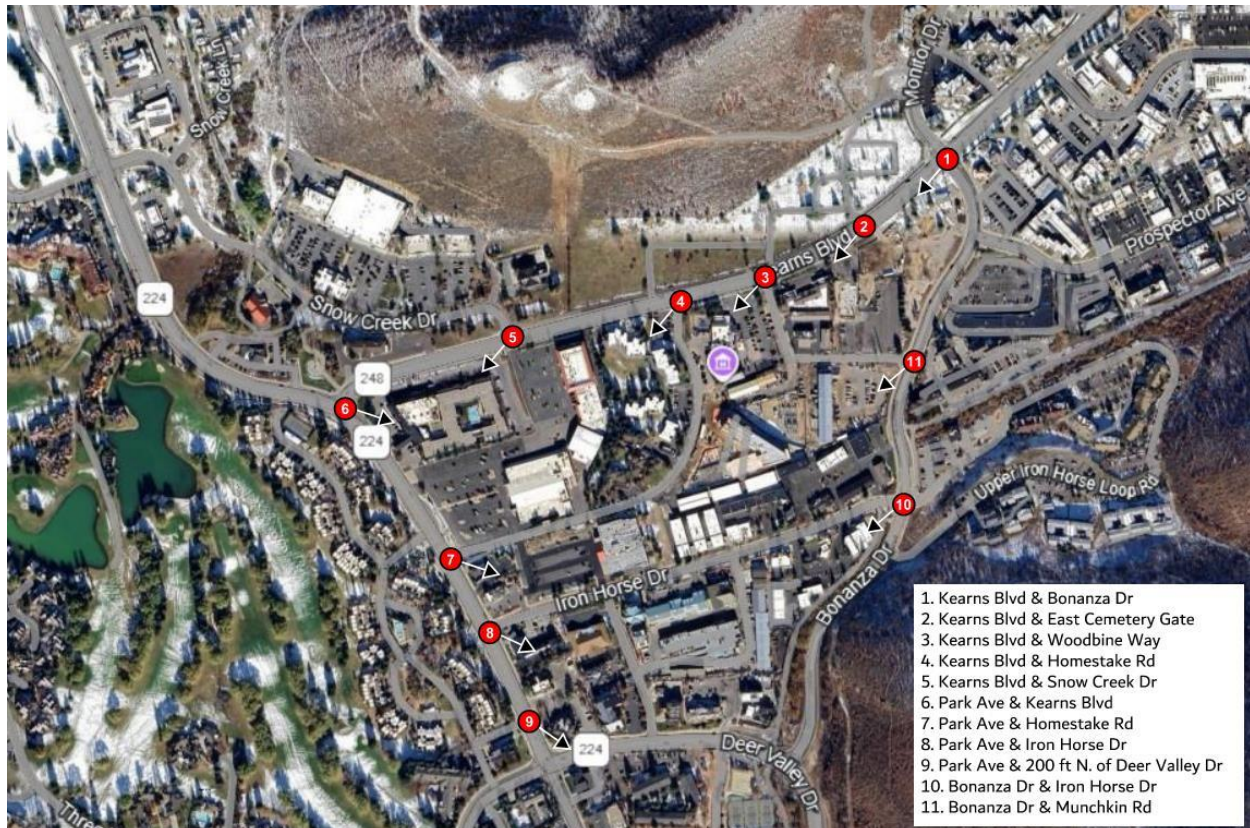


TABLE 15-2.27-5(B)(5): VANTAGE POINTS

Location	Coordinates	Bearing
Bonanza Drive & Iron Horse Drive	40.659307 -111.501548	SW
Bonanza Drive & Munchkin Road	40.660805 -111.501397	SW

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

(IV) The draft code incentivizes underground parking and establishes parking reductions for Boutique Hotels and mixed-use projects that implement strategies like a car share installation and unbundled parking.

The Small Area Plan states, “Bonanza Park will replace its myriad surface parking lots and paved areas with community gathering spaces, pervious surfaces, and new and sustainable development that welcome new residents.”¹¹ To create a pedestrian-

¹¹ [Bonanza Park Small Area Plan](#), p. 50

oriented mixed-use District, the draft code incentivizes underground parking as a Tier A project enhancement with underground setback exceptions (line 765), establishes parking reductions for mixed-use development (line 959), requires that surface parking be behind buildings (line 575), institutes parking maximums (line 906), and requires Transportation Demand Management Plans that prioritize pedestrian, cyclist, transit, and other alternative modes of transportation to reduce single-occupancy vehicles (line 1028).

The draft code is updated as described below to incorporate the Commission's June 11 input:

Underground Parking

The draft code defines "Underground Parking" as "a Parking Structure that is entirely below Existing Grade and Final Grade" (line 1495). A Tier A project enhancement includes at least 90% of the project parking in Underground Parking (line 765). If at least 90% of the required parking is provided underground, the Planning Commission may reduce Setbacks for Underground Parking (line 928).

Boutique Hotels

Some communities require parking for hotels based on one parking space per designated square footage or per the number of rooms and may require additional parking spaces for employees or limited-service hotels. LMC [Section 15-3-6 Parking Ratio Requirements](#) calls for one parking space per hotel room and one additional space per 200 square feet of separately leasable commercial space and includes parking for guests and employees. This ratio has been in the LMC since at least the year 2000 and was incorporated into the draft BPMX District. However, based on Commission discussion and input, the draft code is updated to reduce parking for Boutique Hotels to prioritize modes of transportation that do not rely on personal vehicles.

The definition of Boutique Hotel is updated:

A Hotel with no more than 75 Hotel Rooms (a unit consisting of one (1) room without a Kitchen intended for temporary living and sleeping purposes and including a separate, exclusive bathroom) wherein the operator provides shuttle services to and from the Salt Lake International Airport for Hotel guests and implements additional Transportation Demand Management strategies to bring guests and employees to the site without reliance on a personal vehicle.

The ratio of required parking is then reduced to 0.5 parking spaces per room with one additional space per 200 square feet of separately leasable commercial space (line 900). Applicants may request deeper reductions through additional parking strategies.

Car Share Installation

A car share program allows access to a car when needed without necessarily owning a car. Car Share Parking is defined in the draft code as a parking space exclusively reserved and actively used for a car share program. The previous draft allowed parking spaces for car share vehicles to count as an average of 1.5 spaces for up to five spaces. The revised draft allows Applicants to submit a proposal and plan to the Commission proposing a parking reduction for the installation, maintenance, and operation of a car share program with no cap. The car share program must meet the following requirements:

CAR SHARE PROGRAM.

- i. **Car Share Parking and Use:** The Applicant shall provide on-site car share parking in a location accessible to project users that is mutually agreed upon by the developer and car share operator and approved by the Planning Commission.
- ii. **Electric Vehicles:** The car share vehicles shall be electric vehicles unless otherwise approved by the Planning Commission. The developer shall install Electric Vehicle Charging Stations and at least one Direct Current Fast Charger for the electric car share vehicles. The developer shall ensure that electricity is provided to the Electric Vehicle Charging Stations and Direct Current Fast Charger at no cost to the car share operator or user. The Applicant is responsible for ensuring sufficient and continuous electricity supply to power the Electric Vehicle Charging Stations and Direct Current Fast Chargers and covering all costs associated with electricity usage during the term of the binding agreement.

- iii. **Binding Agreement for Long-Term Use:** The Applicant shall enter into a binding agreement with a car share operator outlining the location, operation, and maintenance of the car share vehicles within the development. The agreement shall clarify the roles and responsibilities of both parties, including gas, insurance, cleaning, maintenance, and monitoring.
- iv. **Annual Report:** The car share operator shall submit an annual report to the property owner and City regarding car share usage, maintenance, and operation.
- v. **Timing and Compliance:** All car share infrastructure must be in place and operable prior to the issuance of a certificate of occupancy unless otherwise agreed upon.

Unbundled Parking

Unbundled parking is when parking spaces are sold or leased separately from the residential unit or non-residential space to incentivize a reduction in vehicles while allowing for those with vehicles to pay for car storage.

With grant funding from the Federal Highway Administration, City CarShare conducted research¹² into the effects of carsharing and unbundled parking in San Francisco.

Carsharing programs and policies requiring developments of a certain size to unbundle the cost of parking from the cost of a unit or rent have become increasingly popular strategies in cities looking to reduce vehicle traffic. Emerging research¹³ shows that adopting both strategies has a larger impact on reducing vehicle traffic than adopting either strategy in isolation. Highlights from a study in San Francisco include:

- The average vehicle ownership rate for households with both car share and unbundled parking was 0.76, versus an ownership rate of 1.03 vehicles per

¹² Downtown Boise Parking Strategic Plan [Appendix D3](#)

¹³ Schure, J., Napolitan, F., & Hutchinson, R. (2012). Cumulative Impacts of Carsharing and Unbundled Parking on Vehicle Ownership and Mode Choice. *Transportation Research Record*, 2319(1), 96-104. <https://doi.org/10.3141/2319-11>

household with neither.

- Respondents with car share memberships had an average vehicle ownership rate of 0.47 compared to 1.22 for respondents without a car share membership.
- More than 65% of respondents with carshare memberships take transit a few times a week or more compared to 41% of respondents without carshare memberships.
- The presence of car share vehicles alone does not significantly increase the proportion of residents who become carshare members. However, the presence of car sharing and unbundled parking affects residents' decisions to become car share members.

San Francisco requires unbundled parking in new residential developments with 10 or more units.¹⁴ For residential and mixed-use projects with 50 or more units, San Francisco requires parking spaces for carshare vehicles.¹⁵

While the draft code does not require unbundled parking, it allows Applicants to propose is as a strategy to reduce parking requirements when evaluated as part of an Applicant's Transportation Demand Management Plan and parking mitigation strategy (line 1019).

(V)(a) Existing Uses that Complied with the Land Management Code at the Time of First Business License Issuance May Remain and (b) Structures that Complied with the Land Management Code at the Time of Construction are Non-Complying Structures and May Remain; (c) Draft Code Section 15-2.27-14 Allows for Hotel and Nightly Rental Uses within Units Existing at the Time of the BPMX Rezone to Operate as Transient Uses.

Rezoning the approximately 70 acres from General Commercial and Light Industrial to BPMX District requires no action or modifications for existing property owners. While Section 15-2.27-14 incentivizes sites with excess parking to undergo Conditional Use review with the Planning Commission to reduce parking and implement improvements for better connectivity, green spaces, and transit amenities, no changes are required. Existing Uses and Structures that legally exist may be retained, maintained, and repaired.

LMC [Section 15-15-1](#) defines "Non-Conforming Use" as:

- A Use of land that:
 - Legally existed before its current zoning designation;
 - Has been maintained continuously since the time the zoning regulation governing the land changed; and
 - Because of subsequent zoning changes, does not conform to the zoning regulations that now govern the land.

¹⁴ San Francisco Planning Code [Section 167](#), Parking Costs Separated from Housing Costs in New Residential Buildings

¹⁵ San Francisco Planning Code [Section 166](#), Car Sharing

LMC [Section 15-15-1](#) defines “Non-Complying Structure” as:

- A Structure that:
 - Legally existed before its current zoning designation; and
 - Because of subsequent zoning changes, does not conform to the zoning regulation’s Setback, Height restrictions, or other regulations that govern the Structure.

LMC [Chapter 15-9](#) governs Non-Complying Structures and Non-Conforming Uses and states that while they may continue, the regulations of Chapter 15-9 limit enlargement, alteration, restoration, or replacement which would increase the discrepancy between existing conditions and the new regulations. Applications for changes to a Non-Conforming Use or Non-Complying Structure are reviewed to ensure they are reducing the degree of non-conformity and improving the physical appearance of the Structure and site through such measures as landscaping, building design, or improved function of the use in relation to other uses (LMC [Section 15-9-1 Purpose](#)).

The property owner bears the burden that [any Non-Conforming Use or Non-Complying Structure lawfully exists](#), and the Planning Director issues a determination that may be appealed to the Board of Adjustment.¹⁶

(a) Non-Conforming Uses May Continue.

LMC [Section 15-9-5](#) allows for Non-Conforming Uses to remain and be remodeled (including interior and exterior remodels), but they cannot be enlarged, expanded, or extended to occupy all or part of another Structure or site that it did not occupy on the date on which the Use became non-conforming. However, the Use may be extended through the same Building or Structure, provided no structural alteration of the Building or Structure is proposed or made for the purpose of the extension and the parking demand is not increased.

Few Non-Conforming Uses will be created through the rezone to the BPMX. This is because the General Commercial and Light Industrial Zoning Districts are primarily commercial, and these commercial Uses are proposed to be allowed in the new BPMX District. However, there is an Auto-Related Use and residential units on the ground floor along street fronts that would not be allowed in new construction in the BPMX District. These may remain as Non-Conforming Uses.

A property owner within the BPMX District submitted public input requesting the Commission consider adopting a new Section: 15-2.27-14 *Existing Uses*, clarifying that existing Uses on existing Parcels not smaller than 0.4 acres and not larger than 2.2 acres, are allowed, including:

- Retail and Service Commercial, Minor
- Retail and Service Commercial, Personal Improvement
- Retail and Service Commercial, Major

¹⁶ LMC [Section 15-9-2 Determination of Non-Conforming or Non-Complying Status](#)

- Retail and Service Commercial, Auto-Related
- Café or Deli
- Restaurant, General
- Office, General
- Office, Moderate Intensive
- Office, Intensive

The property owner then requests these Uses be exempt from the BPMX Purpose, Uses, Connectivity Improvements, Lot and Site Requirements, Building Height, Design Guidelines, Project Enhancements, Parking Requirements, Transportation Demand Management, Sustainability Requirements, and Conventional Chain Business regulations, and Goods and Uses to be Within Enclosed Buildings Sections. Please see the public input exhibit.

(b) Non-Complying Structures May Continue.

LMC [Section 15-9-6](#) allows for the repair, maintenance, alteration, and enlargement of a Non-Complying Structure provided it does not create a new non-compliance or increase the degree of the existing non-compliance.

(c) Staff Recommends Adding a Section to Address Future Transient Uses for the Existing Hotel, Residential Units, and Nightly Rental Condominium.

The draft code includes Section 15-2.27-14 to clarify that the existing transient uses, or those residential units that currently may obtain a Nightly Rental business license, may be exempted from the Boutique Hotel definition and Nightly Rental prohibition:

15-2.27-14 EXEMPTED EXISTING TRANSIENT USES

The following Uses existing prior to adoption of Ordinance No. 2025-XX shall be

Allowed Uses in the BPMX District:

A. Hotel

- a. 1800 Park Avenue - 180 Hotel Rooms

B. Nightly Rentals

- a. 1900 Homestake Road – Homestake Condominiums, 42 units
- b. 1800 Homestake Road - Claimjumper Condominiums, 28 units
- c. 1637 Short Line Road - Copper Bottom Inn, 33 units

The Buildings within which the existing transient Uses described herein are located at

the time of the adoption of Ordinance No. 2025-XX may be improved as outlined in Chapter 15-9 *Non-Conforming Uses and Non-Complying Structures*.

(VI) The draft code implements the six goals and recommendations of the Small Area Plan.

(a) The draft code creates a new Mixed-Use District.

Bonanza Park is zoned primarily for single-use commercial and light industrial uses with clusters of residential units. Existing developments are autocentric, with large surface-level parking lots. Although several trails converge in Bonanza Park, they do not connect though the neighborhood. The sidewalk network is limited. While the FPZ creates a landscaped buffer for developments adjacent to Park Avenue and Kearns Boulevard, it is not consistently implemented across these corridors due to non-complying structures built before the FPZ took effect.

The image below illustrates limited green spaces, limited connectivity, and extensive surface-level parking within the neighborhood core.



Recommendations

The Plan envisions autocentric development giving way to “a more mixed-use and compact development pattern” characterized by “good quality design” and “human scaled development.” The neighborhood’s central location, proximity to Old Town, transit connectivity, and access to regional trail systems position it well to redevelop into an area where residents can comfortably live, work, and recreate without a car as the primary means of transportation.

The Plan recommends the following to transform the area into a livable mixed-use neighborhood:

1. Create a Bonanza Park Mixed Use District that allows for increased densities when new development includes project enhancements.
2. Update the FPZ to ensure that Park City’s entry corridors remain scenic and awe-inspiring.
3. Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale development that is contextual and sensitive to its environments.

The draft code supports these recommendations:

Create a Bonanza Park Mixed Use District that allows for increased densities when new development includes project enhancements.

Project Enhancements (line 726)

Project enhancements are intended to provide early project predictability and allow flexibility in selecting incentives to qualify for additional Building Height and/or reduced Setbacks. The draft code identifies three Tier A and eight Tier B project enhancements:

Tier A Project Enhancements



Tier B Project Enhancements



Structures in the BPMX are limited to three stories, or 35 feet in height. A development providing project enhancements may be eligible for height up to 45 feet, or four stories, when located outside the FPZ:

1. The project provides two Tier A enhancements; or
2. The project provides one Tier A and at least two Tier B enhancements.

In addition to increased height, a project may qualify for reduced Setbacks if additional enhancements are provided:

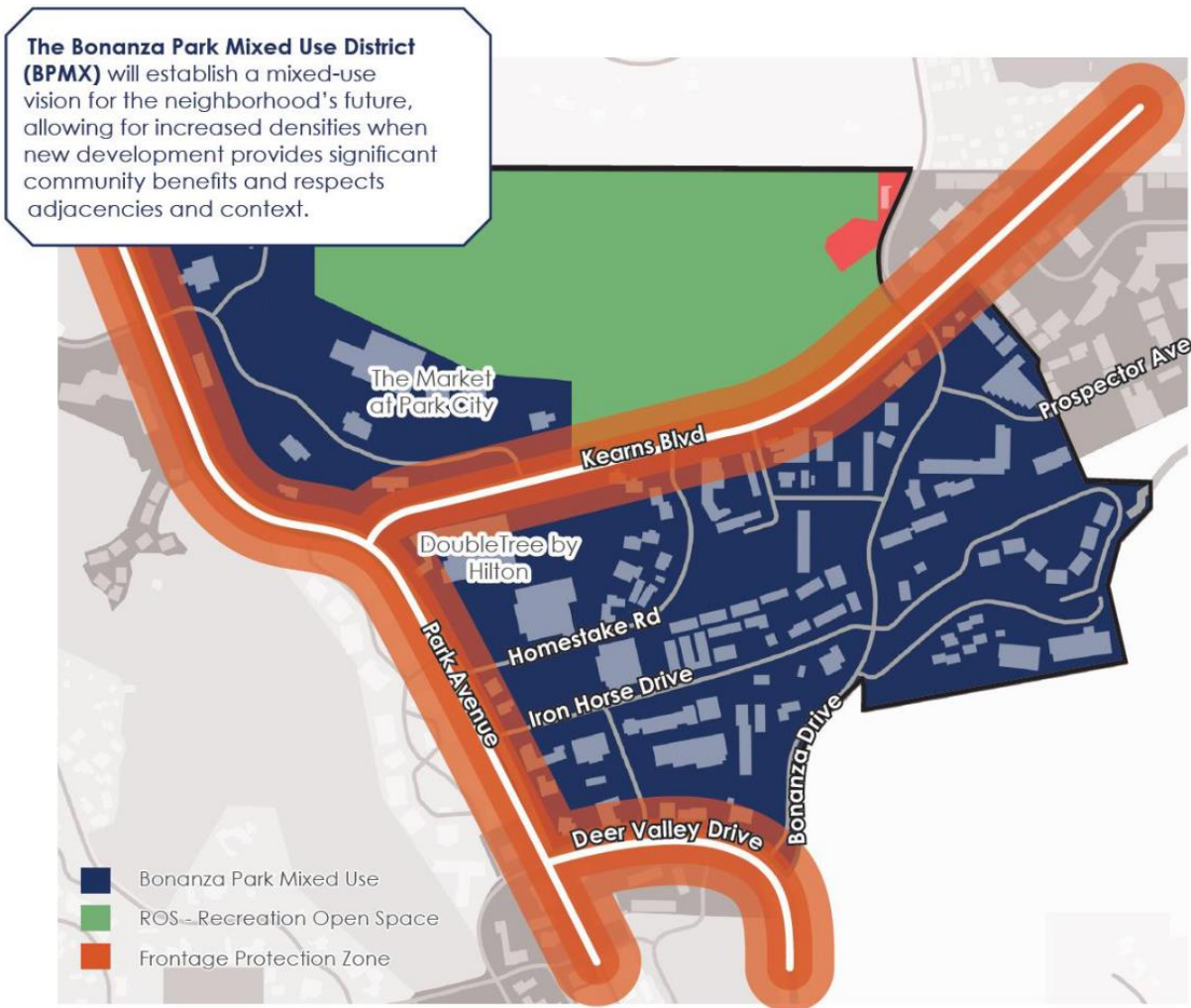
1. The project provides two Tier A (and one is Housing) and at least one Tier B enhancement; or
2. The project provides one Tier A (Housing) and at least four Tier B enhancements.

The Planning Commission reviews a preliminary proposal from an Applicant outlining a rough site plan, volumetrics, renderings, and project description. The Planning Commission forwards a recommendation to the City Council for consideration of the project enhancements proposal. The City Council decides whether a proposal qualifies for increased height and/or reduced setbacks and returns the project to the Planning Commission for review.

Update the FPZ to ensure that Park City's entry corridors remain scenic and awe-inspiring.

Frontage Protection Zone (lines 376, 663, and 716)

The boundary of the FPZ, highlighted in orange below, is not proposed to change:



However, clarifications to the FPZ are proposed. The table below shows the existing and proposed FPZ with the draft components that are more restrictive in **red**:

	Existing FPZ	Proposed FPZ
Building Height		
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.	25 feet at the 30-foot FPZ setback with a 10-foot stepback to 35 feet from Existing Grade
Building Height Exceptions		
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

Building Stepbacks

30- to 50-foot FPZ	None required	10 feet for each story above two stories
50- to 100-foot FPZ	None required	None required

Uses

	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.

Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale development that is contextual and sensitive to its environments.

Activating Streetscapes – (lines 238, 253, 277, 446, 482, 555, 587, 631, 643, and 686)

The vision for Bonanza Park is a walkable, connected, and livable community. Street types range from major corridors like Kearns Boulevard and Park Avenue, to interior connectors like Homestake Road and Munchkin Road. Setbacks in the draft ordinance are proposed based on street type and context to create a mountain town landscape buffer within the FPZ and to allow flexibility of uses along this corridor, while drawing people into the neighborhood and prioritizing pedestrian-friendly design and enhanced walkability. Wider streets require greater setbacks to create comfortable accessible spaces for pedestrians, while setbacks reduced from the current 25-foot perimeter Master Planned Development setback may create a cohesive and active internal neighborhood streetscape.

The FPZ creates a sense of arrival and place within our mountain town, with a linear green along the heavily trafficked entryways that serve as a buffer to the internal neighborhoods and allows for multi-use pathways and landscaping:



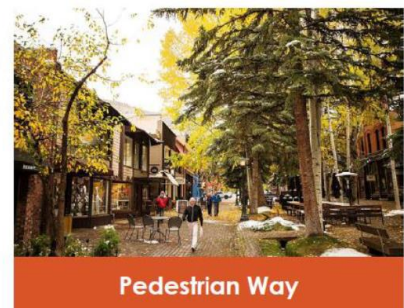
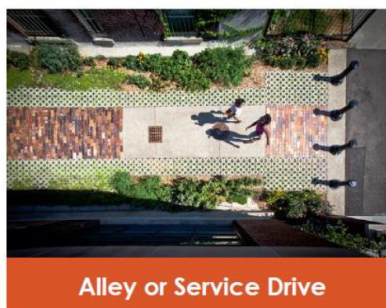
Linear greenways create a transition from Kearns Boulevard, Park Avenue, and Deer Valley Drive, while allowing for a landscape buffer to preserve Park City's mountain town aesthetic before transitioning to a pedestrian-scale internal network.

The Plan prioritizes a pedestrian-scale built environment, calling for active uses on the streetscape:

Front Yards	As part of a Bonanza Park Mixed Use District, ensure that new multifamily and mixed use buildings reflect human scale design for a walkable community by regulating design elements. Excludes single and two-family dwellings.
Entrances & Porches	
Landscaping & Trees	
Windows & Doors	
Block Patterns & Sizes	
Roofs	
Fences	
Parking Placement	

Streets within the neighborhood will be pedestrian-oriented, creating a vibrant

streetscape:



Vertical and Horizontal Mixed Use – (line 277)

Distinguishing street types can shape the balance of commercial and residential uses within the neighborhood through (a) vertical mixed-use with active uses on the ground floor and residential and office uses on upper floors, and (b) horizontal mixed-use, with distinct land uses in a multi-building development within portions along Kearns Boulevard, Park Avenue, and Deer Valley Drive. Bonanza Drive—while wider than other internal streets—also calls for unique setbacks to shape the type of pedestrian-scale environment that supports improved pedestrian and bicyclist connections within the neighborhood and as a connection to Prospector.

The preliminary draft outlines street types to shape future pedestrian-oriented streetscapes:

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

Active Streetscape Uses – (lines 286, 591, and 610)

Active street-facing uses encourage pedestrian activity and contribute to the vibrancy of the neighborhood. In addition to retail establishments, restaurants, and bars, the draft code identifies the following uses as active uses:

- Daycare facilities
- Community meeting spaces
- Educational and medical uses

- Civic spaces, such as theaters and museums
- Art and craft studios
- Public Recreation Facilities
- Other uses determined to be substantially similar by the Planning Commission

For buildings that are 100 percent residential, a ground floor lobby or other common space would be allowed within limited areas in the neighborhood.

Additional policies to activate the streetscape include:

- Incorporating open space into building placement to create opportunities for outdoor dining and displays
- Breaking up the massing of buildings on parcels greater than 30,000 square feet
- Orienting buildings to the street
- Designing public spaces and gathering areas to maximize solar exposure
- Positioning a building entry to enhance a pedestrian-oriented streetscape
- Reducing the mass and scale of a building through design elements like variation in roof forms, emphasis on building entries, and variation in texture or materials
- Avoiding blank wall surfaces adjacent to pedestrian Rights-of-Way
- Implementing vertical and horizontal building articulation to break up the mass of a building
- Providing sufficient glazing on the lower and upper levels of all street-facing façades to create a strong relationship to the street
- Integrating alleyways or mid-block crossings to support pedestrian-oriented street design
- Consolidating parking areas behind the front-most wall of all main buildings
- Using high-quality building materials that convey a pedestrian scale
- Designing roofs to prevent the build-up of water, snow, and ice on pedestrian and public areas
- Siting trash and service areas to minimize impacts to pedestrians
- Screening mechanical equipment and utility boxes from public view

(b) The draft code limits CCBs through square footage maximums and establishes project enhancements when local businesses are prioritized. The draft code prohibits Nightly Rentals in new development, limits hotels to Boutique Hotels with 75 rooms and requires significant parking reductions, and allows existing transient uses to continue.

With commercial space available at lower rents than in other neighborhoods, Bonanza Park serves as an incubator for local businesses. Even so, Bonanza Park is home to 16 Conventional Chain Businesses and several nightly rentals, which residents feel

diminish the authenticity, charm, and character of the neighborhood.

Recommendations

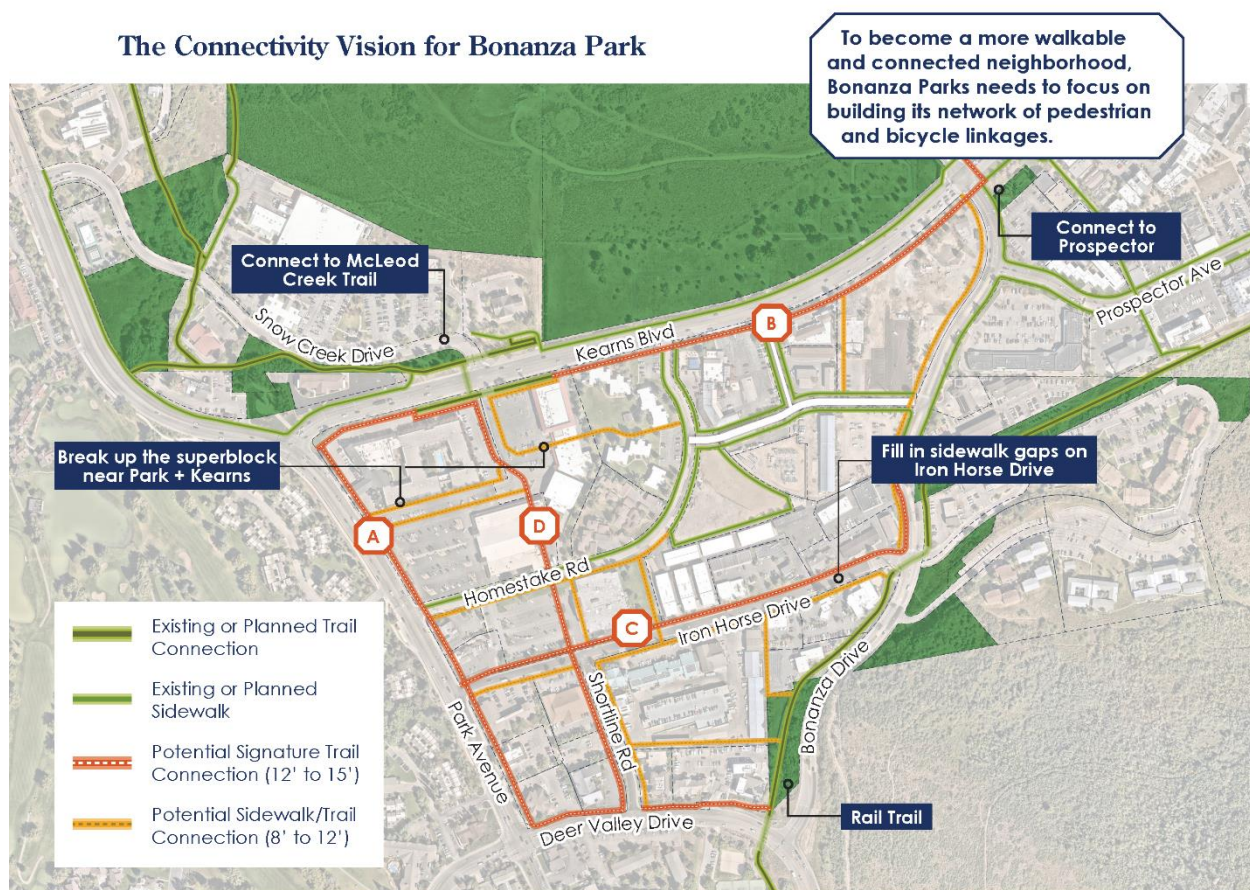
Residents expressed interest in retaining and enhancing the “authenticity,” “charm,” “richness,” “character,” and “personality” of the Bonanza Park neighborhood.

The Plan identifies three recommendations to support the goal of investing in locally owned business and entrepreneurship:

4. Limit the size of hotels and grandfather existing nightly rental rights while restricting new nightly rentals to grow the residential base for Bonanza Park and ensure that new dwellings are supporting a neighborhood for locals (lines 1310, 1463).
5. Limit Conventional Chain Businesses to prioritize locally owned and unique retailers/restaurants in Bonanza Park (lines 861, 1152).
6. Cap commercial square footage per building, with exceptions for grocery stores or other uses approved by the Planning Commission, to incentivize mixed use development (line 207).

(c) The draft code establishes the core pedestrian and cyclist network properties can connect into.

Future sidewalks, trails, and signature trails are established for the neighborhood to make key connections and to allow for internal site planning to connect to this network (line 146). Please note the Rail Trail east-west connection has been shifted to Iron Horse Drive, shown in the updated image below:



(d) The draft code allows Affordable Master Planned Developments and establishes project enhancements to incentivize development of affordable, attainable, and workforce housing.

Developments within the BPMX District must meet the minimum affordable housing requirements in effect at the time of project application, as outlined in the Housing Resolution. Additionally, Affordable Master Planned Developments are allowed.

To further incentivize development of affordable, workforce, and attainable housing, updates to the Affordable Master Planned Development are incorporated to allow more flexibility in project design and to allow for mixed-use affordable developments.

The current Affordable Master Planned Development 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 stepbacks between the third and fourth stories. The proposed code incorporates elements of the Affordable Master Planned Development but with greater flexibility for mixed-use projects and also allows for a blend of units ranging from affordable to attainable to market-rate, so long as an average Area Median Income is achieved (line 1332).

(e) The draft code establishes Sustainability criteria as a project enhancement and encourages new development to meet Sustainability standards.

Development within Bonanza Park should strive to support the City's Net Zero Goals. The draft code establishes requirements for sustainable design and construction practices (line 1135). To qualify for a potential increase in building height, a project could also develop a sustainable operations plan in tandem with at least two other project enhancements (line 846).

(f) The draft code allows art installations throughout and within the FPZ and establishes new Uses to support arts and culture in the neighborhood.

The Small Area Plan recommends supporting the goal of weaving arts and culture into the community fabric:

- Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.
- Ensure that public art is meaningfully incorporated into development proposals and community outdoor spaces.

The draft code supports these recommendations:

Art Installations Are Allowed and Encouraged in the Bonanza Park Neighborhood

In the draft code:

- The BPMX District Purpose includes incorporating public art and placemaking elements to inspire, awe, delight, and enliven public spaces, streets, and trails in the neighborhood (line 36).
- Public Art is an allowed use in the BPMX District (line 74).
- Art installations are allowed for meeting screening requirements (lines 569, 577, and 706).
- Integration of public art—including murals, sculptures, enhanced trails, gateways, crosswalks, wayfinding, and interactive exhibits—is encouraged in the Design Guidelines (line 716).
- Art is specifically allowed within the FPZ (line 722) and within Green Community Spaces (line 1427).
- Property owners are responsible for maintaining art on private property.
- The Public Arts Advisory Board is tasked with reviewing public art prior to installation (line 724).

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website on March 26, 2025, May 28, 2025, and June 11, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 26, 2025, and May 28, 2025.¹⁷ Staff posted notice throughout the neighborhood on June 4, 2025.

Public Input

Public input is attached as Exhibit D.

Exhibits

- A: Draft Ordinance
- B: The Bonanza Park Small Area Plan
- C: The Stand-Alone Mobility Component
- D: Public Input

ATTACHMENT 1

- October 23, 2024 – Planning Commission [Packet](#), Item 4.A; [Minutes](#), p. 2
 - Review of Conventional Chain Businesses, vantage points, sustainability considerations, the Frontage Protection Zone, and parking updates.
- December 11, 2024 – Planning Commission [Packet](#), Item 5.A; [Minutes](#), p. 2
 - Review of the first comprehensive draft.
- February 12, 2025 – Planning Commission [Packet](#), Item 6.A; [Minutes](#), p. 7
 - Review of project enhancements, the Frontage Protection Zone, vantage points, activating streetscapes, vertical and horizontal mixed use, transient uses, Conventional Chain Businesses, pedestrian and bicyclist connectivity, rights-of-way connectivity, parking reductions, open space, and sustainability.
- March 12, 2025 – Planning Commission [Packet](#), Item 5.F; [Minutes](#), p. 22
 - Review of street types, vertical and horizontal mixed use, project enhancements, Conventional Chain Businesses, active streetscape uses, the Frontage Protection Zone, vantage points, boutique hotels, nightly rentals, parking, and traffic.
- April 9, 2025 – Planning Commission [Packet](#), Item 5.D; [Minutes](#), p. 31
 - Review of feasibility analysis indicating the code incentivizes current property owners to redevelop, but not new or future property owners.
 - Review of phased approach, project enhancements, the Frontage Protection Zone, Conventional Chain Businesses, non-conforming uses, vantage points, feasibility, pedestrian, bicyclist, and street connections, vertical and horizontal mixed-use, building placement, orientation, scale, articulation, and fenestration, parking reductions, transportation demand management, and sustainability.

¹⁷ LMC [Section 15-1-21](#)

- April 24, 2025 – City Council [Packet](#), Old Business Item 1; [Minutes](#), p. 11
 - Review of feasibility and direction to establish opportunities to further increase feasibility for new and future property owners.
- May 22, 2025 – City Council [Packet](#), Old Business Item 2; [Audio](#)
 - Direction to reduce open space from 30% to 20%, reduce parking requirements, evaluate nightly rentals and hotels.
- June 11, 2025 – Planning Commission [Packet](#), Item 6.E; [Audio](#)
 - Direction on incorporating reductions to open space and parking reductions.

ORDINANCE NO. 2025-XX

AN ORDINANCE REZONING APPROXIMATELY 70 ACRES BETWEEN PARK AVENUE, KEARNS BOULEVARD, BONANZA DRIVE, AND DEER VALLEY DRIVE FROM GENERAL COMMERCIAL AND LIGHT INDUSTRIAL TO BONANZA PARK MIXED-USE DISTRICT, ENACTING LAND MANAGEMENT CODE CHAPTER 15-2.27 TO IMPLEMENT THE BONANZA PARK SMALL AREA PLAN, UPDATING THE FRONTAGE PROTECTION ZONE TO ENHANCE THE CITY'S ENTRY CORRIDORS, UPDATING CHAPTER 15-6.1 TO ALLOW AFFORDABLE MASTER PLANNED DEVELOPMENTS IN THE BONANZA PARK MIXED-USE DISTRICT, AND AMENDING SECTION 15-15-1 TO DEFINE KEY TERMS

WHEREAS, the Land Management Code implements the goals and policies of the Park City General Plan;

WHEREAS, on July 11, 2024, the City Council adopted the Bonanza Park Small Area Plan as a supplement to the General Plan;

WHEREAS, the Bonanza Park Small Area Plan establishes six goals: (1) mixed-use – to create a mixed use neighborhood with livability in mind; (2) local – to support locally-owned business and entrepreneurship, (3) user-friendly – to create a safe and intuitive network for pedestrians, cyclists, and transit users, (4) inclusive – to expand the availability of affordable and workforce housing units, (5) green – to create a more welcoming and sustainable community, and (6) cultural – to weave arts and culture into the community fabric;

WHEREAS, on October 23, 2024, December 11, 2024, February 12, 2025, March 12, 2025, and April 9, 2025, the Planning Commission conducted a series of work sessions and public hearings to implement the Bonanza Park Small Area Plan through a rezone and new land use regulations;

WHEREAS, on April 24, 2025, and May 22, 2025, the City Council conducted public hearings and provided input on the feasibility of the draft code;

WHEREAS, on June 11, 2025, and June 25, 2025, the Planning Commission incorporated Council direction to improve feasibility of the draft code;

WHEREAS, on June 25, 2025, the Planning Commission conducted a public hearing and forwarded a _____ recommendation for City Council consideration;

WHEREAS, on July 10, 2025, the City Council conducted a public hearing;

WHEREAS, it is in the best interest of the residents of Park City, Utah, to rezone approximately 70 acres between Park Avenue, Kearns Boulevard, Bonanza Drive, and

Deer Valley Drive from General Commercial and Light Industrial to Bonanza Park Mixed-Use District;

WHEREAS, it is in the best interest of the residents of Park City, Utah to enact Land Management Code Chapter 15-2.27 to establish the land use regulations for the new Bonanza Park Mixed-Use District, to amend Chapter 15-2.20 to enhance the Frontage Protection Zone for the Bonanza Park Mixed-Use District, to amend Chapter 15-6.1 to allow Affordable Master Planned Developments in the new Bonanza Park Mixed-Use District, and to amend Section 15-15-1 to define key terms;

WHEREAS, the proposed Land Management Code amendments are consistent with the following purposes of the Utah Municipal Land Use, Development, and Management Act Section 10-9a-102, Purposes – General land use authority:

1. The purposes of this chapter are to:

- a. provide for the health, safety, and welfare;
- b. promote the prosperity;
- c. improve the morals, peace, good order, comfort, convenience, and
- d. aesthetics of each municipality and each municipality's present and future
- e. inhabitants and businesses;
- f. protect the tax base;
- g. secure economy in government expenditures;
- h. foster the state's agricultural and other industries;
- i. protect both urban and nonurban development;
- j. protect and ensure access to sunlight for solar energy devices;
- k. provide fundamental fairness in land use regulation;
- l. facilitate orderly growth, allow growth in a variety of housing types, and contribute toward housing affordability; and
- m. protect property values.

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

SECTION 1. FINDINGS. The analysis section of the staff reports are incorporated herein. The recitals above are incorporated herein as findings of fact.

SECTION 2. REZONE. Rezone approximately 70 acres between Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive from General Commercial and Light Industrial to Bonanza Park Mixed-Use District and Frontage Protection Zone as shown in attachment 1.

SECTION 3. AMEND MUNICIPAL CODE OF PARK CITY TITLE 15. Enact Title 15 Chapter 15-2.27 *Bonanza Park Mixed-Use District*, Amend Chapter 15-2.20 to update the Frontage Protection Zone, amend Chapter 15-6.1 to allow Affordable Master

Planned Developments in the New Bonanza Park Mixed-Use District, and amend Section 15-15-1 to define key terms as shown in Attachment 2.

SECTION 4. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED THIS 10th DAY of JULY 2025.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, Mayor

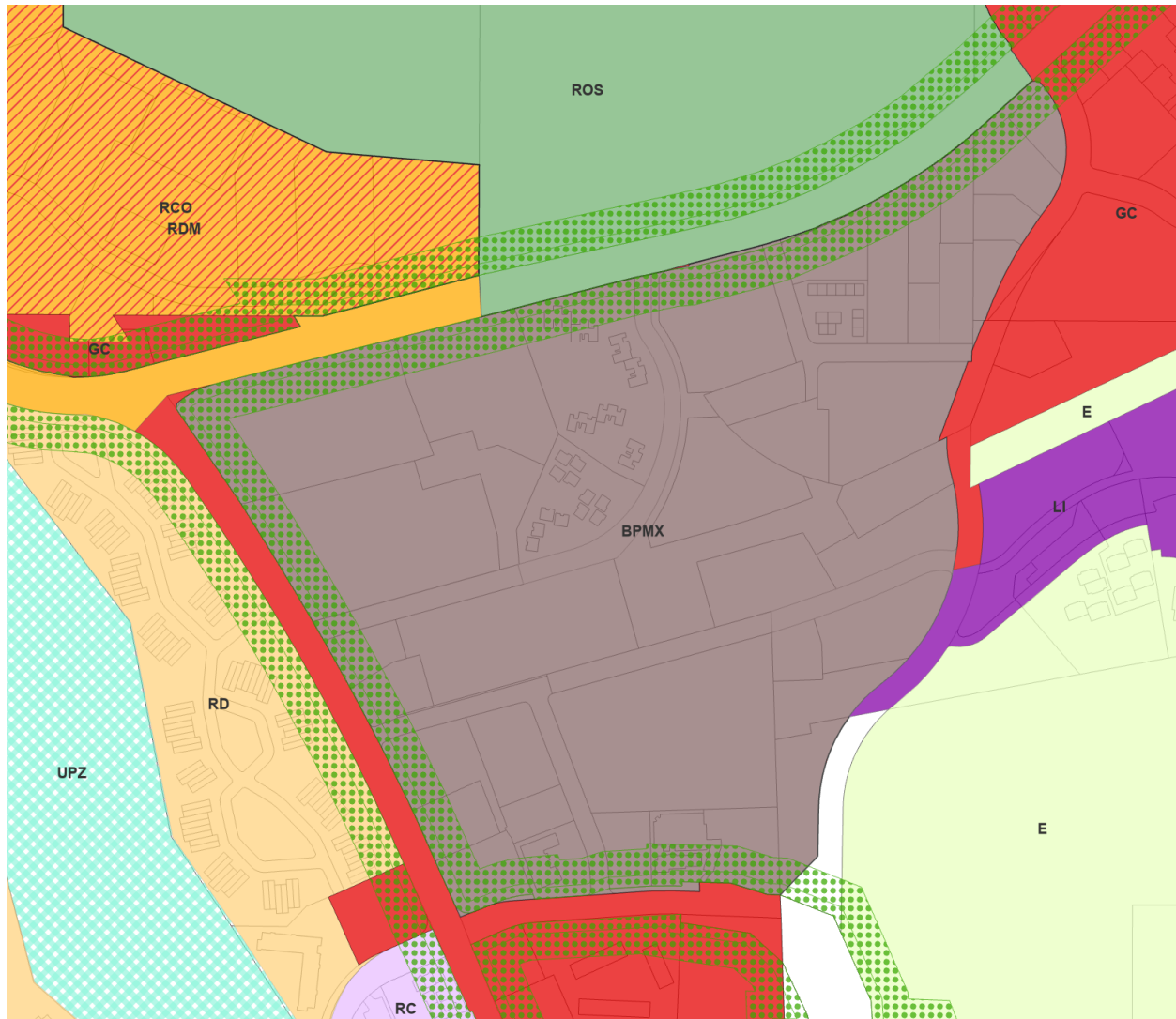
Attest:

City Recorder

Approved as to form:

City Attorney's Office

ATTACHMENT 1 – REZONE APPROXIMATELY 70 ACRES BETWEEN PARK AVENUE, KEARNS BOULEVARD, BONANZA DRIVE, AND DEER VALLEY DRIVE FROM GENERAL COMMERCIAL AND LIGHT INDUSTRIAL TO BONANZA PARK MIXED-USE DISTRICT, RETAINING THE FRONTAGE PROTECTION ZONE.



ATTACHMENT 2

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 EXEMPTED EXISTING TRANSIENT USES

15-2.27-15 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 Outdoor Space, 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 significant project enhancements,
6. establish a network of pedestrian and bicycle connections 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.

- 45 1. Amphitheater
- 46 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
- 70 26. Office, Medical
- 71 27. Office, Moderately Intensive
- 72 28. Plant and Nursery Stock production and sales
- 73 29. Public and Quasi-Public Institution, Church, and School
- 74 30. Public Art
- 75 31. Recreation Facility, Public
- 76 32. Restaurant
- 77 33. Retail and Service Commercial, Major
- 78 34. Retail and Service Commercial, Minor
- 79 35. Retail and Service Commercial, Personal Improvement
- 80 36. Transit Hub

81 B. **ADMINISTRATIVE CONDITIONAL USES.**

- 82 1. Fences and walls greater than six feet (6') in height from Final Grade
- 83 2. Food Truck Location
- 84 3. Outdoor Dining
- 85 4. Outdoor Event or Use
- 86 5. Pet Services
- 87 6. Public Transit Amenity Area
- 88 7. Temporary Improvement

89 C. **CONDITIONAL USES.**

- 90 1. Disabled Care

2. Elder Care
3. Flex Industrial
4. Group Care Facility
5. Hospital, General
6. Hotel, Boutique (one per seven acres)
7. Indoor Entertainment Facility
8. Parking Area
9. Passenger Tramway
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. Telecommunication Antenna
14. 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.

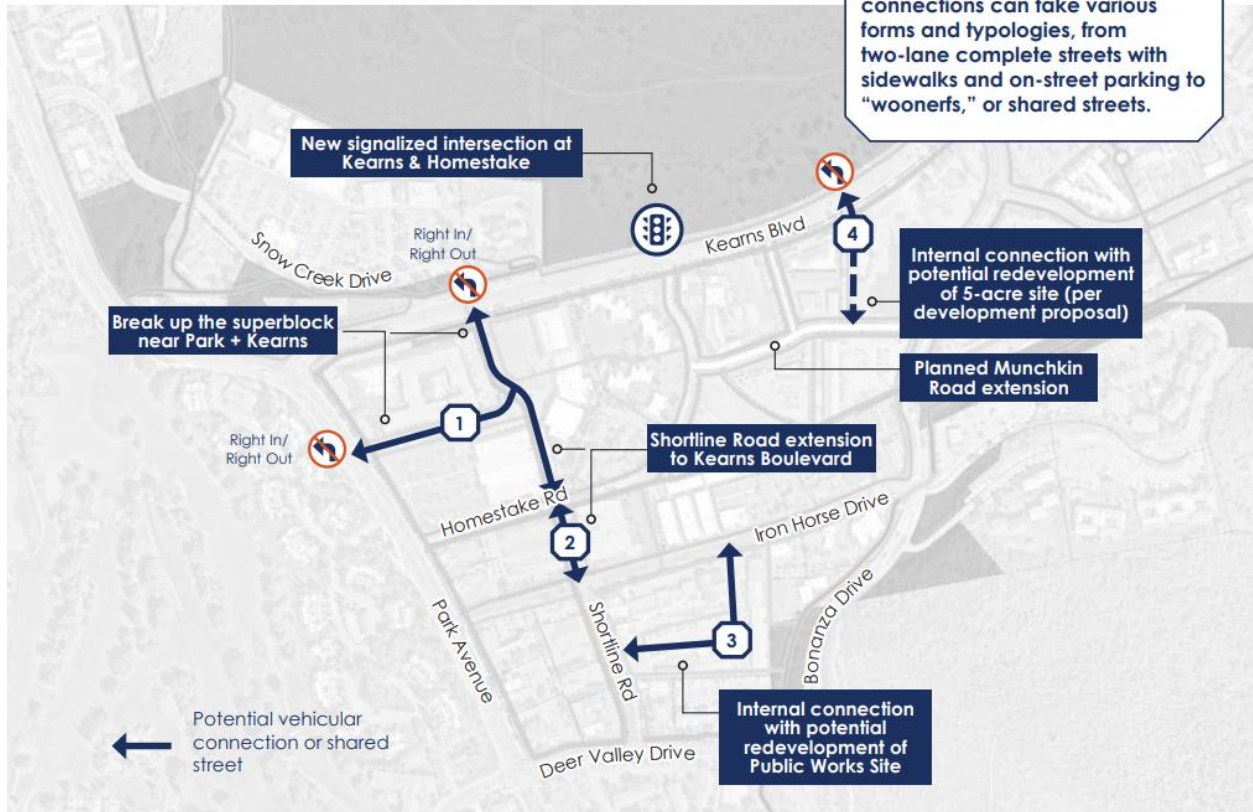
15-2.27-3 CONNECTIVITY IMPROVEMENTS.

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.

Figure 15-2.27-3(A) Breaking Down Superblocks with Redevelopment:

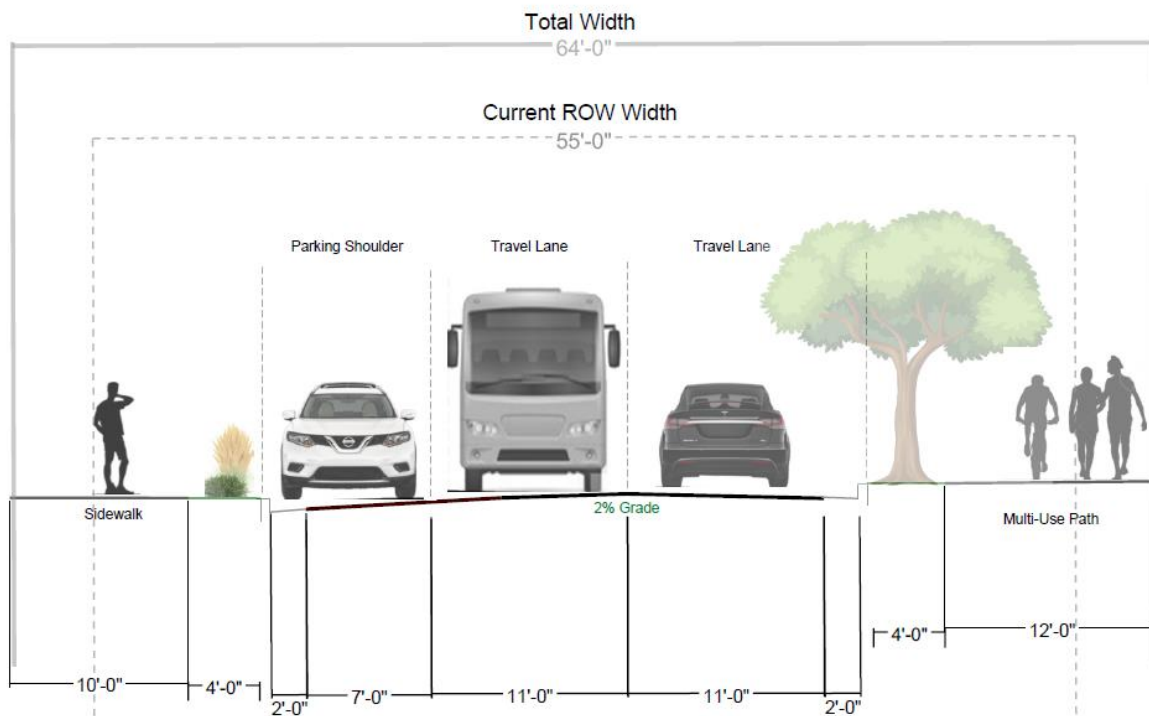
Breaking down Superblocks with Redevelopment



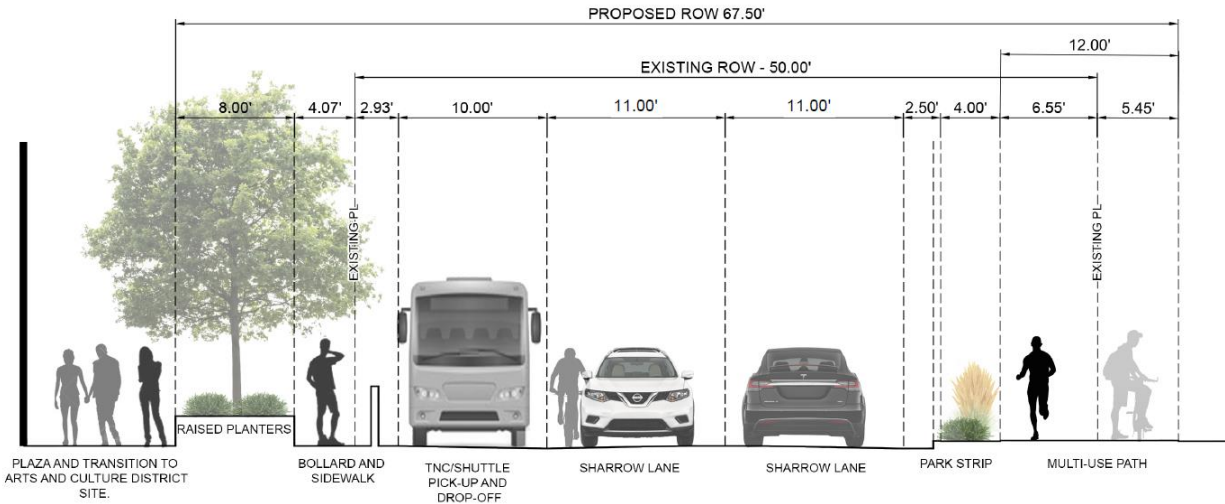
B. STREET DESIGN.

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 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.
6. Typical Bonanza Park Street cross sections are shown below:

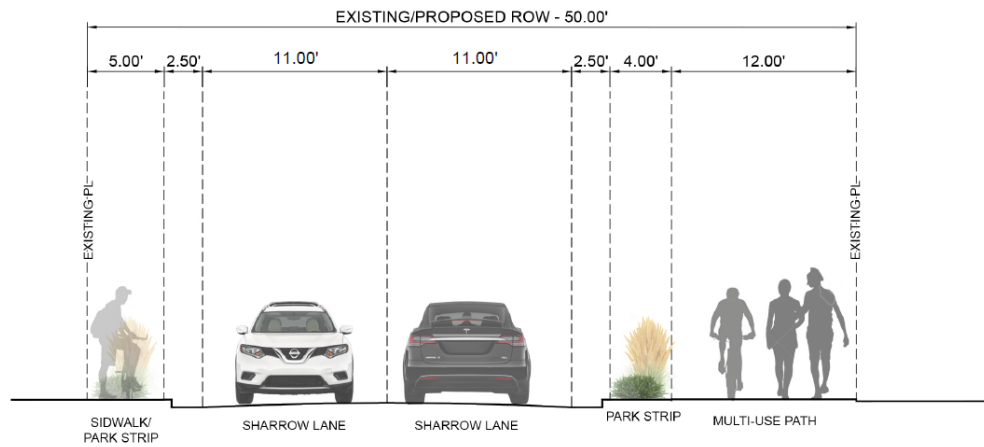


Iron Horse Cross Section



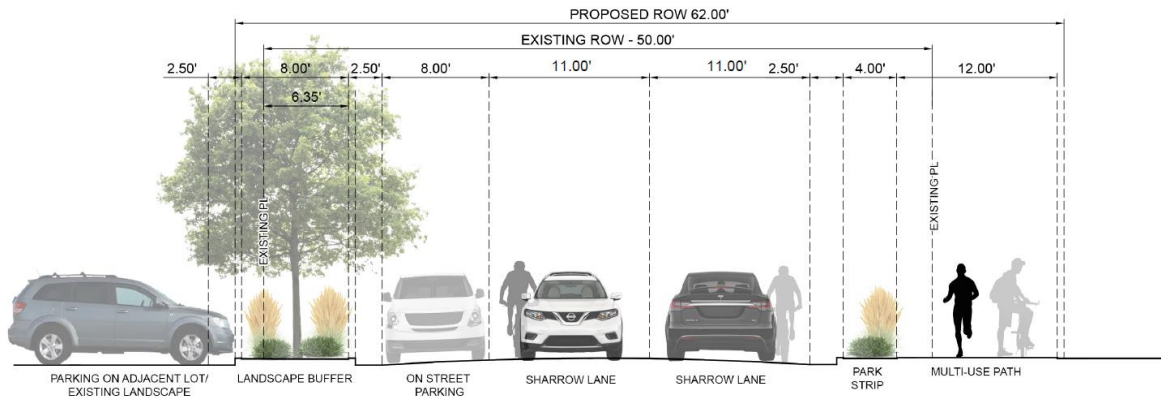
MUNCHKIN ROAD (EAST)

142

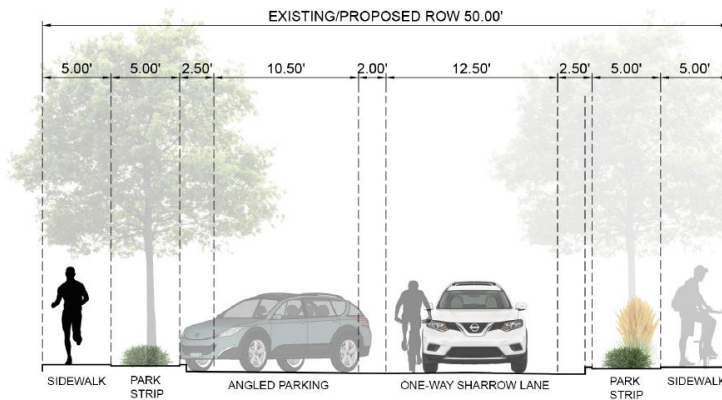


MUNCHKIN ROAD (WEST)

143



HOMESTAKE ROAD (SOUTH)



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 should 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 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 shown on plats.

2. Establishment of a perpetual public access easement shall not require increased Setbacks. Sidewalk, trail, and signature trail connections located on private property 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 within existing Developments, 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 Permit 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 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**.

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,

3. The Use is outlined in Section 15-2.27-2 as Allowed or Conditional and has received Conditional Use approval by the Planning Commission pursuant to Section 15-1-10 *Conditional Use Review Process*.

D. **OPEN SPACE**: The following Publicly Accessible Outdoor Space requirements apply within the BPMX District.

3. At least 20% of the total Site Area shall be Publicly Accessible Outdoor Space and may not be used for Streets, driveways, or Parking Areas.

229 4. The following Publicly Accessible Outdoor Space typologies (Green
230 Community Spaces) are permitted in the BPMX District and may be in the
231 Frontage Protection Zone:

- 232 a. Pocket Park.
- 233 b. Linear greenspace with pedestrian and/or bicycle path.
- 234 c. Public Courtyard.
- 235 d. Plaza Area.
- 236 e. Flexible Space.
- 237 f. Community Garden.

238 E. **SETBACKS:**

- 239 1. The Frontage Protection Zone requires a minimum landscaped buffer
240 Setback of thirty feet (30') in width abutting the Street. See Chapter 15-
241 2.20.
- 242 2. Setbacks that are not Frontage Protection Zone Setbacks or Streetscape
243 Setbacks are twenty-five feet (25').
- 244 3. Projects that meet the requirements of Section 15-2.27-7 *Project*
245 *Enhancements* may request the Planning Commission grant a Setback
246 reduction to eighteen feet (18') for Setbacks that are not Frontage
247 Protection Zone or Streetscape Setbacks.
- 248 4. The Planning Commission may consider increasing exterior Side
249 Setbacks during Conditional Use review to mitigate potential impacts on
250 adjacent Property. Side Setback exceptions continue to apply.

5. 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(E) 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(E): MINIMUM STREETSCAPE SETBACK REQUIREMENTS		
Street Type	Applicability/ Streets	Streetscape Setback
Frontage Protection Zone	Kearns Boulevard	30 Feet
	Park Avenue	
	Deer Valley Drive	
Internal Street	Bonanza Drive	25 Feet
Internal Street	Homestake Road	20 Feet
	Iron Horse Drive	
	Short Line Road	
Internal Street	Munchkin Road and Woodbine Way	18 Feet

G. **SETBACK EXCEPTIONS**: The following Setback exceptions apply within the BPMX District:

1. Bay and box windows that do not impact sidewalks, trails, and signature trails that are not more than ten feet (10') wide projecting not more than two feet (2') in the Setback.
2. Window wells and light wells that do not impact sidewalks, trails, and signature trails and project not more than four feet into 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 Setback.
7. Driveways leading to a garage, Parking Area, or Parking Structure.
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 Streets within the BPMX District as defined in Section 15-2.27-4(E), unless otherwise approved by the Planning Commission.

a. **Criteria for a fully 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 25 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 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;

- 328 3. Uniform landscaping elements enhance the
329 pedestrian experience and preserve views of the
330 residential building (a semi-private yard or
331 courtyard may be fenced with a maximum height
332 of four feet).
- 333 4. A fully residential development shall unbundle
334 parking costs from the cost of rent or the cost of
335 the unit. Affordable housing projects providing at
336 least 70% of residential units averaging 80% AMI
337 with deed restrictions that rely on grant, Low-
338 Income Housing Tax Credits, or other funding, are
339 exempt from this requirement if these projects can
340 demonstrate that funding is contingent on
341 providing a minimum amount of parking. In no
342 case shall a project providing more than the
343 minimum amount of required parking in Section
344 15-2.27-8 be exempt from this requirement.

345 **2. Horizontal Mixed Use.** Horizontal Mixed-Use Development integrates
346 distinct land uses, such as residential, commercial, and retail, within a multi-
347 building development or larger area, with these uses arranged side by side
348 rather than stacked vertically. Horizontal Mixed-Use is made up of single-use
349 buildings within a complex or employ a single land use on an individual Lot.
350 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.

a. Commercial storefronts shall be prioritized along Internal Streets, including Iron Horse Drive, Short Line Road, Homestake Road, Munchkin Road, Woodbine Way, and project plazas to activate the pedestrian realm.

b. A minimum of 20% of the property's total land area shall be devoted to residential uses. A minimum of 20% of the property's total land area shall be devoted to commercial, retail/service, office, and/or civic/institutional uses.

I. **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.

J. **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.

15-2.27-5 BUILDING HEIGHT

No Structure shall be erected to a height greater than thirty-five feet (35') from Existing Grade in the BPMX District, unless granted an exception in Section 15-2.27-7 *Project Enhancements*.

A. FRONTAGE PROTECTION ZONE BUILDING HEIGHT.

1. See Chapter 15-2.20 regarding the Frontage Protection Zone, which prohibits development within thirty feet (30') and regulates Development within thirty feet (30') to one hundred feet (100') from Kearns Boulevard, Park Avenue, and Deer Valley Drive.
2. The maximum Building Height within the Frontage Protection Zone thirty-foot (30') to one-hundred-foot (100') Setback is thirty-five feet (35') from Existing Grade.
3. Buildings within the thirty foot (30') to fifty foot (50') Frontage Protection Zone Setback must be stepped back ten feet (10') for each story above two (2) 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 thirty foot (30') to one hundred foot (100') Frontage Protection Zone Setback:

- 1. 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).

2. 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.

3. 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').

4. 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').

5. 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').

6. 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.

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 shall 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 adjacent street to orient access to public and private streets, pedestrian circulation, and gathering areas.

- 462 4. Maximizing solar exposure during winter months should be a
463 consideration in designing public spaces and gathering areas.
464 Development over two stories that is adjacent to major open spaces, such
465 as parks or designated public amenities, shall perform a sun/shadow
466 study of the effects of development on such spaces from autumn through
467 spring.
- 468 5. **VANTAGE POINTS:** Development must mitigate impacts on mountain
469 views when evaluated from prominent public vantage points within the
470 BPMX District. There are eleven (11) vantage points from which the mass
471 of the fourth story, for those projects that qualify for additional height
472 through a project enhancement, and the mechanical equipment and
473 elevator penthouses shall be located to mitigate the impacts on mountain
474 views. If a development can be seen from more than one vantage point,
475 the developer must provide three-dimensional renderings from each
476 vantage point. Renderings shall be based on a height of five feet (5')
477 above the set reference markers shown in Figure and Table 15-2.27-
478 5(B)(5): Vantage Points.

479 Figure 15-2.27-5(B)(5)

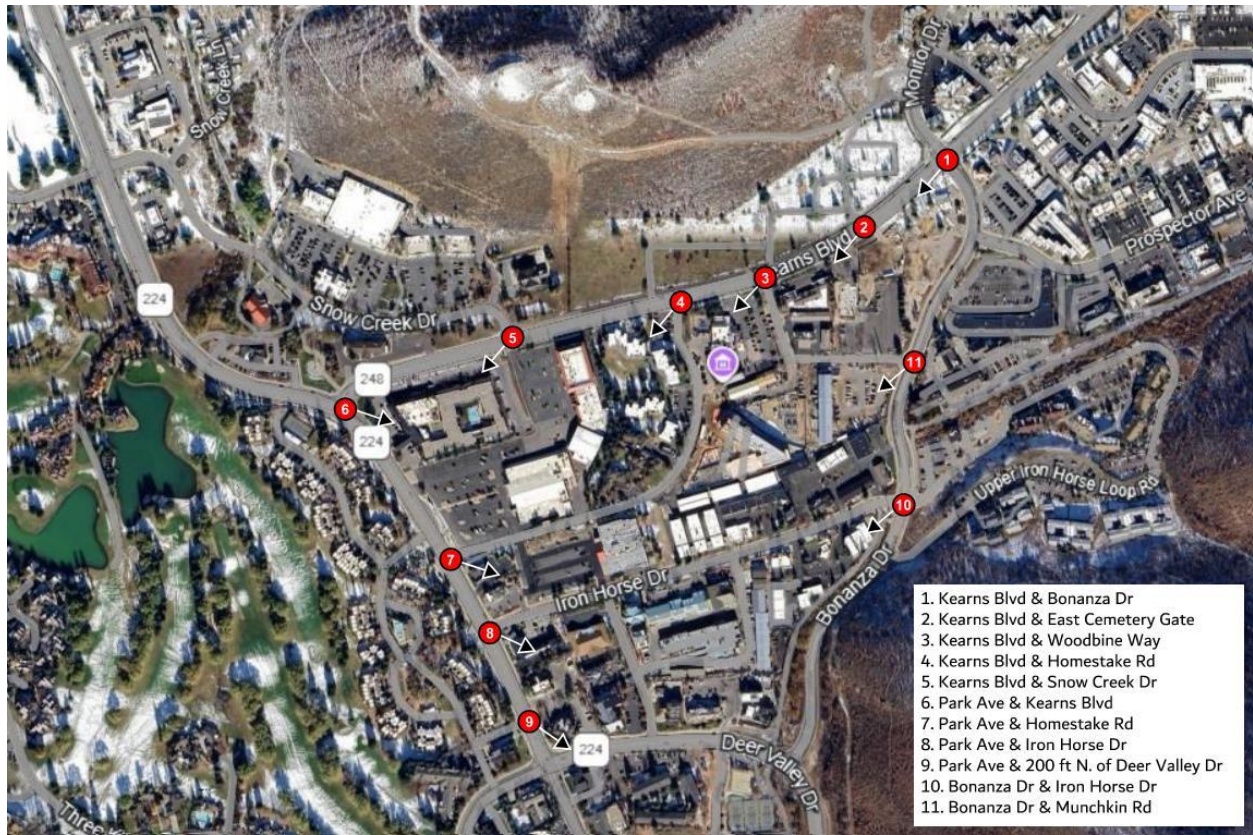


TABLE 15-2.27-5(B)(5): VANTAGE POINTS

Location	Coordinates	Bearing
Bonanza Drive & Iron Horse Drive	40.659307 -111.501548	SW
Bonanza Drive & Munchkin Road	40.660805 -111.501397	SW
Kearns Boulevard & Bonanza Drive	40.662963 -111.500851	SW
Kearns Boulevard and East Gate of Cemetery	40.662276 -111.502057	SW

	40.661699	
Kearns Boulevard & Woodbine Way	-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.
- b. Building design shall avoid blank walls and large undifferentiated expanses of wall surface exposed to public pedestrian Streets, sidewalks, trails, 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 one hundred and twenty feet (120') 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 one hundred and twenty feet (120') in length on any façade shall provide a prominent shift in the mass of the Structure at each one hundred and twenty foot (120') 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.

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 must 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 required to support a pedestrian-oriented 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 Streets as identified in Section 15.2-27-3(E).

1. Unless otherwise approved in this Chapter, 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, Public Recreation Facilities, 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 as outlined in Section 15-2.27-4(H). The active use must extend at least fifty feet (50') inside the building.

Active uses do not include Private Recreation Facilities, private clubs, and other similar exclusive uses.

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. **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.

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 such uses as outdoor dining, outdoor events, outdoor uses, 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 be designed for use in all seasons.

G. **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 Section 15-2.27-13 and Title 12 *Sign Code*.

H. **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.

I. **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.

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.

K. **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 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.

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 reductions in the BPMX District.

- A. **PURPOSE:** Project Enhancements are intended to support a vibrant and locally serving development in the BPMX District through the provision of affordable, workforce, and attainable housing, increased mobility and alternative transit provisions, increased on-site sustainability measures, and community-serving components.

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 reductions by completing the following:

1. 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. Preliminary proposals should identify which measures have been selected for consideration.

C. **INCREASED BUILDING HEIGHT**: A development providing project enhancements may be eligible for additional height up to 45 feet when:

1. The project provides two Tier A enhancements; or
2. The project provides one Tier A and at least two Tier B enhancements.

D. **DECREASED SETBACKS**: In addition to increased height, a project may qualify for reduced Setbacks if additional enhancements are provided:

1. The project provides two Tier A (and one is Housing) and at least one Tier B enhancements; 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 submits an effective Transportation Demand Management Plan that reduces single-occupancy vehicle trips, requests a parking reduction, and provides at least 90% of the project parking in Underground Parking.

3. **CRITICAL CONNECTIONS.** The applicant dedicates right-of-way outlined in the Plan or contributes to substantial signature trial improvements like accommodation of a pedestrian tunnel or bridge.

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 residents that is mutually agreed upon by the developer and car share operator and approved by the Planning Commission.
- ii. **Electric Vehicles:** At least half of the car share vehicles shall be electric vehicles. The developer shall install Electric Vehicle Charging Stations and at least one Direct Current Fast Charger for the electric car share vehicles. The developer shall ensure

that electricity is provided to the Electric Vehicle Charging Stations and Direct Current Fast Charger. The property owner shall ensure that electricity is provided to the Electric Vehicle Charging Stations and Direct Current Fast Charger at no cost to the car share operator or user. The applicant is responsible for ensuring sufficient and continuous electricity supply to power the Electric Vehicle Charging Station and Direct Current Fast Charger and cover all costs associated with electricity usage during the term of the binding agreement.

- iii. **Binding Agreement for Long-Term Use:** The applicant shall enter into a binding agreement with a car share operator outlining the location, operation, and maintenance of the car share vehicles within the development. The agreement shall clarify the roles and responsibilities of both parties, including gas, insurance, cleaning, maintenance, and monitoring.
- iv. **Annual Report:** The car share operator shall submit an annual report to the property owner and City regarding car share usage, maintenance, and operation.
- v. **Timing and Compliance:** All car share infrastructure must be in place and operable prior to the issuance of a certificate of occupancy unless otherwise agreed upon.

2. BIKE SHARE PROGRAM.

- 804 i. **Infrastructure Provision:** The applicant shall provide adequate
805 conduit, power supply, and site preparation for future bike share
806 station installations in a location mutually agreed upon by the
807 developer and bike share operator. The site should be visible,
808 open, and accessible to the public, proximate to transit stops,
809 pedestrian paths, or other active transportation corridors, and
810 accessible for service vehicles for maintenance and operations.
- 811 ii. **Electricity Requirements:** The applicant shall ensure that
812 electricity is provided to the bike share station at no cost to the
813 bike share operator. The applicant is responsible for ensuring
814 sufficient and continuous electricity supply to power the station
815 and covering all costs associated with electricity usage during
816 the term of the agreement.
- 817 iii. **Access Requirements:** The applicant must provide safe and
818 convenient vehicular and pedestrian access to the bike share
819 station, including connectivity to adjacent pathways, sidewalks,
820 and transit facilities, as well as adequate lighting and wayfinding
821 signage to enhance station visibility and usability.
- 822 iv. **License Agreement:** The applicant shall enter into a license
823 agreement with the bike share operator outlining the location,
824 operation, and maintenance of the bike share facilities within the
825 development. The agreement shall clarify the roles and
826 responsibilities of both parties.

v. **Capital and Operating Support:** As part of traffic and transportation mitigation measures, the applicant shall work with bike share operator to compensate for the capital and operational expenses of the bike share station. This includes at least 12 bikeshare docks and eight e-bikes and associated station costs. Contributing to annual operating expenses, which may include an annual maintenance fee per bike per year unless otherwise agreed upon.

vi. **Timing and Compliance:** All bike share infrastructure and financial contributions must be in place prior to the issuance of a certificate of occupancy unless otherwise agreed upon.

3. SIGNATURE TRAIL CONNECTION. The applicant dedicates public access easements pursuant to Section 15-2.27-3.

4. PUBLIC TRANSIT IMPROVEMENTS. The applicant provides an on-site perpetual public access easement and/or encroachment agreement and 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 prohibits Conventional Chain Businesses within the project and includes incubator spaces for local entrepreneurs.

8. SIGNIFICANT ACTIVATED PUBLICLY ACCESSIBLE OUTDOOR SPACE. The applicant provides thirty-five percent (35%) or more Publicly Accessible Outdoor Space that includes a long-term programming plan for activated Publicly Accessible Outdoor Space that provides 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.

15-2.27-7 PARKING REQUIREMENTS

A. **APPLICABILITY.** All Development existing prior to the adoption of the BPMX District is subject to the parking regulations that were in effect at the time of Development. A Property Owner of a Development existing prior to the adoption of the BPMX District may request a reduction in parking through a Conditional Use Permit pursuant to Section 15-2.27-3. New Development and redevelopment 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	0.5 spaces per room, 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

- 901
- 902 C. **CALCULATION OF SPACES.** If a project incorporates two Uses, the Use
- 903 requiring a higher number of Parking Spaces shall govern. Whenever the
- 904 calculation results in a fractional number, the number of spaces required must be
- 905 rounded up to the next whole number.
- 906 D. **PARKING MAXIMUMS.** No more than one hundred percent (100%) of the
- 907 minimum required parking may be provided for newly constructed non-
- 908 residential, mixed-use, or Multi-Unit Dwelling developments of ten (10) or more
- 909 units when the new development is within a one-quarter ($\frac{1}{4}$) mile of a transit stop.
- 910 When the parking requirement is zero Parking Spaces, a maximum of five (5)
- 911 Parking Spaces may be provided. Exceptions to the maximum parking limit may
- 912 be approved by the Planning Commission if found to be consistent with Section
- 913 15-2.27-1 and to further the City's goals for reducing single-occupancy vehicle
- 914 trips.

915 E. **SHARED PARKING.** For both on-site parking and off-site parking, Shared
916 Parking Spaces may be provided contingent upon a shared parking analysis
917 being completed and a Shared Parking Agreement being executed, as approved
918 by the Planning Commission.

- 919 1. The parking requirement for Mixed-Use projects may be lowered if the
920 Applicant submits a shared parking opportunity analysis, approved by the
921 Planning Commission, which results in a peak-parking-demand measure that
922 is less than the Parking Requirement established by this Section for
923 Residential and Non-Residential Uses.

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

928 G. **UNDERGROUND PARKING.** All development within the BMPX District is
929 encouraged to provide Underground Parking to promote a vibrant pedestrian
930 friendly environment that reduces car-pedestrian conflict. If 90% of required
931 parking is Underground Parking, the Planning Commission may reduce the
932 Setbacks for the Underground Parking.

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

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

- 938 a. Required parking must be located within the City limits.
- 939 b. Access between the on-Site Use(s) or the subject site and the Off-Site
- 940 Parking Area must be provided through pedestrian, bicycle, and/or
- 941 transit facility connections (e.g., sidewalks, multi-use paths, bicycle
- 942 lanes, transit stops, etc.).
- 943 c. A parking agreement shall be provided in a form acceptable to the City
- 944 Attorney which identifies the location of the Off-Site parking spaces,
- 945 guarantees the continued availability of the Off-Site Parking Spaces,
- 946 and sets forth the ongoing responsibilities of the parties involved. The
- 947 parties to the agreement shall include the owners and lessees of the
- 948 Off-Site Parking Spaces and the Owners and lessees of the subject
- 949 Site, and a copy of any such agreement shall be provided to the City.
- 950 The City shall not be required to be a party to any such agreement, but
- 951 each agreement shall grant the City the right (but not the obligation) to
- 952 enforce the agreement's terms and shall include a provision requiring
- 953 that the City be notified immediately of any termination or default of the
- 954 agreement. Any termination or default of the agreement between
- 955 parties shall result in revocation of the on-Site parking reduction
- 956 approval by the City unless a new alternative parking arrangement is
- 957 approved by the City within a reasonable timeframe, as determined by
- 958 the Planning Director.

959 2. **PARKING REDUCTIONS FOR SITES WITH MULTIPLE USES**. For

960 buildings or sites with multiple Uses, parking may be reduced. To calculate

961 the parking requirement, calculate the sum of the minimum Off-Street
 962 parking requirements for the two Uses with the highest Off-Street parking
 963 requirement, and then multiply that sum by the number shown below for that
 964 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, RECREATION, OR ENTERTAINMENT	RETAIL	OTHER COMMERCIAL
Multi-Unit Dwelling ¹	NA				
Public Institutional, or Civic	10%	NA			
Food, Beverage, Recreation or Entertainment ²	15%	20%	NA		

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.

Retail	15%	25%	25%	NA	
Other Commercial	20%	25%	25%	20%	NA

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%) or in amount otherwise approved by the Planning Commission.

i. **DESIGNATED CAR SHARING PARKING.**

1. **Car Share Parking and Use:** The Applicant shall provide on-site car share parking in a location accessible to project users that is mutually agreed upon by the developer and car share operator and approved by the Planning Commission.

2. **Electric Vehicles:** The car share vehicles shall be electric vehicles unless otherwise approved by the Planning Commission. The developer shall install Electric Vehicle Charging Stations and at least one Direct Current Fast Charger for the electric car share vehicles. The developer shall ensure that electricity is provided to the Electric Vehicle Charging Stations and Direct Current Fast Charger at no cost to the car share operator or user.

The Applicant is responsible for ensuring sufficient and continuous electricity supply to power the Electric Vehicle Charging Stations and Direct Current Fast Chargers and covering all costs associated with electricity usage during the term of the binding agreement.

3. **Binding Agreement for Long-Term Use:** The Applicant shall enter into a binding agreement with a car share operator outlining the location, operation, and maintenance of the car share vehicles within the development. The agreement shall clarify the roles and responsibilities of both parties, including gas, insurance, cleaning, maintenance, and monitoring.

4. **Annual Report:** The car share operator shall submit an annual report to the property owner and City regarding car share usage, maintenance, and operation.

5. **Timing and Compliance:** All car share infrastructure must be in place and operable prior to the issuance of a certificate of occupancy unless otherwise agreed upon.

a. **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.

b. **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. **UNBUNDLED PARKING.** Applicants proposing unbundled parking, wherein
parking spaces are sold or leased separately from the residential unit or non-
residential space to incentivize a reduction in vehicles while allowing for
those with vehicles to pay for car storage, may request a parking reduction.

6. **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.

15-2.27-8 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

1052 6. Restaurant less than 2,500 square feet.

1053 C. **TDM PLAN.** The Applicant shall submit a TDM Plan for review and approval by
1054 the Planning Commission. The TDM Plan shall document and demonstrate
1055 consistency with the requirements in this Section. The TDM Plan shall include,
1056 but is not limited to, the following:

- 1057 1. Identification of the applicable TDM strategies to be implemented based on
1058 the size of the project and estimated number of trips generated.
- 1059 2. Implementation plan for each TDM strategy, including timelines,
1060 responsibilities, and budget allocations.
- 1061 3. Monitoring and evaluation plan, submitted annually to the Planning
1062 Department, to track the effectiveness of TDM strategies and adjust them as
1063 needed. At their discretion, the Planning Director may require additional
1064 Planning Commission review and modifications as needed.

1065 D. **LEVEL 1 TDM PLAN REQUIRED COMPONENTS.** The following TDM trip
1066 reduction strategies are required for Level 1 TDM Plans:

- 1067 1. Participation in an annual travel survey of residents and employees for the
1068 first four (4) years of building occupancy. Employers on Sites subject to an
1069 approved TDM Plan shall submit the survey results to the City.
- 1070 2. Provide the following information to employees and/or residents on an
1071 annual basis:
 - 1072 a. Carpooling/vanpooling information;
 - 1073 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 15-2.27-8(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.

- 1118 8. On-Site amenities such as cafeterias, restaurants, automated teller
1119 machines, and other services that would eliminate the need for additional
1120 trips.
- 1121 9. Transit incentives for employees such as additional pay for carpoolers, etc.
- 1122 10. Plans for delivery of goods at off-peak times and/or plans and facilities for
1123 centralized deliveries of goods for multi-tenant facilities.

1124 G. **TDM PLAN AGREEMENT.** A TDM Plan agreement shall be provided in a form
1125 acceptable to the City Attorney and shall include the TDM Plan. The parties to the
1126 agreement shall include the Owners and lessees of the project Site. A copy of the
1127 agreement shall be provided to the City. The City shall not be required to be a
1128 party to any such agreement, but each agreement shall grant the City the right
1129 (but not the obligation) to enforce the agreement's terms and shall include a
1130 provision requiring that the City be notified immediately of any termination or
1131 default of the agreement. Any termination or default of the agreement between
1132 parties shall result in enforcement action by the City unless a new TDM Plan is
1133 approved by the City within a reasonable timeframe, as determined by the
1134 Planning Director.

1135 **15-2.27-10 SUSTAINABILITY REQUIREMENTS**

1136 A. **APPLICABILITY.** All Development within the BMPX District should strive to
1137 support the City's Net Zero goals through the implementation of sustainable
1138 design including active transportation considerations, low embodied carbon
1139 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].

15-2.27-12 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), may continue pursuant to Chapter 15-9.

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 meet the requirements outlined below. This Section shall not apply to Banks, Grocery Stores, Gyms, and Indoor Entertainment Facilities as defined in Section 15-15-1.

1163 **B. REQUIREMENTS.**

- 1164 a. The proposed Conventional Chain Business is an Allowed or a
1165 Conditional Use in Section 15-2.27-3.
- 1166 b. Conventional Chain Businesses shall not exceed 30% of the total
1167 commercial square footage within a single development.
- 1168 c. The Conventional Chain Business provides local entrepreneurs with an
1169 opportunity to offer distinct services or sell locally made products.

1170 **15-2.27-13 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS**

1171 **A. OUTDOOR DISPLAY OF GOODS PROHIBITED.** Unless expressly allowed as a
1172 Conditional Use, all goods including food, beverage, and vending machines must
1173 be within a completely enclosed Structure. New construction of enclosures for
1174 the storage of goods shall not have windows and/or other fenestration that
1175 exceeds a wall-to-window ratio of thirty percent (30%). This Section does not
1176 preclude temporary sales in conjunction with a Special Event License, sidewalk
1177 sale, or seasonal plant sale.

1178 **B. OUTDOOR USES PROHIBITED/EXCEPTIONS.** The following outdoor Uses
1179 may be allowed by the Planning Department upon the issuance of an
1180 Administrative Permit. The Applicant must submit the required Application, pay all
1181 applicable fees, and provide all required materials and plans. Appeals of
1182 departmental actions are heard by the Planning Commission.

- 1183 1. **OUTDOOR DINING.** Outdoor dining is subject to the following criteria:

- 1184 a. The proposed seating Area is located on private Property or leased
- 1185 public Property and does not diminish parking or landscaping.
- 1186 b. The proposed seating Area does not impede pedestrian circulation.
- 1187 c. The proposed seating Area does not impede emergency Access or
- 1188 circulation.
- 1189 d. The proposed furniture is Compatible with the Streetscape.
- 1190 e. No music or noise is in excess of the City Noise Ordinance, Title 6.
- 1191 f. No Use after 10:00 p.m.
- 1192 g. No net increase in the Restaurant's seating capacity without adequate
- 1193 mitigation of the increased parking demand.

1194 2. **OUTDOOR GRILLS/BEVERAGE SERVICE STATIONS**. Outdoor grills

1195 and/or beverage service stations are subject to the following criteria:

- 1196 a. The Use is on private Property or leased public Property and does not
- 1197 diminish parking or landscaping.
- 1198 b. The Use is only for the sale of food or beverages in a form suited for
- 1199 immediate consumption.
- 1200 c. The Use is Compatible with the neighborhood.
- 1201 d. The Use does not impede pedestrian circulation.
- 1202 e. The Use does not impede emergency Access or circulation.
- 1203 f. Design of the outdoor grill or beverage service station is Compatible
- 1204 with the adjacent Buildings and Streetscape.
- 1205 g. No violation of the City Noise Ordinance, Title 6.
- 1206 h. Compliance with the City Sign Code, Title 12.

1207 3. **OUTDOOR STORAGE AND DISPLAY OF BICYCLES, KAYAKS,**

1208 **MOTORIZED SCOOTERS, AND CANOES.** Outdoor storage and display of
1209 bicycles, kayaks, motorized scooters, and canoes is subject to the following
1210 criteria:

- 1211 a. The Area of the proposed bicycle, kayak, motorized scooter, and canoe
1212 storage or display is on private Property and not in Areas of required
1213 parking or landscaped planting beds.
- 1214 b. Bicycles, kayaks, and canoes may be hung on Buildings if sufficient
1215 Site Area is not available, provided the display does not impact or alter
1216 the architectural integrity or character of the Structure.
- 1217 c. No more than a total of fifteen (15) pieces of equipment may be
1218 displayed.
- 1219 d. Outdoor display is only allowed during Business hours.
- 1220 e. Additional outdoor bicycle storage Areas may be considered for rental
1221 bicycles, provided there are no or only minimal impacts on landscaped
1222 Areas, parking spaces, and pedestrian and emergency circulation.

1223 4. **DISPLAY OF MERCHANDISE.** Display of outdoor merchandise is subject to
1224 the following criteria:

- 1225 a. The display is immediately available for purchase at the Business
1226 displaying the item.
- 1227 b. The merchandise is displayed on private Property directly in front of or
1228 appurtenant to the Business which displays it, so long as the private
1229 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:

- 1253 a. Notification of adjacent Property Owners.
- 1254 b. No violation of the City Noise Ordinance, Title 6.
- 1255 c. Impacts on adjacent Residential Uses.
- 1256 d. Proposed plans for music, lighting, Structures, electrical signs, etc.
- 1257 e. Parking demand and impacts on neighboring Properties.
- 1258 f. Duration and hours of operation.
- 1259 g. Impacts on emergency Access and circulation

1260 **15-2.27-14 SIGNS**

- 1261 **A. APPLICABILITY.** Signs are allowed in the BPMX District as provided in Title 12
- 1262 *Sign Code.* The following signs are prohibited in the Frontage Protection Overlay
- 1263 Zone (FPZ):
- 1264 1. "A" Frame, Sandwich Board and Sidewalk or Curb Signs.
 - 1265 2. Permanent Banners and Pennants.
 - 1266 3. Billboards and Other Off-Premises Signs.
 - 1267 4. Moving/Variable Message Signs. Electronically controlled copy changes, or
 - 1268 any other signs that move or use movement to emphasize text or images.
 - 1269 5. Neon and Neon Appearing Signs. Neon lights, similar gas-filled light tubes,
 - 1270 and lighting made to appear as neon are prohibited, except when used for
 - 1271 indirect illumination and in such a manner as to not be directly exposed to
 - 1272 public view. This includes technology that simulates or mimics neon signs
 - 1273 through the use of LED lights or other methods.
 - 1274 6. Portable and Wheeled Signs.

- 1275 7. Signs Causing Direct Glare. A sign or illumination that causes any direct
1276 glare into or upon any public right-of-way, adjacent lot or building other than
1277 the building to which the sign may be accessory.
- 1278 8. Signs Creating Optical Illusion. Signs with optical illusion of movement by
1279 means of a design which presents a pattern capable of reversible
1280 perspective, giving the illusion of motion or changing of copy.
- 1281 9. Signs Obstructing Egress. A sign which obstructs any window or door
1282 opening used as a means of ingress or egress, prevents free passage from
1283 one part of a roof to any other part, interferes with an opening required for
1284 ventilation or is attached to or obstructs any standpipe, fire escape or fire
1285 hydrant. A sign which obstructs the free movement of pedestrians on
1286 sidewalks, pedestrian malls, trails or any other public access way.
- 1287 10. Signs on Parked Vehicles. Signs placed on or affixed to vehicles and/or
1288 trailers, including bicycles, which are parked on a public right-of-way, public
1289 property or private property so as to be visible from a public right-of-way
1290 where the apparent purpose is to advertise a product or commercial service
1291 or activity, or direct people to a business or commercial activity located on
1292 the same or nearby property. However, this is not in any way intended to
1293 prohibit signs placed on or affixed to vehicles and trailers, such as lettering
1294 on motor vehicles, where the sign is incidental to the primary use of the
1295 vehicle or trailer for transportation.
- 1296 11. Unsafe Signs. Any sign which: (1) Is structurally unsafe; (2) Constitutes a
1297 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.

15-2.27-14 EXEMPTED EXISTING TRANSIENT USES

The following Uses existing prior to adoption of Ordinance No. 2025-XX shall be Allowed Uses in the BPMX District:

A. Hotel

a. 1800 Park Avenue - 180 Hotel Rooms

B. Nightly Rentals

a. 1900 Homestake Road – Homestake Condominiums, 42 units

b. 1800 Homestake Road - Claimjumper Condominiums, 28 units

c. 1637 Short Line Road - Copper Bottom Inn, 33 units

1319 The Buildings within which the existing transient Uses described herein are located at
1320 the time of the adoption of Ordinance No. 2025-XX may be improved as outlined in
1321 Chapter 15-9 *Non-Conforming Uses and Non-Complying Structures*.

1322 **15-2.27-16 RELATED PROVISIONS**

- 1323 A. Fences and Walls. Section 15-4-2.
- 1324 B. Satellite Receiving Antenna. Section 15-4-13.
- 1325 C. Telecommunication Facility. Section 15-4-14.
- 1326 D. Parking. Chapter 15-3.
- 1327 E. Landscaping. Title 14; Sections 15-3-3 and 15-5-5(N).
- 1328 F. Lighting. Sections 15-3-3 and 15-5-5(J).
- 1329 G. Park City Sign Code. Title 12.
- 1330 H. Architectural Review. Chapter 15-5.
- 1331 I. Snow Storage. Section 15-3-3.

1332 **15-6.1-3 ZONING DISTRICTS AND USES**

1333 1. **ZONING DISTRICTS**. Affordable Master Planned Developments are Allowed in
1334 the following Zoning Districts:

1335 1. Residential Development

1336 2. Residential Development Medium

1337 3. Residential Medium

1338 4. Recreation Commercial

1339 5. General Commercial

1340 6. **Bonanza Park Mixed Use District**

1341 7. Light Industrial

1342 8. Community Transition

1343 9. Historic Commercial Business

1344 10. Historic Recreation Commercial, east of Park Avenue

1345 2. **USES**. An Affordable Master Planned Development can only contain Uses that are
1346 Allowed or Conditional in the Zoning District in which it is located.

1347 3. **COMMERCIAL USES**. An Affordable Master Planned Development may include
1348 up to 10,000 square feet of Commercial, Retail, Office, Public, and Quasi-public
1349 Uses.



15-2.20-4 Lot And Site Requirements

Lot and Site Requirements and Building Heights for all Development Activities and uses within the Frontage Protection Zone must be consistent with the underlying Zoning District and are subject to the following additional requirements:

1. Regardless of the zone Setback and Yard requirements, except as otherwise provided herein, no Structure shall be allowed within thirty feet (30') of the nearest highway Right-of-Way. An exception to this requirement shall be granted for two (2) municipal identification signs, one within the Utah State Highway 224 entry corridor, and the other within the Utah State Highway 248 entry corridor, provided that Park City Municipal Corporation is the Applicant and subject to approval pursuant to Municipal Code Section 12-9-1(L).
2. All Construction Activity, including permanent signs, in the Setback Area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use permit and is subject to all applicable review criteria as stated in Section 15-1-10. Review of projects within the FPZ shall include design review criteria as stated in LMC Chapter 15-5.
3. Development proposed within the BPMX District and FPZ shall comply with Chapter 15-2.27.
4. EXCEPTIONS. Minor remodels and facade improvements for existing Structures within the FPZ, including free standing signs shall require an Administrative Permit with approval by the Planning, Engineering, and Building Departments. Construction of at Grade sidewalks, trails, public plazas, and temporary signs in

the FPZ Setback Area requires an Administrative Permit with approval by the Planning, Engineering, and Building Departments.

5. Essential public facilities such as bus shelters, bus lanes, Public Transit Amenity Areas, highways, directional signs, and utility installations within the FPZ shall require an Administrative Permit or Administrative Conditional Use permit with approval by the Planning, Engineering, and Building Departments. Overhead electric bus charging infrastructure is prohibited.

6. To minimize curb cuts, driveways, and Access to Park City's primary highways and Streets, Access to Property in the FPZ shall be from existing City Streets when possible, rather than direct highway Access. Common driveways between adjoining projects shall be used when possible. Driveways must be placed where they create the least interference with through traffic on highways.

7. The Planning Department shall review all proposals for pedestrian and bicycling pathways and trails through the FPZ. Trails and sidewalks may occupy Setback Areas. Open Space, preservation of view corridors, protection and enhancement of Sensitive Lands such as wetlands and meadows, and buffer Areas shall be considered in the review.

All Fences in the FPZ must be one of the following styles:

1. Wooden rail,
2. Architecturally Compatible solid wood and natural stone,
3. Stock Fences,
4. Various forms of steel Fencing as determined and approved by the Planning Department, not including chain link Fencing.

1395 **15-15-1 DEFINITIONS**

1396

1397 **ART/PLACEMAKING ELEMENTS.** Features that reflect the identity and character of an
1398 area, such as murals, statues, and sculptures. Dark sky-compliant lighting may be
1399 allowed. Signage is excluded to maintain adherence to the sign code.

1400

1401 **ATTAINABLE HOUSING.** Housing that is priced affordable to households with incomes
1402 between 81 and 150 percent of AMI.

1403

1404 **BANK.** A financial institution engaged in providing services such as accepting deposits,
1405 cashing checks, lending money, and offering financial products or services, including but
1406 not limited to savings and checking accounts, loans, mortgages, and investment
1407 advisory services. Ancillary uses may include ATM facilities, safe deposit boxes, etc.

1408

1409 **CONNECTIVITY IMPROVEMENTS.** Such as new pedestrian paths or streets that
1410 create walkable and connected development patterns and break up existing
1411 superblocks or major improvements like tunnels and bridges.

1412

1413 **DENSITY BONUS.** Zoning tool that permits developers to build more housing units,
1414 taller buildings, or more floor space than normally allowed in exchange for providing a
1415 defined Project Enhancement.

1416

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. Publicly Accessible Outdoor Space suitable for year-round use, and of a high design quality with gathering spaces, seating areas, play structures, and/or public art.

1. **AMENITY TERRACE.** Publicly Accessible Outdoor Space like a rooftop deck or terrace that includes communal recreation or aesthetic uses.
2. **COMMUNITY GARDEN.** Publicly Accessible Outdoor Space that includes a garden.
3. **FLEXIBLE SPACE.** Publicly Accessible Outdoor Space that is multi-use.
Can be used for individual enjoyment or for events.
4. **PLAZA AREA.** Publicly Accessible Outdoor Space defined by surrounding buildings or streets.
5. **POCKET PARK.** Publicly Accessible Outdoor Space like a small park.

1439 **6. PUBLIC COURTYARD.** Publicly Accessible Open Space between buildings
1440 and walls.

1441

1442 **GROCERY STORE.** Medium to large commercial facility (typically 10,000–50,000
1443 square feet) that provides essential access to food and goods, strategically located to
1444 support community needs, enhance accessibility, and contribute to local economic and
1445 social infrastructure.

1446

1447 **GYM.** A facility primarily designed and equipped for physical exercise, fitness training,
1448 or recreational activities, which may include, but is not limited to, weightlifting
1449 equipment, cardio machines, fitness classes, personal training services, and areas for
1450 sports or athletic activities. Ancillary uses may include locker rooms, saunas, retail sales
1451 of fitness-related merchandise, and food or beverage services.

1452

1453 **HOTEL/HOTEL CONDOMINIUM/MOTEL.** A Building containing lodging rooms for the
1454 occupancy of guests for compensation on a nightly basis that includes facilities such as
1455 restaurants, bars, spas, meeting rooms, on-site check-in lobbies, recreation facilities,
1456 group dining facilities, and/or services customarily associated with hotels, such as
1457 concierge services, shuttle services, room service, and daily maid service (collectively
1458 referred to as a "Hotel"). Lockout Units, Bed and Breakfast Inns, and Boarding Houses
1459 are not Hotels. Hotels are considered a lodging Use and ownership of units may be by a
1460 condominium or timeshare instrument Hotel rooms may include a Lockout Unit.

1461 1. Hotel, Major. A Hotel with more than fifteen (15) Hotel Rooms.

1462 2. Hotel, Minor. A Hotel with fewer than sixteen (16) Hotel Rooms.

1463 3. Hotel, Boutique. A Hotel with no more than 75 Hotel Rooms (a unit consisting of

1464 one (1) room without a Kitchen intended for temporary living and sleeping

1465 purposes and including a separate, exclusive bathroom) wherein the operator

1466 provides shuttle services to and from the Salt Lake International Airport for Hotel

1467 guests and implements additional Transportation Demand Management

1468 strategies to bring guests and employees to the site without reliance on a

1469 personal vehicle.

1470

1471 **MAJOR OPEN SPACE.** A substantial area of undeveloped land, often publicly

1472 accessible, preserved for purposes such as recreation, conservation, or enhancing

1473 visual appeal. Examples include large parks, nature preserves, or prominent greenway

1474 corridors within a community.

1475

1476 **MAJOR TRANSIT STOP.** A transit stop that is served by at least two fixed transit routes

1477 with frequency of service intervals of twenty (20) minutes or less during peak periods

1478 and includes a waiting shelter consistent with City standards.

1479

1480 **MIXED USE.** A parcel, structure, or both that combined two (2) or more land uses, such

1481 as commercial, residential, or recreational spaces.

1482

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 that is entirely below Existing Grade and Final Grade.

....

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.

1506

1507 **PROJECT ENHANCEMENT.** Specific programmatic or infrastructure improvements a
1508 development provides in exchange for additional height and/or density. Subject to the
1509 requirements of Section 15-2.27-7.

1510

1511 **PUBLICLY ACCESSIBLE OUTDOOR SPACE.** Green Community Spaces and Open
1512 Spaces that are suitable for year-round use, and are of a high-quality design with
1513 gathering spaces, seating areas, play structures, and public art that incorporate
1514 Universal Design Principles offering unrestricted access and enjoyment for people of all
1515 ages.

1516

1517 **SUSTAINABLE DEVELOPMENT.** Development that incorporates best practices to
1518 minimize energy use. Park City has adopted net-zero goals, and sustainable
1519 development can help the community reach these goals.

1520

1521 **TRAFFIC CALMING.** Transportation planning to deliberately slow traffic in residential
1522 areas through methods like speed bumps, bump-outs at intersections, on-street parking
1523 as part of a complete street design. Other methods include parklets, sidewalks, signage,
1524 and street trees.

1525

1526 **TRANSIT HUB.** A property utilized as a mass transit station or an interchange of
1527 multiple modes of transportation.

1528

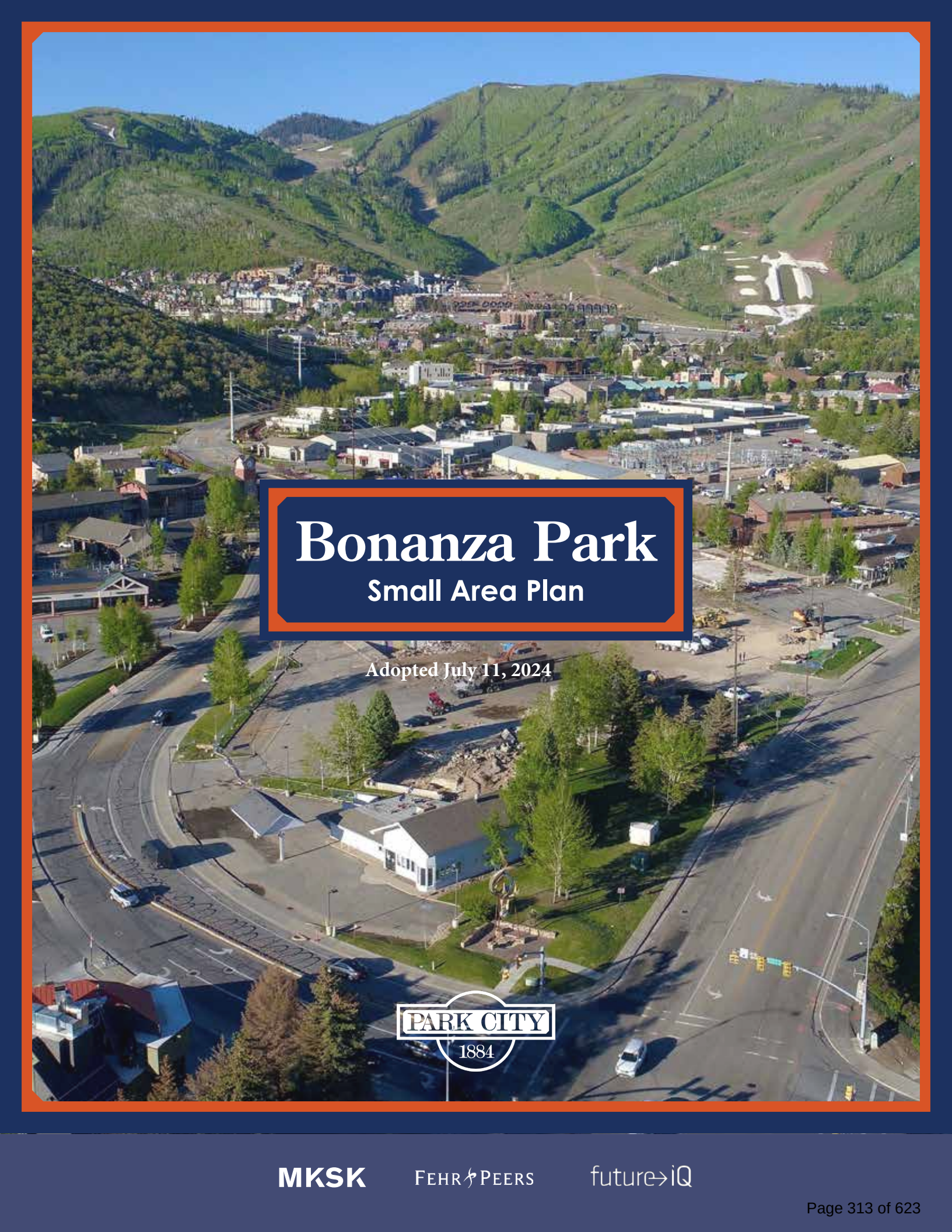
1529 **UNBUNDLED PARKING.** When parking spaces are sold or leased separately from the
1530 Residential Unit or non-residential space to incentivize a reduction in vehicles while
1531 allowing for those with vehicles to pay for car storage.

1532

1533 **UNIVERSAL DESIGN PRINCIPLES.** Principles through public and private spaces are
1534 designed to have equal access by people of all ages and abilities, with little or no need
1535 for adaptation or specialized design.

1536

1537 **WAYFINDING.** Ways in which people orient themselves in physical space and navigate
1538 from place to place. Examples can include signs, symbols, landmarks, or pathways.



Bonanza Park

Small Area Plan

Adopted July 11, 2024

PARK CITY
1884

Bonanza Park

Small Area Plan

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

City Council

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Bill Ciraco
Ryan Dickey
Ed Parigian
Jeremy Rubell, Liaison
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Executive Summary



Mixed Use



Local



User-Friendly



Inclusive



Green



Cultural

A community-driven vision for Bonanza Park

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

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

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

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

The plan's engagement set the foundation for a

1,500+

Park City Voices Engaged

3 Community Meetings
(500+ Attendees)

2 Online/Paper Surveys
(970 Responses)

12 Stakeholder Roundtables
(62 Stakeholders)

4 Advisory Group Meetings
(13 Members)

Ongoing Project Website

Additional In-Person Engagement

Vision Statement & Project Goals

Bonanza Park is a neighborhood where Parkites gather to shop, dine, and express local art and culture. The Bonanza Park of tomorrow will build on this vibrancy to become a more walkable, connected, livable, and inclusive community for current and future Parkites of all ages.

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

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



Mixed Use

Create a mixed use neighborhood with livability in mind.



Local

Support locally-owned business & entrepreneurship.



User-Friendly

Create a safe & intuitive network for pedestrians, cyclists, and transit users.



Inclusive

Expand the availability of affordable and workforce housing units.



Green

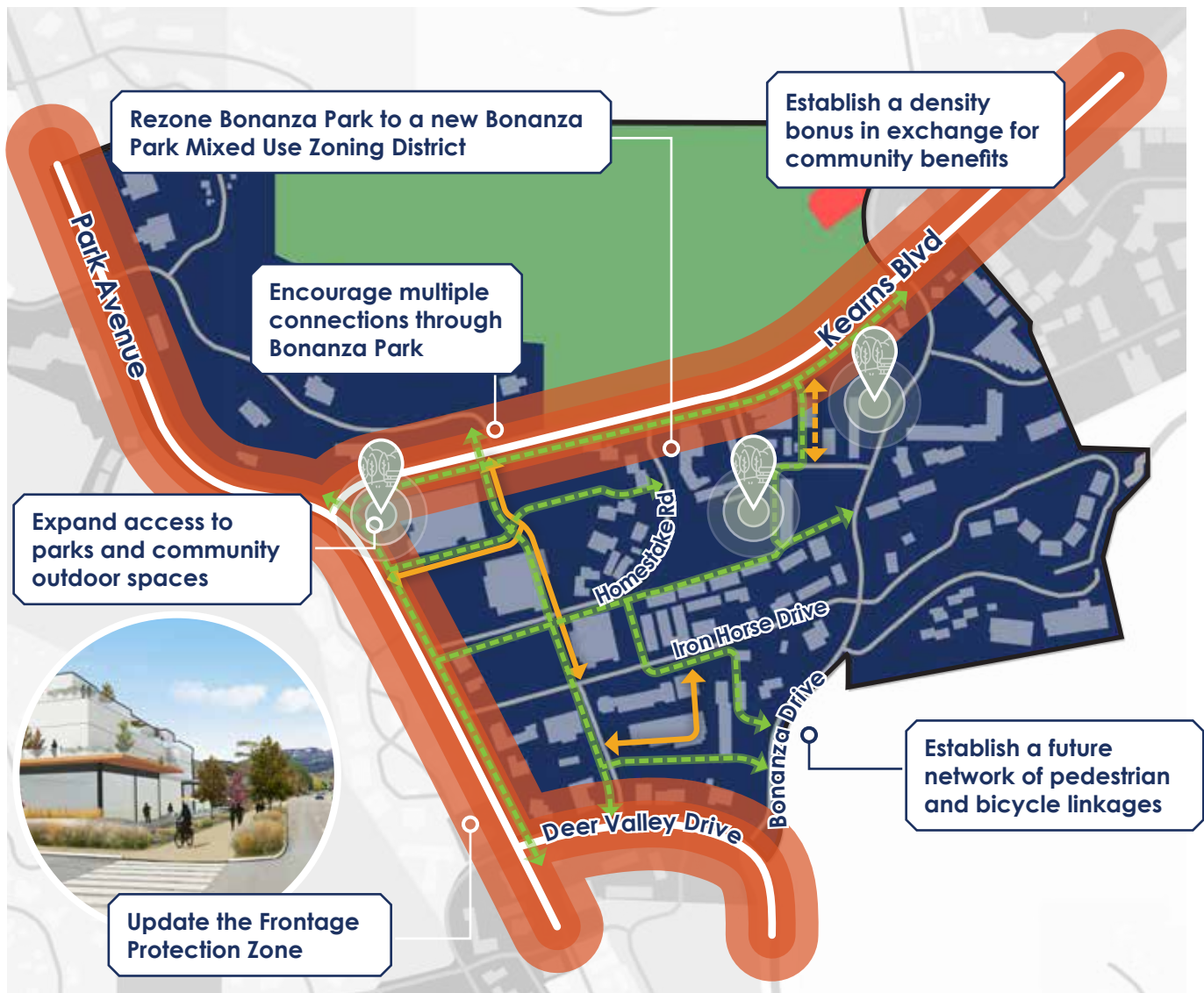
Create a more welcoming and sustainable community.



Cultural

Weave arts and culture into the community fabric.

Key Recommendations



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

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

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

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

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

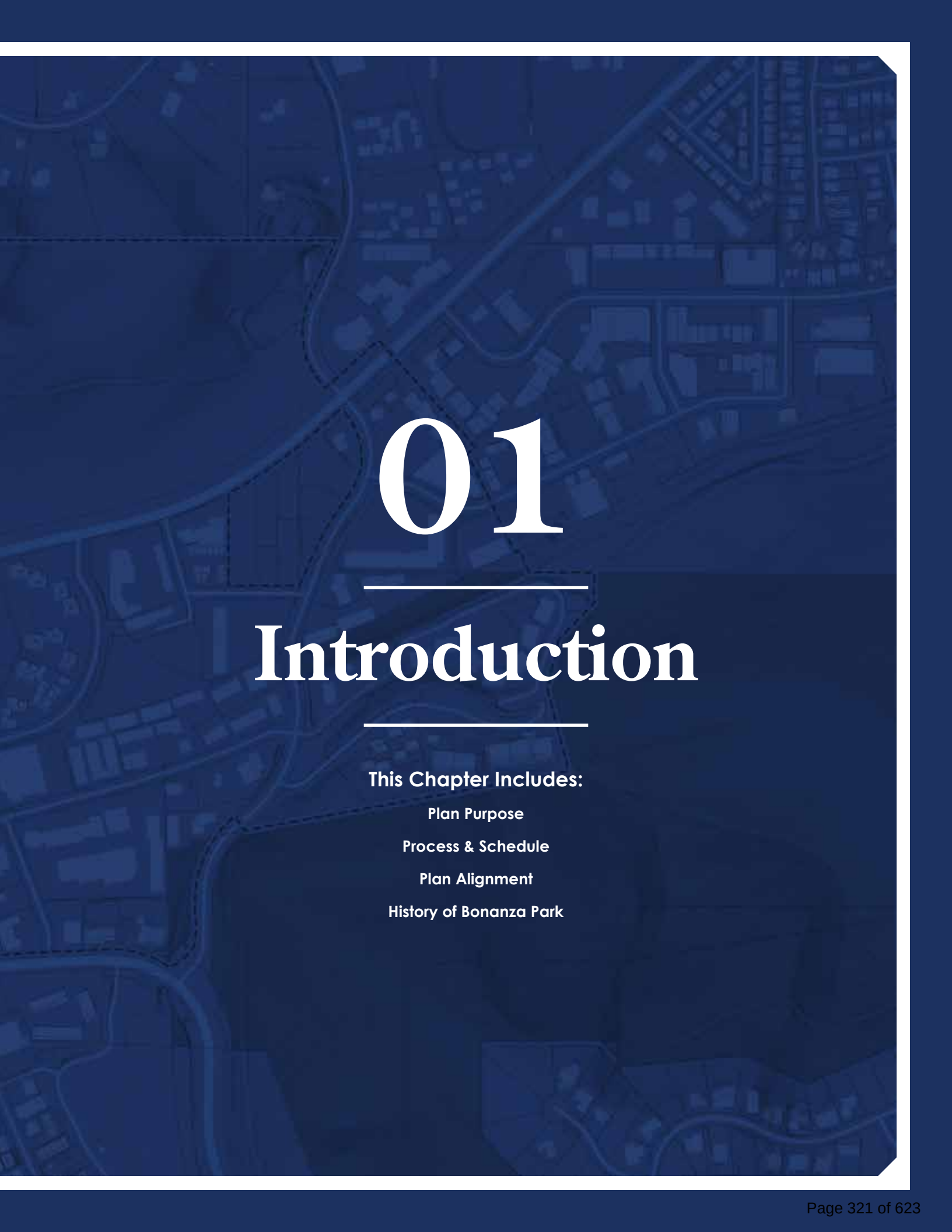
The plan also includes recommendations to ensure that Bonanza Park remains a "locals' neighborhood," such as policies to limit chain businesses, creating new community gathering spaces, and working with the development community to build more affordable and workforce housing. As the home for the Kimball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

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



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



An aerial map of a suburban area with streets, houses, and a river, overlaid with a dark blue semi-transparent layer.

01

Introduction

This Chapter Includes:

Plan Purpose

Process & Schedule

Plan Alignment

History of Bonanza Park

The Purpose of this Plan

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

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

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

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

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

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

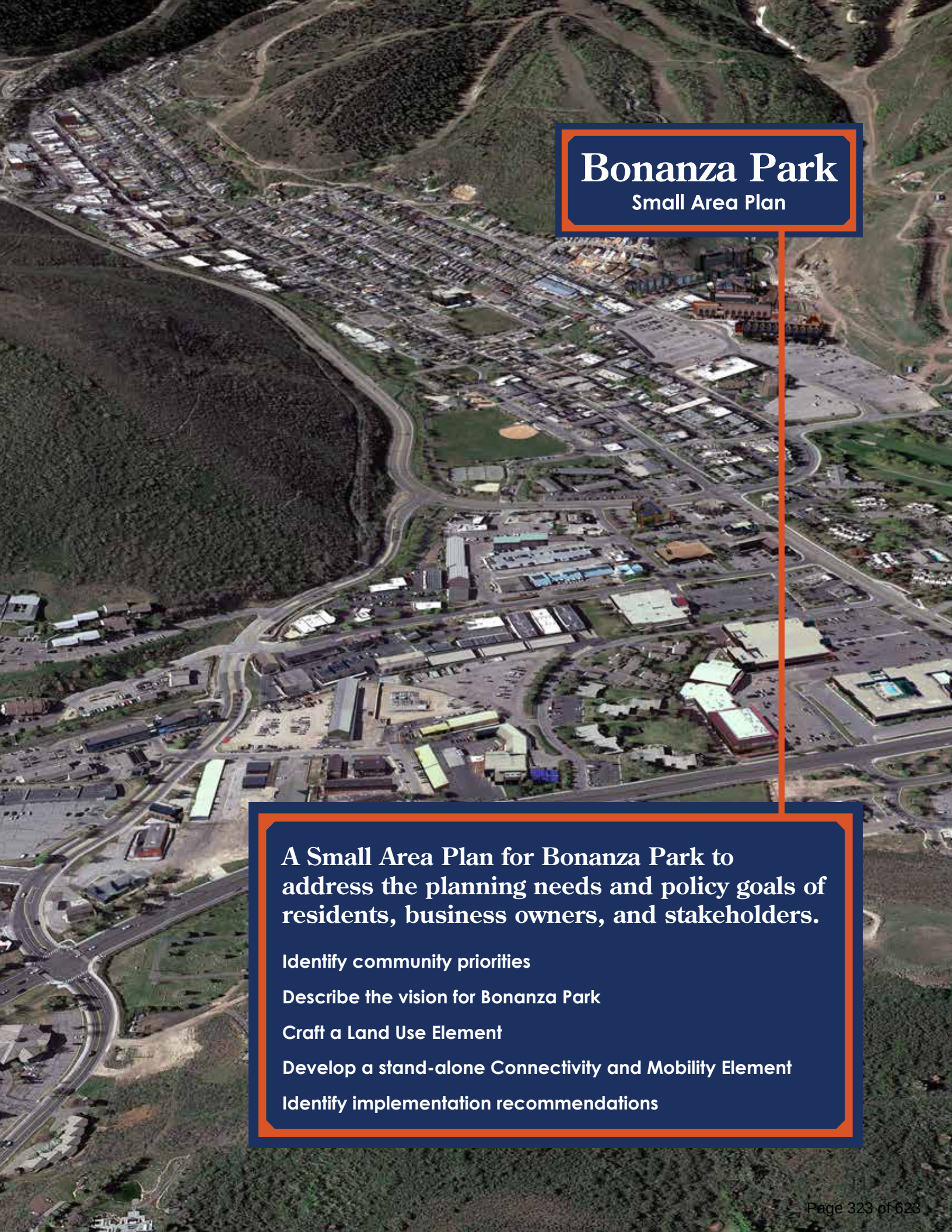
This plan is an opportunity to reflect on the past, examine current trends, and chart a future for this expected growth. As redevelopment occurs, this plan sets a vision to align improvements with the needs and expectations of Parkites.

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

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

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

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

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

Bonanza Park

Small Area Plan

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

Identify community priorities

Describe the vision for Bonanza Park

Craft a Land Use Element

Develop a stand-alone Connectivity and Mobility Element

Identify implementation recommendations

Process & Schedule

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

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

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

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

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

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

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

Community Engagement Phase 1

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

Existing Conditions Assessment
Plan Alignment

Advisory Group Meeting 1
(May 23, 2023)



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

Project Website Launch
Stakeholder Roundtables

Stakeholder Roundtables
(July 20, 2023)



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

Plan Goals and Objectives
Vision Statement

Advisory Group Meeting 2
(July 19, 2023)

Community Meeting 1
(July 19, 2023)

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

Land Use Component
Stand-Alone Mobility Component

Advisory Group Meeting 3
(October 18, 2023)

Community Meeting 2
(October 18, 2023)



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

Land Use and Mobility Component Refinement
Implementation Strategy



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

Final Document

Advisory Group Meeting 4
(February 14, 2024)

Community Meeting 3
(April 9, 2024)

Adoption Process

Community Engagement Phase 2

Community Engagement Phase 3

Community

Community

Plan Alignment

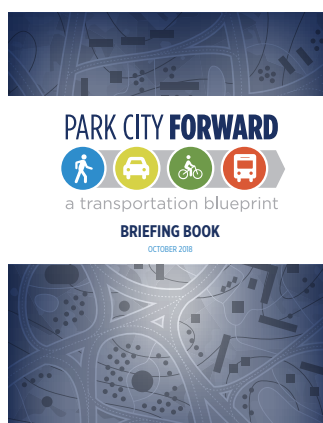
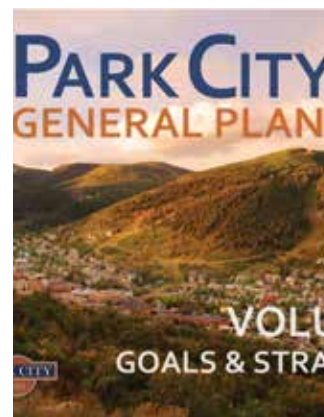
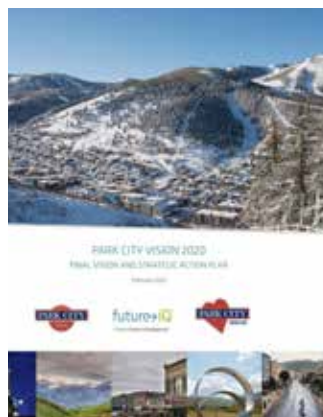
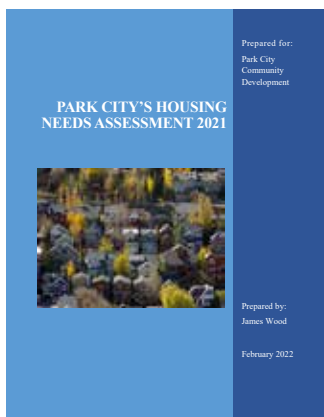
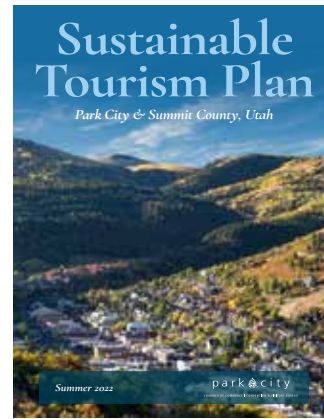
An analysis of previous and ongoing planning efforts in Park City that overlap with the site boundaries of this project

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

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

Plans Reviewed:

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



Park City Vision 2020

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

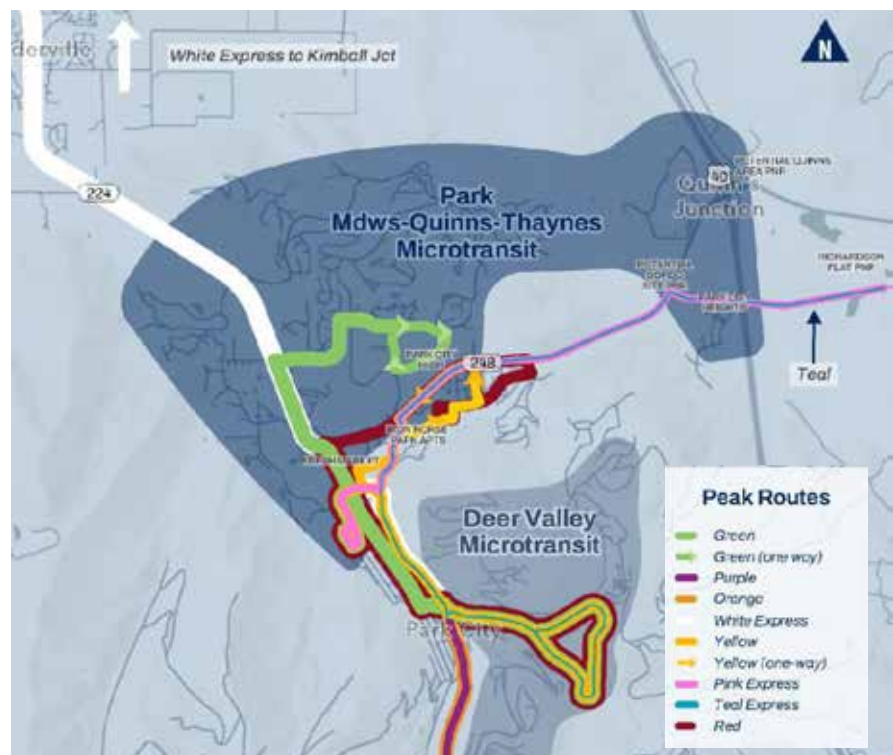
- **Regional Approach:** The scale of development occurring around Park City threatens to dwarf and overwhelm local efforts to manage growth and change.
- **Social Fabric:** Park City residents are concerned about neighborhoods turning over to nightly rentals, lack of affordability and displacement of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



Transportation Plans (2016-2023)

Various transportation plans have identified priority projects around Bonanza Park.

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

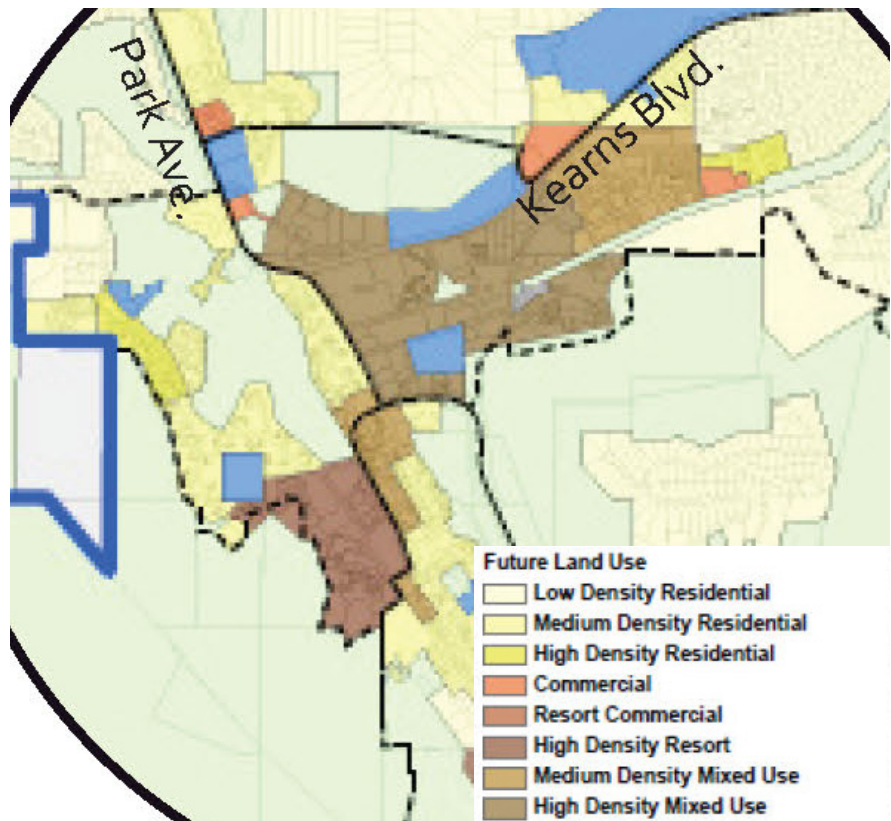


2023 Short-Range Transit Plan
2022 Park City Forward - Long-Range Transportation Plan
2016 Transportation Demand Management Report (TDMR)

Park City General Plan (2014)

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

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



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

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

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

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



Housing Studies (2021 - 2022)

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

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

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



Arts & Culture District (2020)

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

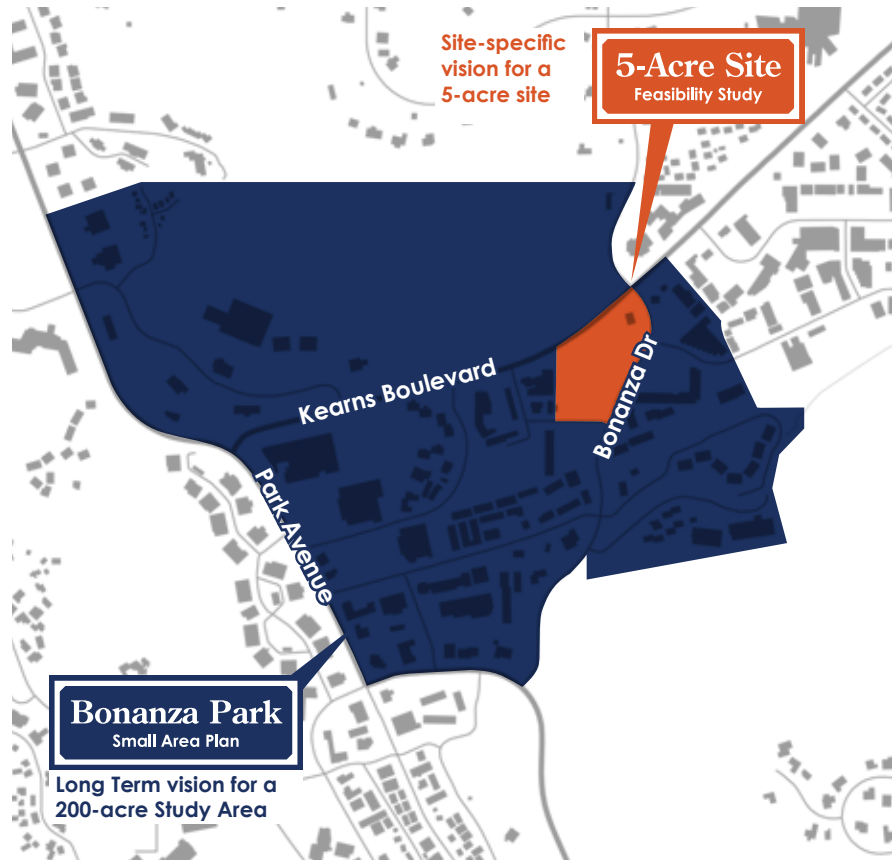
- Two cultural anchors - a permanent location for the Kimball Art Center and Utah offices for Sundance Institute.
- 50 rental units, ranging in size from 400 square feet to 900 square feet. Rents proposed as restricted workforce or otherwise affordable stock, with 8 restricted to artist-in-residency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



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

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

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



Bonanza Park History

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

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

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

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

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

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

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



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

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

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



Anderson Lumberyard
(current location of Boneyard).



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



An early structure in Bonanza Park



Bonanza Park in 1938 (Source: Utah Geological Survey)



Construction of the Rail Trail



Bonanza Park in 1978 (Source: Utah Geological Survey)





02

Bonanza Park Today

This Chapter Includes:

Summary of Existing Conditions

Community Engagement Results

Vision Statement and Project Goals

Summary of Existing Conditions

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

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

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

The neighborhood is largely composed of retail,

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

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

Demographics At a Glance

729

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

229

2020 Total Housing Units, 43.7% rentals (Esri)

\$152,828

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

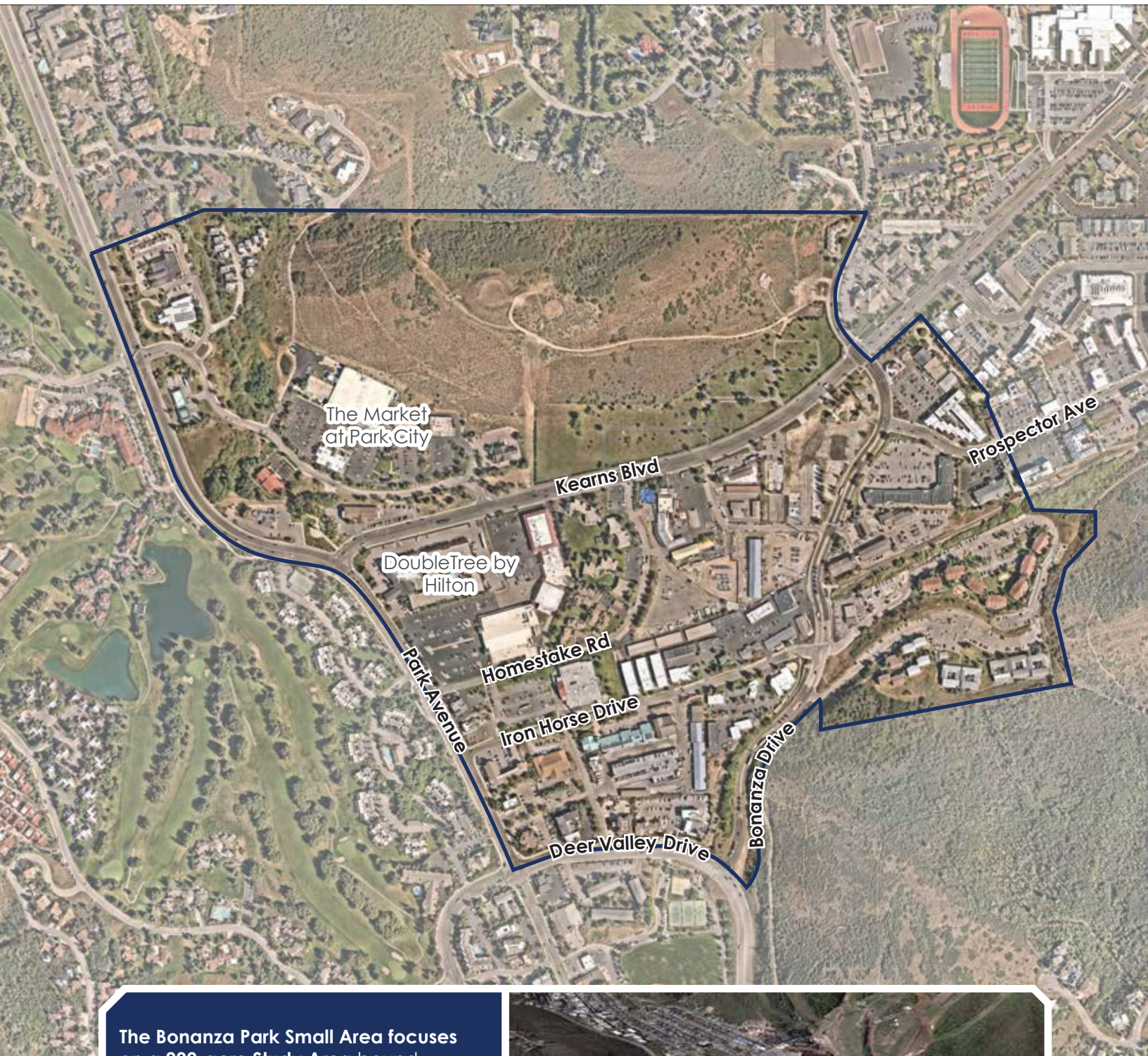
159

Total Businesses (Esri)

1,393

Total Employees (Esri)

Bonanza Park Study Area



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



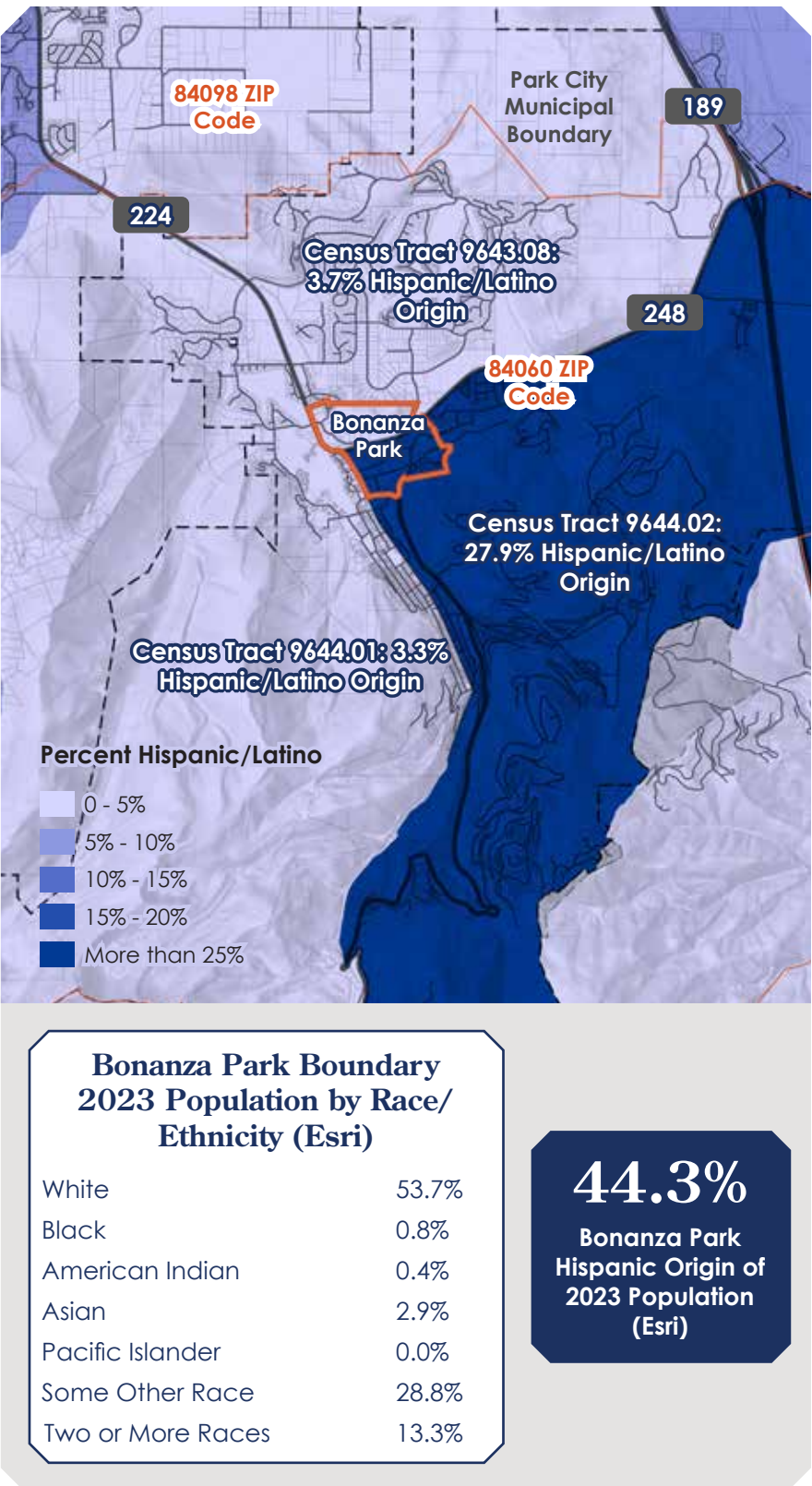
Percent Hispanic/Latino

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

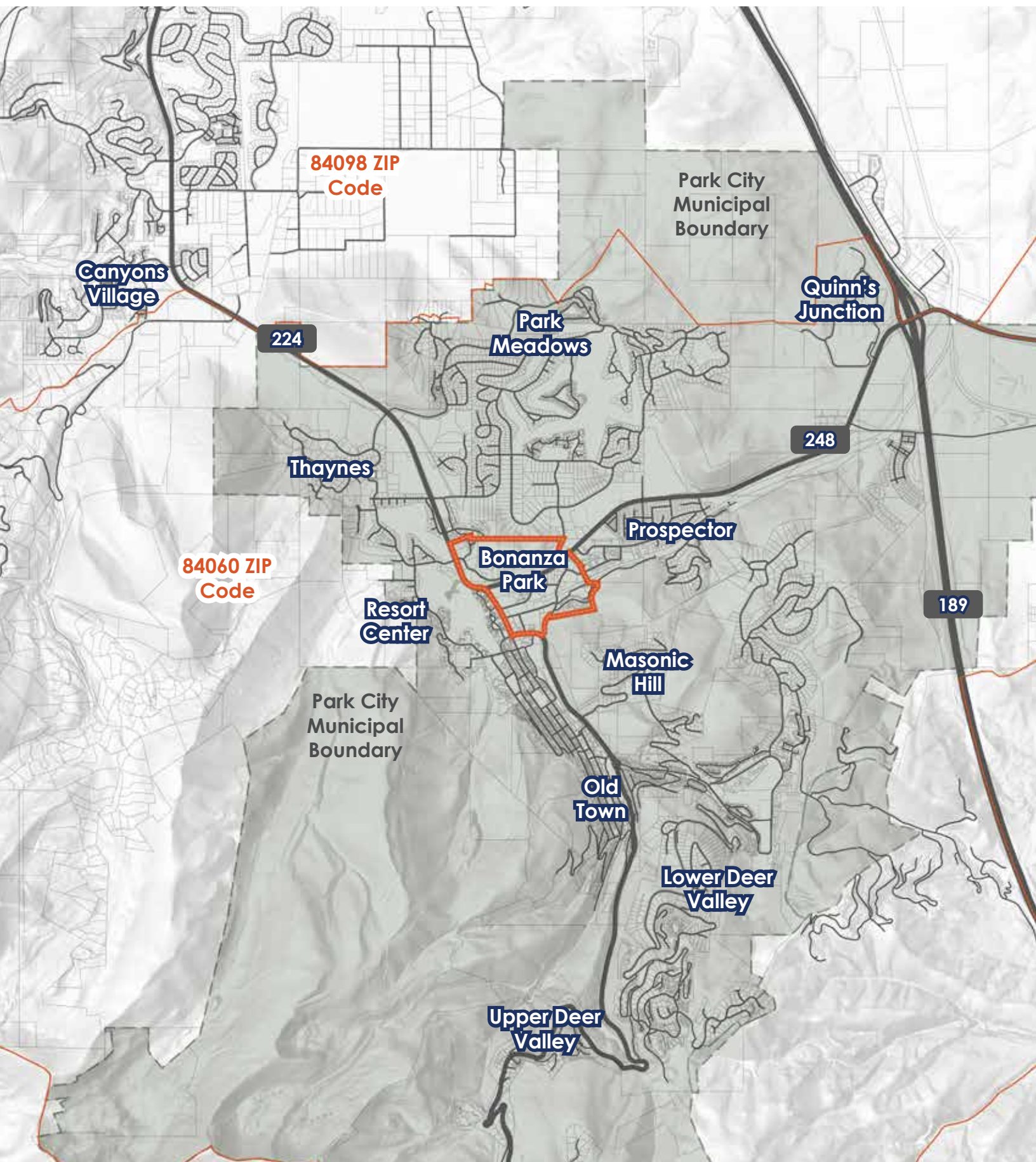
Bonanza Park is significant gateway into Park City. Its two main roadways, Park Avenue and Kearns Boulevard, funnel vehicular traffic into and out of the city from nearby State Route 189 and Interstate 80, respectively. As such, many tourists, residents, and commuters experience these corridors and move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

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

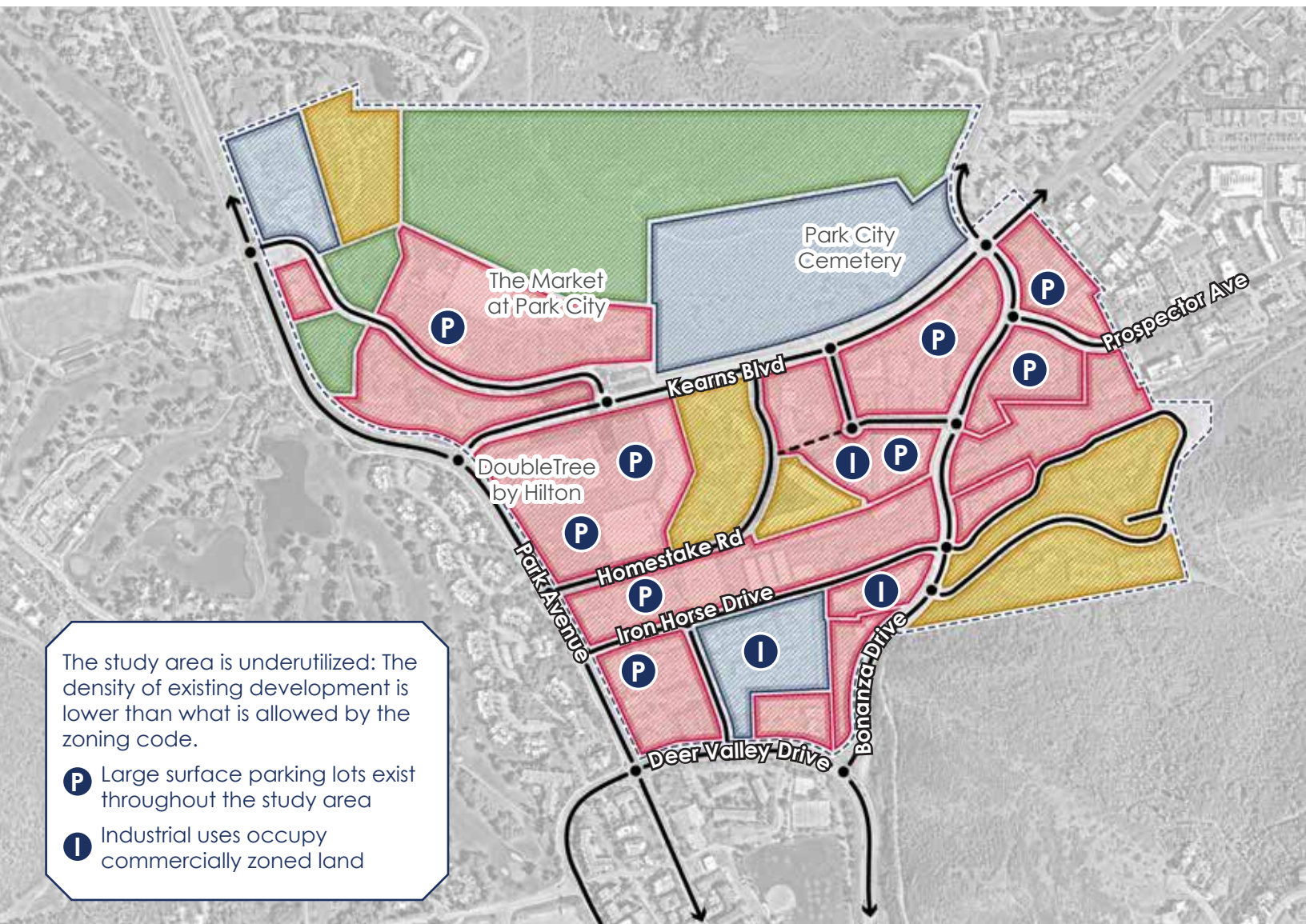
Despite this centrality, and its location at the crux of various vibrant neighborhoods, Bonanza Park remains a neighborhood where many drive through, but few walk toward. Its auto-oriented physical nature, exacerbated by auto-oriented land uses and development patterns, both challenge connectivity and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



Bonanza Park Regional Context



Existing Land Uses & Underutilized Areas



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

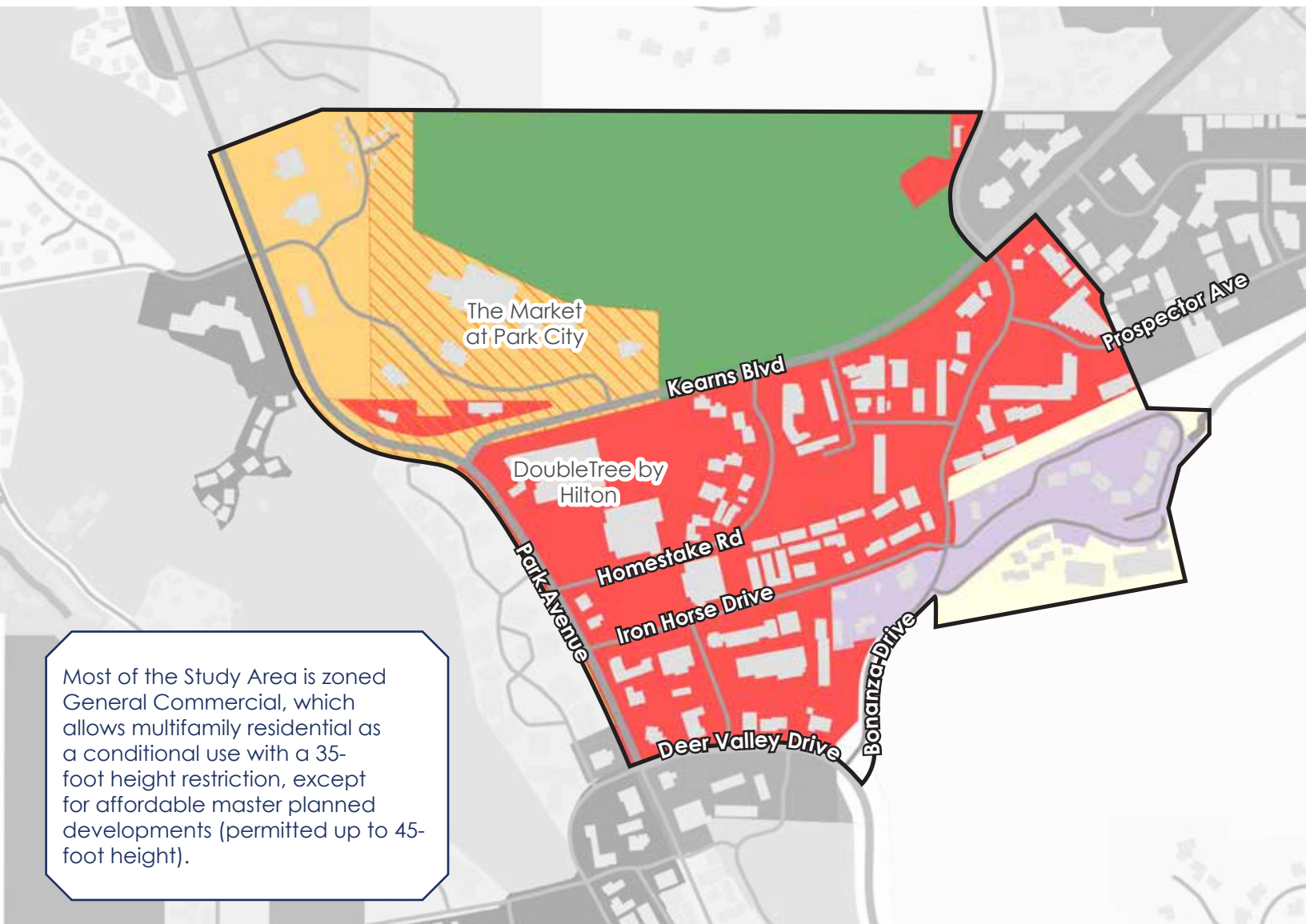
Once considered the “outskirts” of town, Bonanza Park also includes municipal uses often found at the perimeter of a community, not in its

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

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

- Institutional
- Commercial
- Residential
- Open Space

Existing Zoning Districts



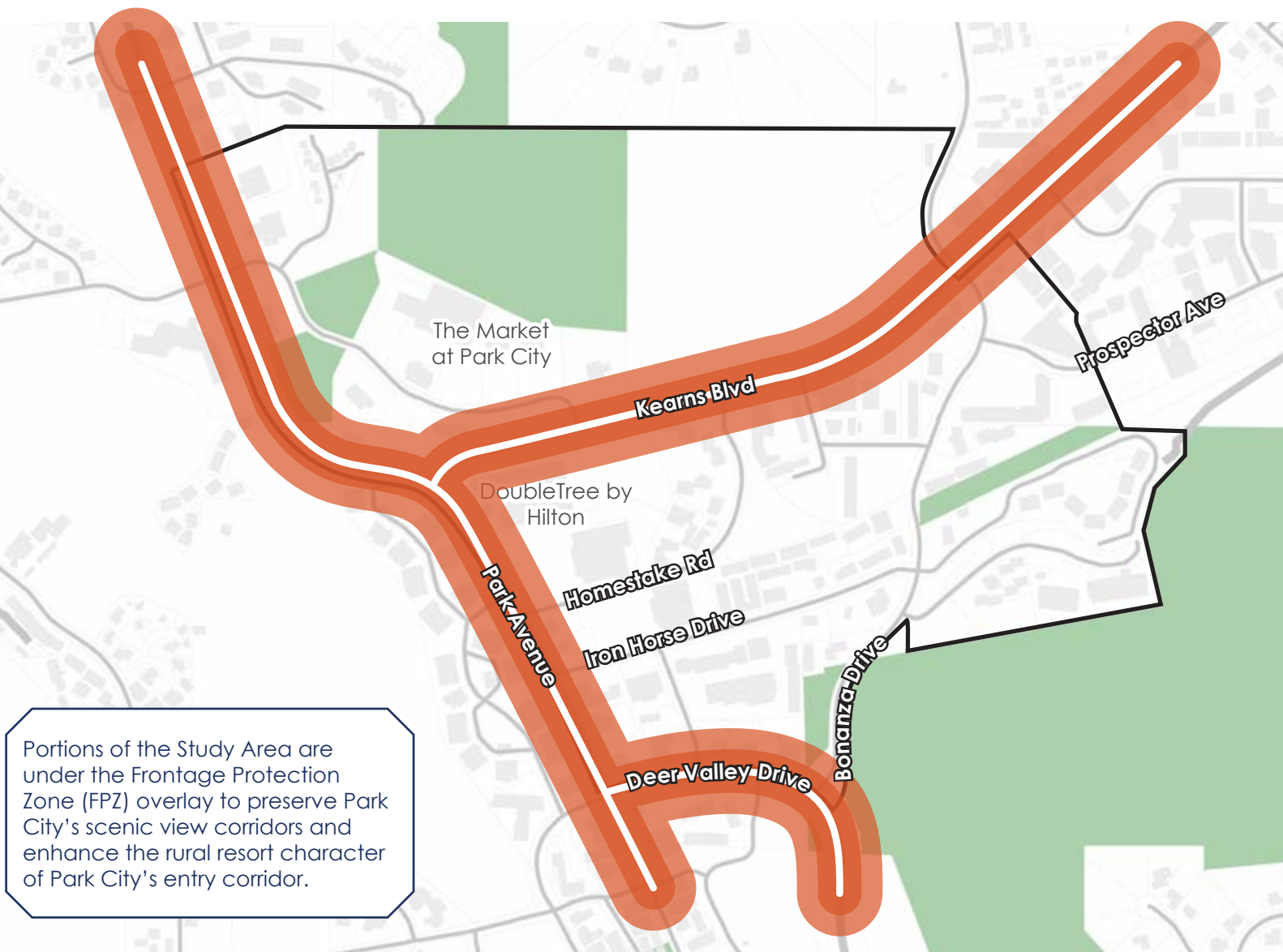
Reflecting the commercial and industrial character of its current land uses, much of the 200-acre study area is currently zoned General Commercial (GC). This zoning district focuses on commercial retail, dining, and hospitality uses by-right, allowing for residential uses as a conditional use. Density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

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

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

- GC - General Commercial
- RDM - Res. Development - Medium Density
- ▨ RCO - Regional Commercial Overlay
- ROS - Recreation Open Space
- E - Estate
- LI - Light Industrial

Frontage Protection Zone



Bonanza Park's key corridors fall under the citywide Frontage Protection Zone (FPZ) Overlay. Within Bonanza Park, the FPZ includes properties with frontage on, and within one hundred feet (100') of the Right-of-Way line of Kearns Boulevard, Park Avenue, and Deer Valley Drive.

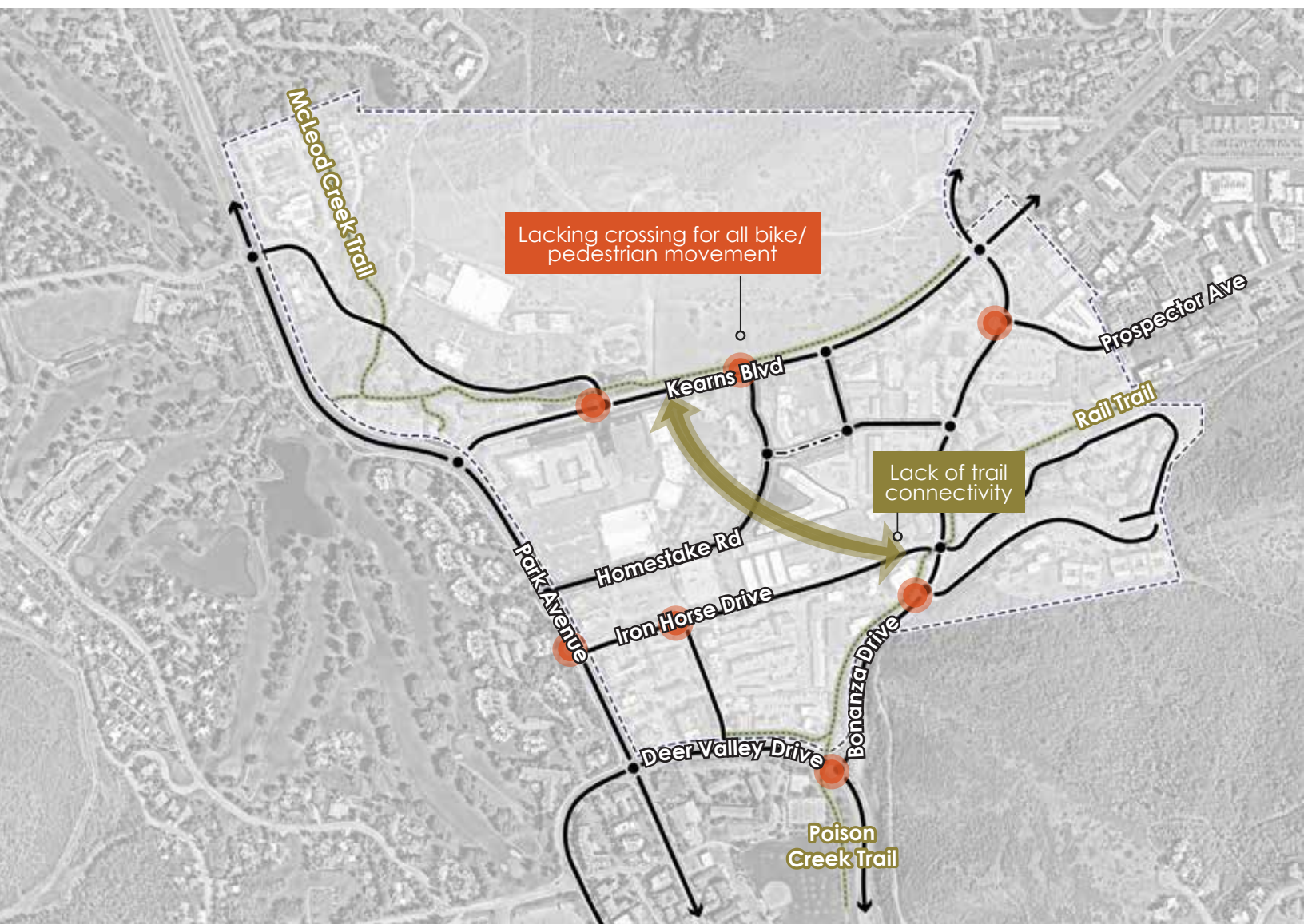
The FPZ restricts any new structures, including buildings or signs, within the first thirty feet (30') of the nearest Right-of-Way along these three corridors. Sidewalks or trails with pedestrian amenities may be built within this setback, with city review and authorization.

All construction activity, including permanent signs, in the Setback Area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use permit.

The FPZ is intended as a regulatory tool to protect scenic view corridors for those coming into Park City, enhancing the area's rural resort character. The wide setback requirements along these corridors protect vistas of surrounding mountains and hills for drivers entering and leaving the city.

Frontage Protection Zone

Bike and Pedestrian Facilities and Connectivity Issues



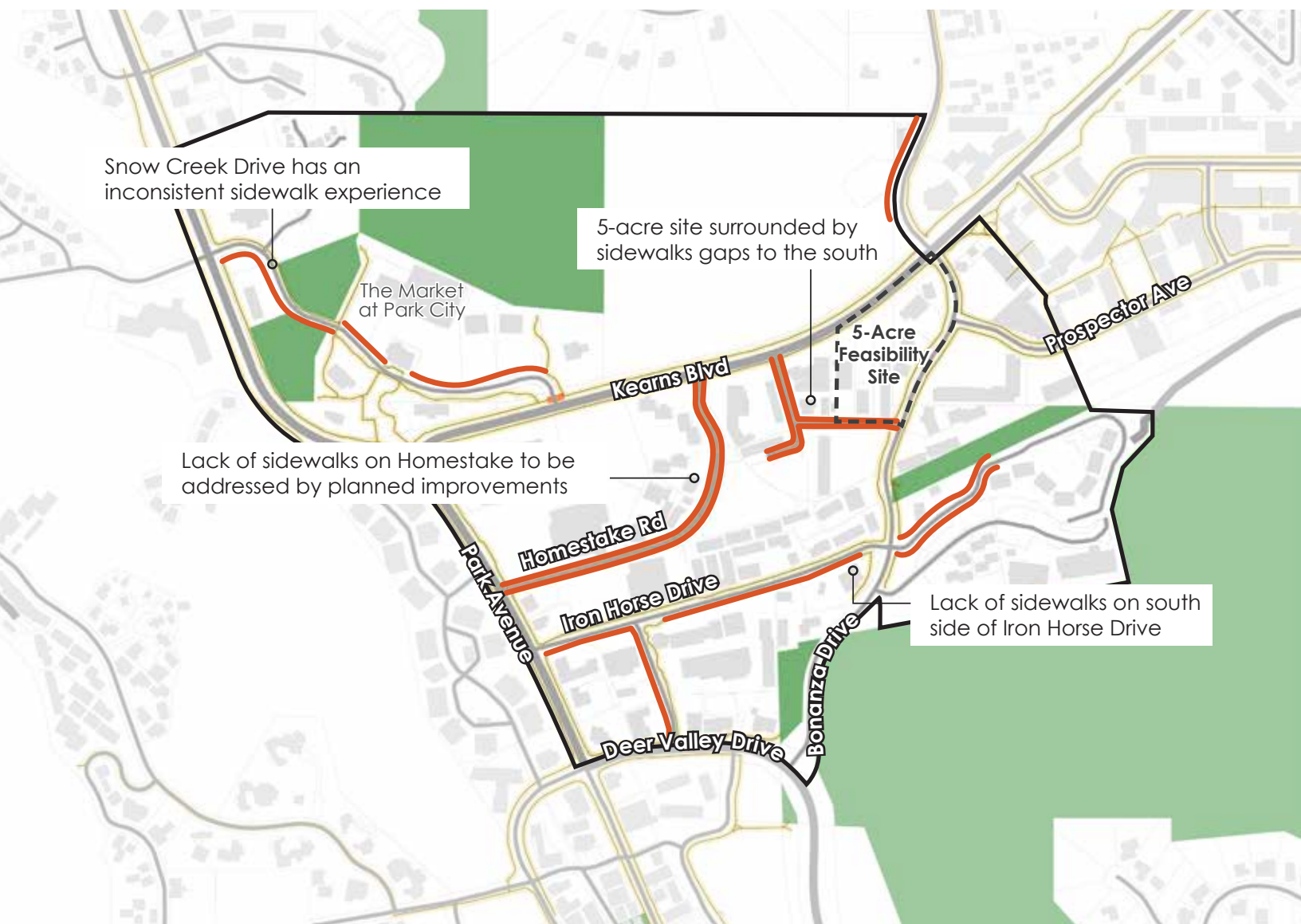
Bonanza Park is home to three regional trail networks - the McLeod Creek Trail north of Kearns Boulevard and along Snow Creek Drive; the Historic Union Pacific Rail Trail running from Bonanza Park to Echo Reservoir; and the Poison Creek Trail running along Park City's eastern edge toward Old Town. Despite their convergence in Bonanza Park, these trails remain disconnected through the interior portions of the neighborhood. Pedestrians and bike users wishing to move between the Rail Trail/ Poison Creek Trail toward the

McLeod Creek Trail are met with a maze of sidewalk gaps, intersections lacking crossings for all bike/ped movement, and a disjointed street network that hinders all connectivity.

As such, moving through Bonanza Park as a cyclist, runner, or pedestrian can be an arduous task requiring cutting through private parking lots, and crossing wide streets with little to no pedestrian infrastructure.

-  Existing Street
-  Planned Connection
-  Existing Trail
-  Existing Intersection
-  Intersection Lacking Crossings for all Bike/ Ped Movement

Sidewalk Gaps



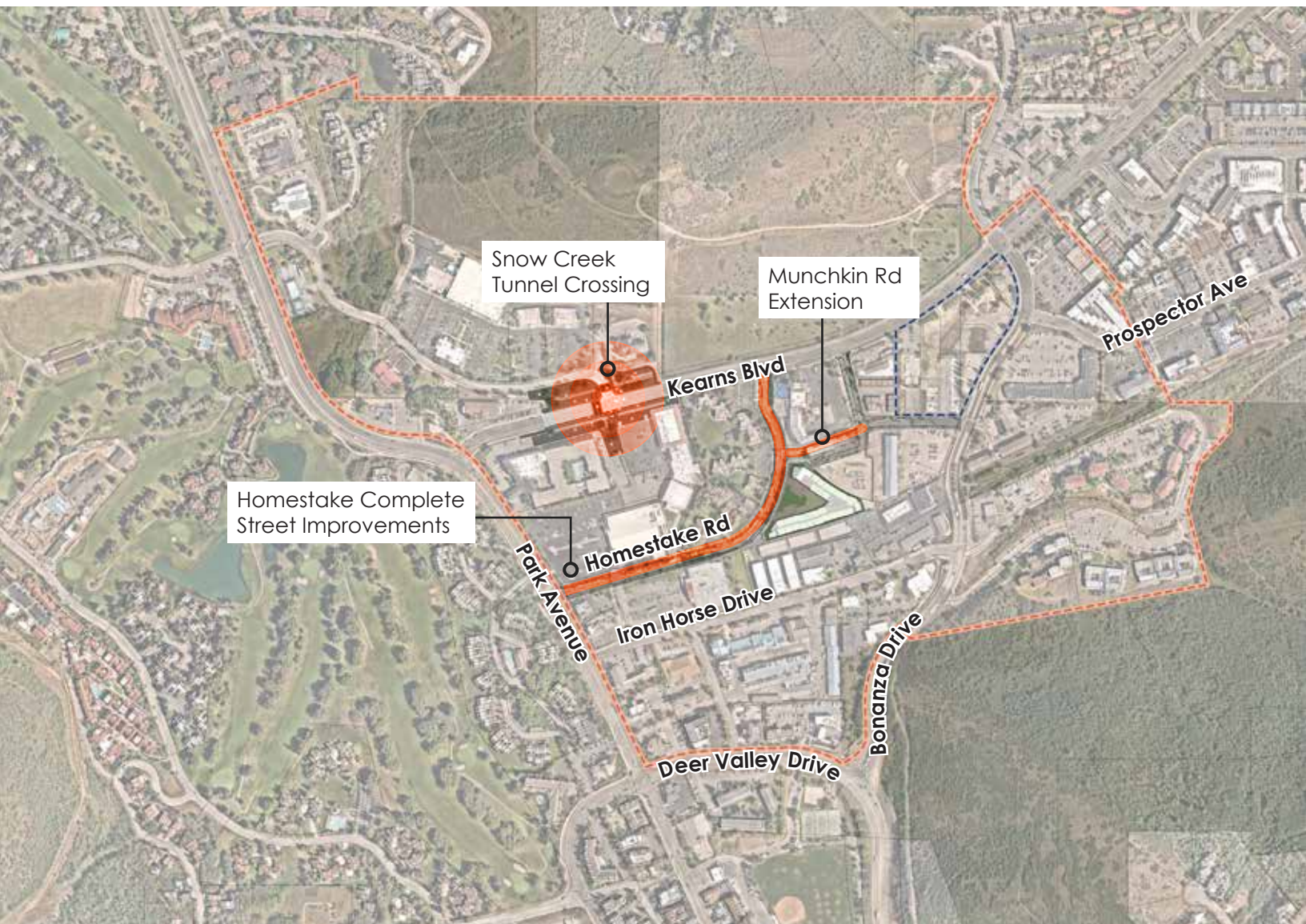
Bonanza Park's pedestrian network is hindered by a widespread prevalence of sidewalk gaps. When walking through the neighborhood, Parkites face challenging conditions as key streets, moving in both east-west and north-south directions, have significant segments lacking sidewalk facilities.

Some of these gaps will be addressed through planned improvements to the street network, detailed in the following page. These include the complete street redesign of Homestake Road, and the

Munchkin Road extension. Nonetheless, other key streets remain with sidewalks, such as Iron Horse Drive, which is missing key segments of sidewalk along its south-facing side at a critical juncture toward the rail trail. Likewise, Snow Creek Boulevard lacks sidewalks on segments along both sides of the street at a critical connection between retailers at The Market at Park City shopping center and the McLeod Creek Trail.

 Sidewalk Coverage
 Sidewalk Gaps

Planned Improvements



Some of the sidewalks and connectivity gaps described earlier in this section will be addressed or improved through the following projects, shown in the map above and detailed below. The descriptions of these projects and their improvements reflect the planning team's understanding as informed by the Plan Alignment described in the first section of this document. They include:

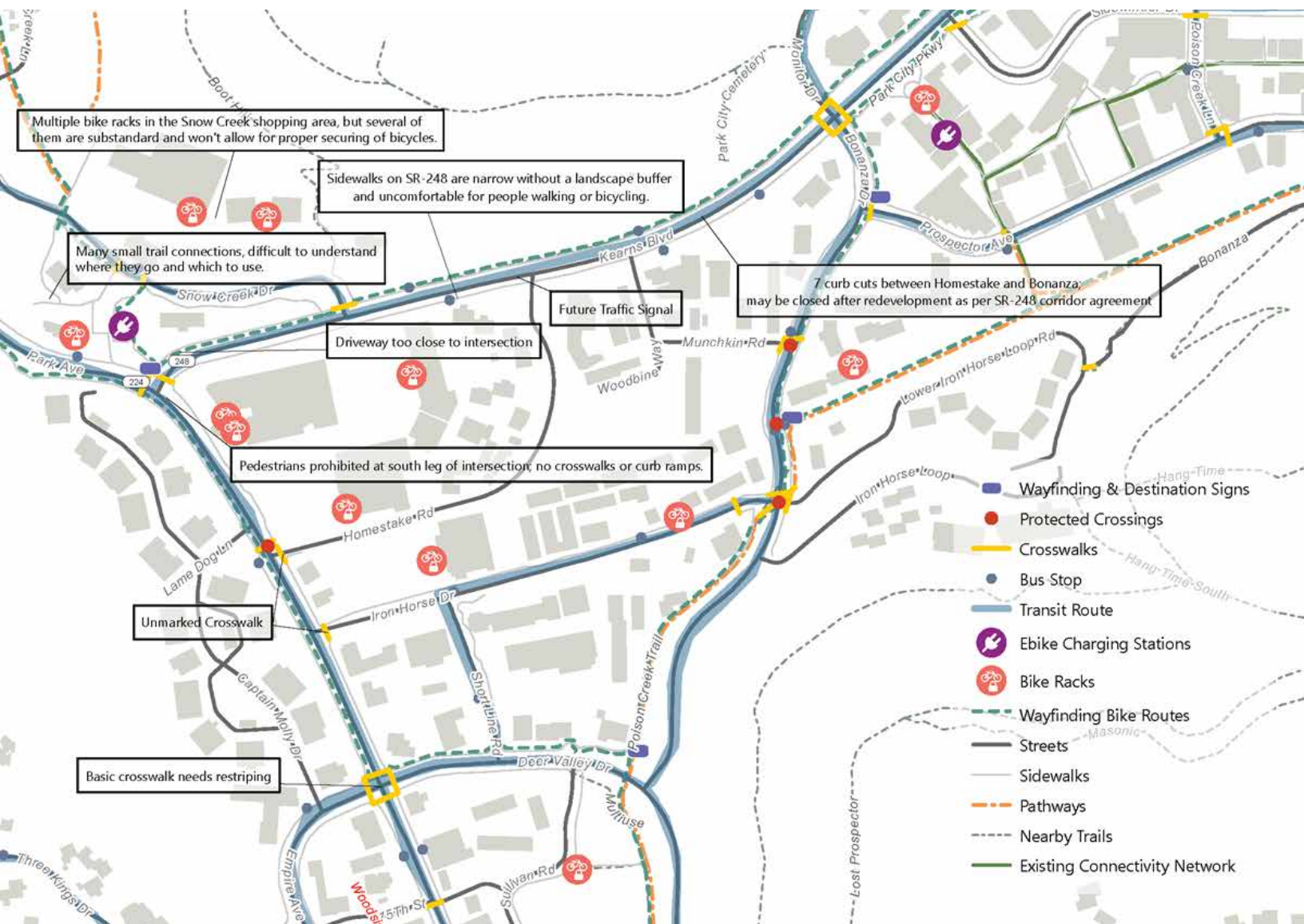
- **Homestake Complete Street Improvements:** Currently functioning as a curbless drive, the future Homestake

Road will include sidewalks on both sides, curbs, on-street parking, and marked crossings.

- **Snow Creek Tunnel Crossing:** A potential tunnel crossing may connect under Kearns Boulevard at the intersection with Snow Creek Drive. The tunnels could ease pedestrian travel between The Market at Park City and the McLeod Creek Trail toward the heart of Bonanza Park.
- **Munchkin Road Extension:** The east-west extension of Munchkin Road will connect Homestake Road eastward

with Bonanza Drive. Through the addition of sidewalks, and improvements and a one-way conversion of Woodbine Way, this key connection will allow for additional east-west travel through Bonanza Park. The project will require the relocation of the Recycle Utah facility.

Transportation and Mobility Overview

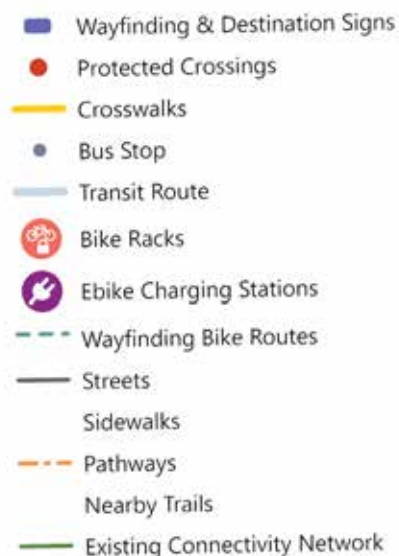


As an appendix to this document, the engineering firm Fehr & Peers conducted a detailed study of existing conditions, modeling the traffic impacts of some of the infill development envisioned in this small area plan. As part of this examination, the planning team included a summary of Bonanza Park's key mobility observations, concerns, and considerations, including the following key take-aways:

- Bonanza Park has a strong multimodal network that is nonetheless hindered by incomplete sidewalks,

missing crossings, and limited wayfinding.

- Existing crossings are limited on Park Ave and Kearns Blvd.
- The sidewalk network is incomplete on Snow Creek Drive and Iron Horse Boulevard.
- Wayfinding signage is too infrequent throughout the study area.



Intersection Level of Service



The map above shows Level of Service (LOS) for the PM peak hour traffic conditions. LOS is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Typically, LOS D or better is considered acceptable during peak hours.

LOS RATING	Description
A	Free Flow/ Insignificant Delay
B	Stable Operations / Minimum Delays
C	Stable Operations / Acceptable Delays
D	Approaching Unstable Flows / Tolerable Delays
E	Unstable Operations / Significant Delays Can Occur
F	Forced, Unpredictable Flows / Excessive Delays

INTERSECTION	CONTROL	LOS (2023)
SR 224 & Snow Creek Dr	Signal	A
SR 224 & SR 248	Signal	C
SR 224 & Homestake Rd	WB Stop	F
SR 224 & Iron Horse Dr	WB Stop	E
SR 224 & Deer Valley Dr	Signal	F
SR 248 & Snow Creek Dr	SB/NB Stop	C
Homestake Rd & SR 248	NB Stop	C
Woodbine Way & SR 248	NB Stop (right in right out)	C
Bonanza Dr & SR 248	Signal	F
Sidewinder Dr & SR 248	NB Stop	E
Bonanza Dr & Prospector Ave	EB/WB Stop	F
Bonanza Dr & Munchkin Rd	EB/WB Stop	E
Bonanza Dr & Iron Horse Dr	EB/WB Stop	F
Deer Valley Dr & Bonanza Dr***	Signal	B
Woodbine Way & Munchkin Rd	WB/EB Stop	A

***During some days in the winter, queues from SR 248 & Bonanza and SR 224 & Park Avenue frequently spill back through this intersection, sometimes reaching as far back as Aerie Drive. This capacity analysis reflects conditions for Friday, February 17, 2023, though operations on other days may appear to be worse than the conditions shown.

Community Engagement

The planning process included robust engagement that brought more than 1,500 Park City voices into the conversation.

The Bonanza Park Small Area Plan represents the ideas, comments, and aspirations of the more than 1,500 Parkites that participated in the process. Their passion and dedication to the future of Bonanza Park is evident in the thousands of comments reviewed by the planning team. This Small Area Plan shared much of the engagement events with the concurrent 5-Acre Site Feasibility Study, though topic areas and activities were kept separate. The information and take-aways in this document focus entirely on the Bonanza Park Small Area Plan.

Through three community meetings with more than 500 attendees, two online surveys with almost 1,000 responses, 12 stakeholder roundtables, and a variety of other in-person events, the plan reached all segments of Park City's community. The process was

guided by an Advisory Group of 14 individuals with vested interests in the neighborhood, including residents, land owners, business owners, and institutional partners. This group, meeting four times through the process, advised the planning team to ensure that the plan's ideas were effectively communicated, and provided a sounding board for the planning team.

The plan's engagement was divided into three distinct phases, each culminating with a presentation and update to City Council for reflection and direction on next steps. The plan's phases included:

- **Phase 1 Engagement:**

This phase included the launch of a project website, stakeholder roundtables, the first community meeting, an online survey, two Advisory Group meetings, and an update to City Council to review engagement results.

- **Phase 2 Engagement:** The second phase included the development of a vision statement, project goals, and initial recommendations. These materials were presented to the Advisory Group at a second meeting, followed by a second community meeting and an online survey. Likewise, the planning team hosted a walking tour with residents, engagement with high school students, and engagement with young families. This phase culminated with an update to Planning Commission and City Council.

- **Phase 3 Engagement:** The third and final phase of engagement included the development of plan recommendations, shared at a fourth Advisory Group Meeting and a third community meeting. This phase culminated with the plan's Adoption Process.

3 Community Meetings
(500+ Attendees)

12 Stakeholder Roundtables
(62 Stakeholders)

1,500+
Park City Voices Engaged

Online/Paper Surveys
(970 Responses)

Ongoing Project Website

Methods

Advisory Group

Project Website

12 Stakeholder Roundtables

Meetings

3 Community Meetings

Community Site Tour

Additional Outreach in Spanish

Engagement with Young Families and High School Students

Surveys

2 Online Surveys
(English & Spanish)

Advisory Group

The Advisory Group represents a broad spectrum of Park City residents, advocates, employers, institutional partners, landowners, and other key stakeholders. The group's key roles and responsibilities through this process included:

- Meet throughout the process at project milestones to review materials that will be shared with the larger Park City community.
- Support and augment the community engagement process by sharing project event information.
- Provide feedback to help the team craft a vision.
- Once the plan is implemented, serve as a partner in the implementation of the plan's concepts and recommendations.

The Advisory Group met four times throughout the process, with the addition of a fifth special meeting to preview phase 1 engagement results prior to being shared with City Council. This additional meeting was requested by Advisory Group members during their second meeting. At the onset of the planning process, members of the Advisory Group, together with City Staff, were invited to join visits and tours of three vibrant cities with examples of successful neighborhoods. These included Toronto, Columbus, OH, and Washington, D.C.

- **Meeting 1:** Occurring virtually on May 23, 2023 this first meeting provided an opportunity for the planning team to meet the group's members, share information about their expected roles and responsibilities, and provide an overview of the planning process to come.



Members of the Advisory Group were invited to join Park City Leaders and City Staff on trips to Toronto, Columbus, OH, and Washington, D.C. to reflect on the successes of other cities.

- **Meeting 2:** The second meeting occurred in-person on July 19, 2023. A consultant presentation provided the result of the Plan Alignment, and an overview of transportation existing conditions. The presentation was followed by a preview of the first community meeting, and a discussion centered around the Advisory Group members' tours of three cities.
- **Special Meeting:** Hosted virtually on August 7, 2023, the planning team provided a preview of the phase 1 engagement results and takeaways to the Advisory Group, followed by discussion.
- **Meeting 3:** Held in-person on October 18, 2023 a day prior to the second community meeting, the consultant team shared the draft vision statement, project goals, and initial land use and connectivity ideas and concepts. The presentation was followed by a discussion that resulted in presentation edits for the second community meeting.
- **Meeting 4:** The fourth and final meeting with the Advisory group was conducted on February 14, 2024. This meeting included a presentation introducing the plan's recommendations, followed by a discussion on how to best refine these prior to sharing with the community at a third and final community meeting.

Stakeholder Roundtables

During the first phase of engagement, the planning team conducted roundtables with Parkites invested in the future of Bonanza Park. These meetings occurred on July 18, the day prior to the first Community Meeting.

Grouped by topic theme, the 15 stakeholder roundtables brought together representations including land owners, residents, transportation experts, hotel operators, economic development officials, local artists, and arts and culture institutions. This engagement was concurrent with the 5-Acre Site Feasibility Study. As such, the city-owned site was also discussed, though this document focuses on the portions of these discussions centered around the Bonanza Park study area.

Through various conversations with stakeholders, the following common themes emerged:

- **Bonanza Park is a “locals neighborhood”** where restaurants and businesses serve locals more than tourists.
- **There is a strong need for additional housing**, especially affordable housing - not enough people live near the site and in Bonanza Park.
- **Bonanza Park lacks walkable connections**, especially on major streets like Bonanza Park and Kearns Boulevard.
- **Future improvements should focus on transportation**, as this is critical to redevelopment. The area has to be convenient for locals to move their way through.

12

Stakeholders
Roundtables

62

Stakeholders
Interviewed

Feasibility Study: Site Boundaries

Park City and Area
Residents
(5 Stakeholders)

City and Regional
Transportation
(8 Stakeholders)

Tourism and Hospitality
(8 Stakeholders)

Employers, Economic
Development, Developers,
and Businesses
(13 Stakeholders)

Local Artists and Makers
(5 Stakeholders)

Advocacy Groups and
Spanish Speakers
(4 Stakeholders)

Bonanza Park and Snow
Creek Restaurants
(3 Stakeholders)

Housing and Developers
(6 Stakeholders)

State and County
Agencies, Utilities, and
Infrastructure
(4 Stakeholders)

Arts and Culture
Institutions
(6 Stakeholders)

Community Meetings

Community Meetings are an invaluable method for the planning team to share ideas with the community, engage in conversations about how Bonanza Parks works today and what needs to be improved, and collect feedback on how to best move forward in the planning process.

The Bonanza Park Small Area Plan included three community meetings, one in each phase of engagement, attracting more than 500 Parkites. The meeting results are cataloged as part of the engagement phase summaries at the end of this section. The first two meetings were held in tandem with the 5-Acre Site Feasibility Study, while the third and final meeting focused solely on this plan. Meetings were advertised via online and paper flyers, email lists, radio interviews, a printed postcard distributed to all property owners in the city, and support from the Advisory Group.

- **Community Meeting 1:** Held at the DoubleTree Hotel on July 19, 2022, this meeting focused on learning and listening from the community. With an open house format, Parkites were asked to share their vision for Bonanza Park, and participate in activities about the types of uses and connections they would like to see happen in the future.
- **Community Meeting 2:** Held at the Park City Library on October 18, 2023 this meeting included a presentation and an open house introducing the project vision statement and goals, and initial land use and connectivity concepts.
- **Community Meeting 3:** The final meeting was held on April 9, 2024 at the Park City Library and included a presentation and open house introducing the plan's recommendations.



250

people attended the first community meeting on July 19 at the Doubletree by Hilton Park City.



150

people attended the second community meeting on October 18, at the Park City Library.



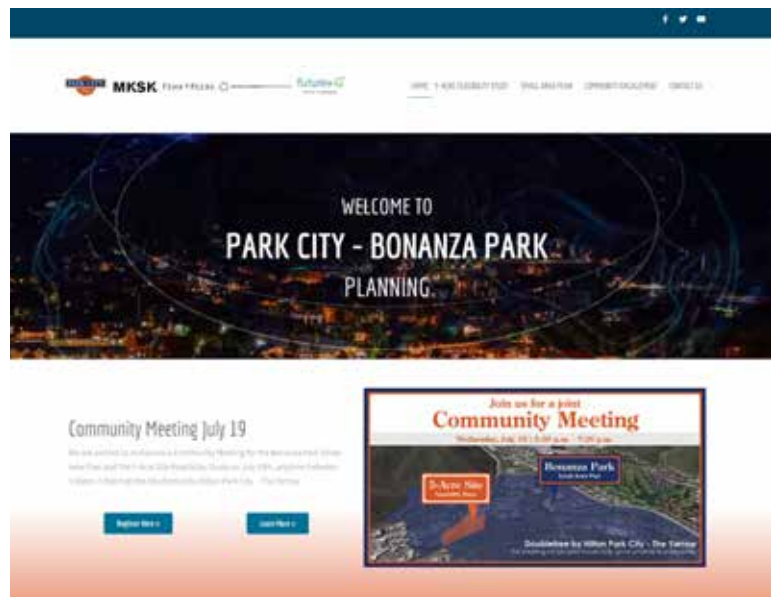
100

people attended the third community meeting on April 9, at the Park City Library.

Online Engagement

Though community meetings are a crucial method to collect feedback and share information, dedicating one's evening to attend a meeting is a challenging task for many. As such, the plan's engagement was amplified through a project website and two online surveys, ensuring that the Parkites unable to participate in-person had a means to share their input and ideas. This plan's online survey results are embedded in the engagement phase summaries at the end of this section. The plan's online presence included:

- **Online Website:** Launched at the beginning of the planning process, the project website www.bonanzapark.com served as a repository of all project information, presentations, updates, and information about upcoming events. The website was continuously updated with new content and featured video interviews with meeting attendees, links to other relevant plans, and interactive tools to visualize online survey results.
- **Online Surveys:** The planning team shared two online surveys during the first two phases on engagement, focusing on gathering input around the content developed for the first and second community meeting. The online surveys gathered 970+ responses total. The results were displayed in the project website, which also included a download link for the raw survey results.
- **Social Media:** Throughout the process, Park City's Communications Department shared all meeting and survey notices via the city's official social media accounts.



The planning team launched two online surveys for the Bonanza Park Small Area Plan during the first and second phases of engagement.

The survey was promoted via Park City's Social Media accounts, distributed via email, publicized in English/Spanish flyers (digital and print), and shared by project partners via email.

721

Total responses to the **first online survey** between July 19 and August 4 of 2023.

67%

of all survey responses were from the 84060 ZIP Code.

250

Total responses to the **second online survey** between October 30 and November 22 of 2023.

73%

of all survey responses were from the 84060 ZIP Code.

Nontraditional Engagement

To ensure an equitable planning process, the project team committed to engaging with Parkites from all backgrounds, with a focus on reaching groups traditionally underrepresented in a planning process. This effort acknowledges that while many Parkites are comfortable attending in-person events or sharing their input via an online survey, many feel left out of the decision-making, or are unable to fit the plan's engagement activities into their busy schedules.

As such, following each phase of engagement, the planning team reviewed engagement results to identify portions of the community that were not being adequately represented in the process up to that moment in time. As a result, the planning team, in collaboration with City Staff, devised an engagement strategy to better advertise to, and reach, these groups. The events and activities below were pivotal in reaching these communities where they live, work, or attend school.

- **Spanish-Language Engagement:**

To engage with Park City's Spanish-speaking population, the planning team hosted a coffee and pastry event at the Park City Library on August 29, 2023. Additionally, the project website included a dedicated Spanish-language page and a full translation of the entire site, with both online surveys made available in Spanish. All meeting flyers and social media graphics were likewise posted both in English and in Spanish, for all phases of engagement.



Engaging with Park City's Spanish-Speaking Community

The planning team provided various project materials in Spanish, including online/paper surveys, informational flyers, and the project website.



- **Engaging with Young Parkites:**

To better understand the needs and hopes of Park City's younger residents, the planning team hosted two engagement sessions with students from Park City High School on October 17, 2023. These sessions centered around a discussion about the strengths, issues, and opportunities in Bonanza Park.

- **Engaging with Young Families:**

Park City planning staff hosted two roundtable discussions with Park City's young families to understand their needs and wants for the future of Bonanza Park.

- **Community Site Tour & Walk:**

Prior to the second community meeting, the planning team hosted a walking tour of Bonanza Park and the city-owned 5-acre site during the afternoon of October 18, 2023. Attended by more than 50 Parkites, including various members of the Advisory Group, the tour included stops at several neighborhood locations including the Kimball Art Center, the under-construction EngineHouse development, the site of the proposed Park+Kearns development at the current DoubleTree Hotel, and Prospector Square.

Engaging with Young Parkites

The planning team hosted an engagement session with Park City High School Students on October 17, 2023 to discuss their vision for Bonanza Park.



Engaging with Young Families

The planning team facilitated two roundtable sessions with young families in Park City to understand their concerns and vision for the future of this community.

Community Site Tour & Walk

The planning team hosted a community site tour on October 18, through the Bonanza Park Neighborhood, attended by approximately 50 Parkites.



Phase 1 Engagement

The first of three community meetings kicked off phase 1 engagement, where the planning team listened to Parkites voice the strengths, weaknesses, and opportunities for the neighborhood. Stakeholder roundtables were also conducted to group individuals by expertise for more focused conversations around challenges and opportunities in the neighborhood. An online survey that included visuals and prompts from the community meeting was likewise circulated in both Spanish and English for residents who were not able to attend the meeting in person. The feedback received through these means of engagement resulted in the following key takeaways:

- **Bonanza Park is a “Locals’ Neighborhood”.** Unlike Main Street, which mostly caters to tourists, Bonanza Park is where Parkites shop, dine, and gather.
- **Parks and open spaces are a community priority.** There is a need and desire for additional green spaces where locals can come together as a community.
- **Future redevelopment and infill should focus on creating a destination for locals.** New businesses and destinations should be local and authentically Park City.
- **The 5-acre site cannot alone meet the city’s goals.** Whatever happens on the 5-acre site can influence its surroundings, and be complementary to the character of Bonanza Park.
- **The community would like to see arts and culture woven into the neighborhood fabric.** There are opportunities for

Community Meeting: Places Parkites Love



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

Community Meeting: Places Parkites Want Changed or Improved



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

public art, housing for artists, and galleries or exhibit spaces.

- **The Kimball Arts Center (KAC) is one of Bonanza Park's top assets** and needs a permanent home. The KAC is a cherished destination that should remain in the neighborhood.
- **Moving through the study area should be safer and more intuitive.** Transportation improvements should focus on wide streets and unsafe intersections.

- **The Study Area lacks walkable and bikeable connections.** Improving connectivity to the rail trail and addressing sidewalk gaps are a priority.
- **Bonanza Park is the right place for density** and building height. As the area redevelops, mixed use buildings should embrace walkable streets.
- **Bonanza Park needs more affordable and workforce housing.** For there to be a critical mass, there needs to be a strong resident base.

Favorite Things about the Study Area

Top 5 Mentions
(460 Written Responses)

Restaurants:
Mentioned
160+ times

Rail Trail:
Mentioned
50 times

**Proximity/
Location:**
Mentioned
40 times

**Kimball
Art Center:**
Mentioned
39 times

**Recycle
Utah:**
Mentioned
32 times

Key findings from the first phase of engagement

Bonanza Park is a "Locals' Neighborhood."

Parks and open spaces are a community priority.

Future redevelopment and infill should focus on creating a destination for locals.

The 5-acre site cannot alone meet the city's goals.

The community would like to see arts and culture woven into the neighborhood fabric.

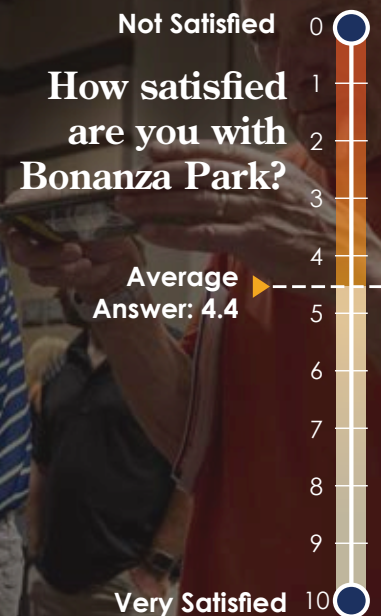
The Kimball Arts Center is one of Bonanza Park's top assets and needs a permanent home.

Moving through the study area should be safer and more intuitive.

Bonanza Park is the right place for density and building height.

The Study Area lacks walkable and bikeable connections.

Bonanza Park needs more affordable and workforce housing.



"This is a big and rather underrated area - I think through denser developments we could accommodate more housing while also boosting the creative arts community. Walkability here will be key!"

Phase 2 Engagement

During the second phase of engagement, a second community meeting was held to introduce the vision statement, the six project goals, and initial ideas for improving the area's land use and connectivity. The community meeting was accompanied by an online survey in both Spanish and English for those who were not able to attend the meeting.

Prior to the meeting, a walking tour of Bonanza Park took place to give residents the opportunity to discuss neighborhood focus areas directly with the planning team. An engagement session at Park City High School was also conducted to include a youth perspective in the vision for the neighborhood. Through the means of engagement detailed above, the following takeaways were formed around the priorities for future development of Bonanza Park:

- **Additional Density:** While there is support for additional building heights and density in some parts of Bonanza Park,

Our Phase 1 Engagement Results highlighted a community desire for greater building heights and density in Bonanza Park - what types of regulatory revisions, if any, do you support to set this goal? (Select all that apply)

Additional mixed use buildings (69%)

Additional density in multifamily residential (49%)

Additional building heights than those currently allowed (47%)

No change from current standards (10%)

Other (10%)

Parkites expect to trade these off with community benefits, such as affordable housing, or public realm improvements.

- **Prioritizing Connectivity:** Parkites would like to prioritize as many long-term connections as possible in Bonanza Park. New connections should be geared toward pedestrians and cyclists, and limit cars. There is a clear priority on improving sidewalks.

- **Local for Locals:** Future uses should focus on serving the needs of locals. There is lack of support for any future hotels, but widespread support for more restaurants/dining, retail, open space, and multifamily residential.

Key findings from the second phase of engagement

1

Parkites expect to trade off additional density with community benefits, such as affordable housing, or public realm improvements.

Where: Key catalyst sites and long term infill sites

2

Parkites would like to prioritize pedestrian and cyclist connections in Bonanza Park.

Where: Across the entire neighborhood boundary

3

Future uses, such as restaurants/dining, retail, open space, and multifamily, should focus on serving the needs of locals.

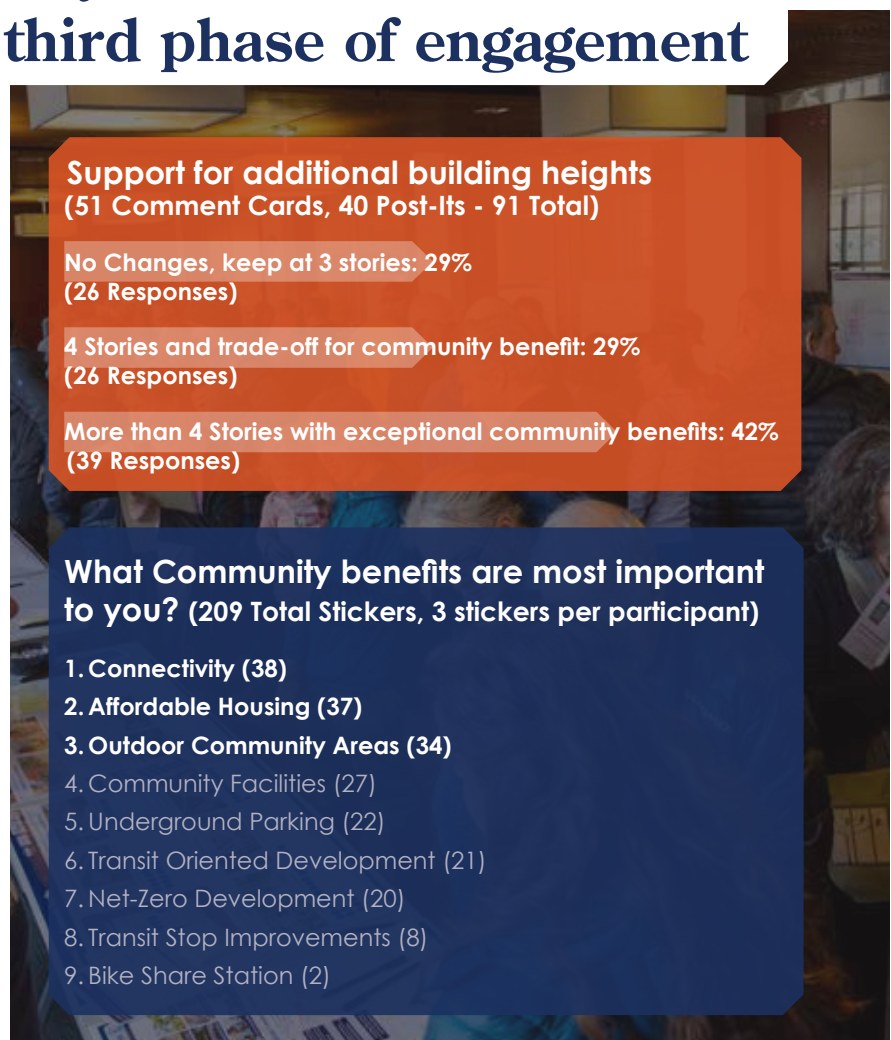
Where: Anywhere where redevelopment occurs in the community

Key answers from the third phase of engagement

Phase 3 Engagement

The third phase of engagement focused on introducing draft recommendations for the Bonanza Park Small Area Plan that support the vision and goals for the neighborhood as expressed by Parkites during the first two phases of engagement. The recommendations were presented during the third and final community meeting, where attendants were given the opportunity to evaluate if anything was missing through interactive activities, a comment card, and one-on-one conversations directly with the planning team. Feedback obtained through community meeting 3 formed the following takeaways:

- **Additional density:** Support was expressed for additional building heights in parts of Bonanza Park in return for community benefits, with connectivity and affordable housing ranking as the most important. Meeting participants expressed widespread support for buildings at four stories, with some supporting more than five stories with exceptional community benefit.
- **Building setbacks:** Parkites expressed that updating the Frontage Protection Zone is a necessary step to protect the mountain views that make Park City unique.
- **Support a neighborhood for locals:** The comments received showed that Parkites supported limiting the amount of new nightly rentals, hotels, and timeshares in Bonanza Park. Many expressed that commercial square footages should be capped (with the exception of grocery stores) to support local businesses as ground floor tenants.



- **Prioritize pedestrian safety:** When establishing future connectivity network, safety features must be included in the design of the road network for pedestrians and bicyclists. Participants overwhelmingly noted that the connectivity framework shared as part of this plan matched their vision for the neighborhood.
- **Connect with adjacent neighborhoods:** The Connectivity network established for Bonanza Park should not only support the neighborhood internally, but also work externally with adjacent neighborhoods, such as Prospecter.
- **Establish affordability metrics:** In order to create an inclusive neighborhood, Bonanza Park must work with the development community to build more affordable and workforce housing.
- **Parks and outdoor community spaces are a priority.** There is a need and desire for additional outdoor community gathering spaces where locals can come together.
- **Incorporate art in development and open space design:** Art, especially created by local artists, should be included in the neighborhood and in open spaces whenever possible. Parkites strongly supported the addition of new murals and sculptures.

Vision Statement and Project Goals

This plan is guided by vision and goals established through the planning process.

The recommendations in this plan represent hundreds of voices engaged through community meetings, online surveys, and one-on-one conversations. Through these engagement activities, the planning team asked Parkites to describe the Bonanza Park of today, and to outline their vision for the Bonanza Park of tomorrow.

The result from these comments, ideas, activity results, survey responses, and roundtable conversations are encapsulated in the vision statement and project goals introduced in this section.

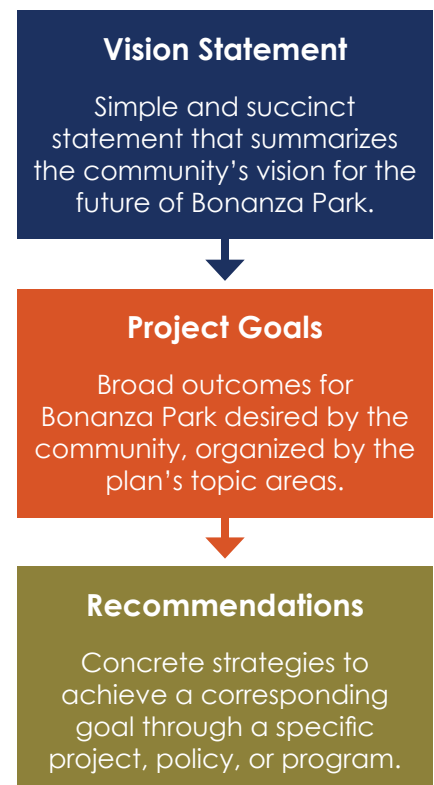
Vision Statement

The vision statement is a simple and succinct series of sentences that summarize the community's vision for the future of Bonanza Park. This statement represents a community

voice that is authored by the hundreds of comments, ideas, concerns and messages received and reviewed through the plan's engagement. The vision statement was introduced to the community at the second community meeting for their feedback, after which it was refined to reflect the community's priorities.

The vision statement gives clarity to the plan's intent and guided the development of the plan's recommendations. As such, the statement is both descriptive and aspirational - it describes how Parkites perceive Bonanza Park today, and establishes an aspiration for its future. From this vision statement, the planning team developed and refined project goals that guide a series of recommendations under each goal.

This plan is organized through the following three pillars:





Descriptive: Bonanza Park Today



Vision Statement

Bonanza Park is a neighborhood where Parkites gather to shop, dine, and express local art and culture. The Bonanza Park of tomorrow will build on this vibrancy to become a more walkable, connected, livable, and inclusive community for current and future Parkites of all ages.



Aspirational: Bonanza Park in the Future



Project Goals

The Bonanza Park Small Area Plan and its recommendations are guided and organized by six project goals developed by the planning team using results from the first phase of engagement. The purpose of these goals is twofold - they establish broad desired outcomes for Bonanza Park that are supported by the community, and they create the topic areas by which the plan's recommendations are organized. In the following section of this report, each project goal is explored with a greater amount of detail, and each goal is supplemented by recommendations that establish concrete strategies to achieve their corresponding goal through specific projects, policies, or programs.

The goals were introduced to the community at the second community meeting. At this meeting and in a follow-up online survey, Parkites were given an opportunity to revise, refine, and add to the project goals. The goals were met with widespread enthusiasm and support, with only minor revisions to language suggested by Parkites, and the suggestions that the goals incorporate environmental sustainability and resilience.

The plan's project goals, introduced below and in the following page, build on what Parkites described as the future for Bonanza Park:



- **Bonanza Park is Mixed Use:** The Bonanza Park of tomorrow will be a mixed use neighborhood with livability in mind. Bonanza Park is an appropriate place for additional density, where more compact development can continue to reflect Park City's small town and resort character.
- **Bonanza Park is User-Friendly:** The future Bonanza Park will be a safe haven for pedestrians, cyclists, and transit riders, while considering vehicular traffic flow. Improvements to existing streets and intersections, and the addition of future connections, will create a safe & intuitive network for current and future users.
- **Bonanza Park is Green:** Bonanza Park will replace its myriad of surface parking lots and paved areas community gathering spaces, pervious surfaces, and new and sustainable development that welcome new residents.
- **Bonanza Park is Local:** Bonanza Park will continue to be a "locals' neighborhood" that serves Parkites through and through. As development and growth occurs, policies should reflect a commitment to encouraging local businesses that reflect the community's authenticity over national chains.
- **Bonanza Park is Inclusive:** Home to much of Park City's naturally-occurring affordable housing, Bonanza Park must remain attainable to Park City's workforce. As such, programs and partnerships should expand the availability of affordable and workforce housing units in the neighborhood.
- **Bonanza Park is Cultural:** As the home to the Kimball Arts Center, Bonanza Park is an emerging hub for Park City's local arts scene. The neighborhood needs to better reflect this energy and activity and weave arts and culture into the community fabric.



Project Goals: Bonanza Park is...



Mixed Use

Create a mixed use neighborhood
with livability in mind.



Local

Support locally-owned business &
entrepreneurship.



User-Friendly

Create a safe & intuitive network
for pedestrians, cyclists, and
transit users.



Inclusive

Expand the availability of
affordable and workforce housing
units.



Green

Create a more welcoming and
sustainable community.



Cultural

Weave arts and culture into the
community fabric.



03

Bonanza Park Tomorrow

This Chapter Includes:



Mixed Use



Local



User-Friendly



Inclusive



Green



Cultural



Bonanza Park is... **Mixed Use**

**Create a mixed use neighborhood
with livability in mind.**

Through the community engagement process, Parkites described a future Bonanza Park where autocentric development would make way toward a more mixed-use and compact development pattern at a pedestrian scale. At community meetings and online surveys, Parkites reiterated that Bonanza Park is an appropriate place for additional density and building heights. Its central location, proximity to Old Town, transit connectivity, and access to regional trail systems, were noted as various factors that contributed to the neighborhood's readiness for mixed-use development.

Across the neighborhood, the development community has recognized the market opportunity in Bonanza Park for additional retail, residential, and hospitality. Proposed developments and active

applications, such as the Park + Kearns redevelopment of the DoubleTree Hotel, or the potential redevelopment of the Iron Horse District, will add new housing units and commercial retail to Bonanza Park. As well, a future potential redevelopment of the city-owned 5-acre site on Kearns Boulevard and Bonanza Drive into a mixed-use district with housing, retail, and an arts center, has the potential to transform a landmark corner and gateway into the neighborhood. As such, Bonanza Park is poised to transform – the time to plan and accommodate this growth is now.

This section explores strategies for how to capitalize on this momentum to re-think suburban development patterns and make Bonanza Park a more livable, walkable, and mixed-use community. This section

does so through three key recommendations, each explored with greater detail in the following pages:

- **MU1:** Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.
- **MU2:** Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.
- **MU3:** Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.

The Bonanza Park Mixed Use District (BPMX) will establish a mixed-use vision for the neighborhood's future, allowing for increased densities when new development provides significant community benefits and respects adjacencies and context.



MU1: Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.

A future rezoning of Bonanza Park into a new Bonanza Park Mixed Use District (BPMX) will establish regulatory tools to ensure that future growth in the neighborhood reflects a more walkable, mixed-use, and human scale. This potential district, to be written following this plan's adoption

with additional and robust community engagement, is a proactive approach to growth management. Understanding that Bonanza Park will continue to attract development activity, the neighborhood's existing zoning districts of General Commercial (GC), Light Industrial (LI), and Medium Density Residential (RDM), are ill-suited to properly guide this growth in the manner that Parkites described through the plan's engagement. The current zoning reflects legacy uses at times no longer in place, allows for autocentric

development patterns, and heavily leans toward single-use commercial development with ample surface parking.

The future BPMX District can likely utilize the existing boundary of this Small Area Plan, with the exception of parcels currently zoned as Recreation Open Space (ROS). The latter are properties with protected green space, cemeteries, or trail connections that will not be subject to future redevelopment. The remaining properties in the study area boundary can be rezoned into a new BPMX District

featuring the following potential concepts, to be refined with additional engagement following this process:

- **More residential uses by right:**

The new BPXM District should encourage additional housing in Bonanza Park by making residential uses by right, rather than as a conditional use (as is the case currently through the GC Zoning District). Additionally, a rezoning is an opportunity to expand allowed housing types in Bonanza Park to include housing typologies commonly associated with Missing Middle Housing. These may include townhomes, duplexes, triplexes, quad apartments, and cottage courts.

- **Vertical Zoning Standards:**

To ensure an active ground level where buildings engage the street and sidewalks, a future BPMX can require active ground level uses as part of vertical zoning standards. These uses should draw pedestrians, cyclists, and transit riders in active streetscapes, and may include commercial retail, restaurants/dining, coffee shops, hardware stores, and childcare/daycare.

- **Building Heights:** To protect the existing scale, character, and charm in Park City as described by those who engaged in this planning process, a future BPMX District is recommended to maintain the existing by-right building height of 35-feet already included in the GC District. Nonetheless, recognizing that many Parkites expressed that there is a desire and need for additional density in Bonanza Park, a BPMX can establish a framework where developers can apply for density bonus in exchange for a community benefit.

Proposed Concepts in a future Bonanza Park Mixed Use Zoning District (BPMX)

More residential uses by right



- Residential uses noted as conditional uses in the General Commercial (GC) district are proposed to be by right in a new BPMX.
- Encourages Missing Middle housing.

Vertical Zoning Standards



- Active ground level uses required.
- Policies to encourage a walkable neighborhood.

Building Heights



- Base height of 35' (unchanged from General Commercial).
- Opportunities for a density bonus.

Establishing a Density Bonus for Community Benefits

A Density bonus is a zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed in exchange for providing a defined public or community benefit. Cities across the country have enacted density bonuses, many in exchange for the types of benefits that Parkites described and supported through the engagement process. These community benefits range from affordable housing units, outdoor community spaces, improvements to the site or area's overall connectivity, to more site-intensive benefits like providing underground parking to mitigate the visual impacts of surface parking lots or parking garages.

The types of community benefits to consider as part of a density bonus are listed below and should be determined via additional engagement with the community, and be further defined by Park City Staff following this process. The process of how community benefits translate into a density bonus is similarly a next step implementation item.

- **Publicly-accessible outdoor community spaces** suitable for year-round use, and of a high design quality with gathering spaces, seating areas, play structures, and public art.
- **Affordable/Workforce housing** that goes above and beyond what is requirement by code for a master planned or affordable master planned development (currently 20% affordable units for an MPD; 50% for an AMPD) and help meet desired affordability goals for Bonanza Park.

What is a Density Bonus?

Density bonuses are a zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed in exchange for providing a defined public benefit. The means of providing a density bonus for Bonanza Park can be through:

Example 1

Reducing setback requirements from 25 feet (unless in the Frontage Protection Zone).



Example 2

Reducing parking requirements for mixed-use buildings.



Example 3

Increasing building heights to 45' with community benefits.



Examples of community benefits supported by the Parkites we engaged in this process:

Community Benefits will be weighed into tiers that reflect their relative value and investment.



Affordable/Workforce Housing



Connectivity



Art and Placemaking



Transit Oriented Dev.



Outdoor Community Spaces



Transit/Mobility Hub



Underground Parking



Community Facilities

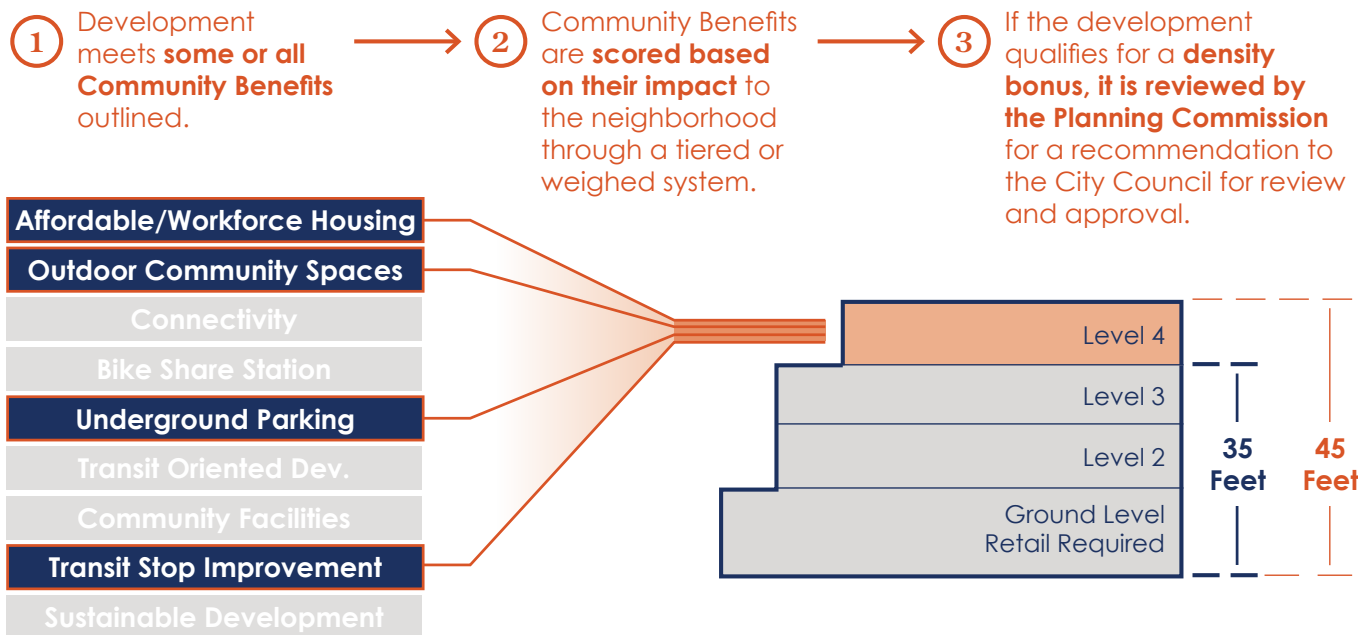


Net Zero Development

- **Transit/Mobility hub** where users can access multiple types of transport modes (bike share, transit, etc.) in a single location. A desired location in Bonanza Park for a transit hub is the Park Avenue transit stop by the Fresh Market. A future hub in this location could include a heated enclosed structures, public restrooms, and other transit amenities.
- **Connectivity improvements**, such as new pedestrian paths or streets that create walkable and connected development patterns and break up existing superblocks, or major improvements such as pedestrian tunnels to nearby neighborhoods.
- **Underground parking** for a significant portion of spaces provided, to mitigate the visual impact of a large parking structure in the neighborhood.
- **Art/Placemaking elements**, such as murals, lighting, and signage that reflect the identity and character of Bonanza Park.
- **Community facilities**, such as daycare or essential services that support a livable residential neighborhood for Parkites.
- **Transit Oriented Development** where higher densities are located near a high frequency transit line.
- **Sustainable Development** that meets or exceeds Park City's net-zero goals.
- **Undergrounding of overhead utilities** to increase the developable area within a single site, make existing sites more attractive, and improve the appearance of new development.

The need for a density bonus in Bonanza Park is more pressing than ever. The development community has

Establishing a Density Bonus for Community Benefits: How does it work?



taken notice of the market opportunity in Bonanza Park and have submitted or proposed redevelopments of key properties in the area. Nonetheless, increased land costs, higher labor costs in construction, and a need for affordable or workforce housing has led the development community to submitting development application with buildings that exceed the allowed heights in the current zoning.

Without regulatory tools in place, the City is forced to negotiate these variances on a case-by-case basis, leading to uncertainty in the development market, and running the risk of not maximizing the community benefit received in exchange for the increased density.

The means of providing a density bonus for Bonanza Park, in exchange for a community benefit through an established system can provide the development community predictable and quantifiable metrics to include in a

development application. **As a next step implementation item, Park City Staff should develop a categorization system with tiers that reflect the relative value and investment of each community benefit.**

This weighed system can be applied through a review by the Planning Commission for a recommendation to the City Council for review and approval before the Planning Commission reviews the project.

A notable example to follow is the city of Colorado Springs, CO, where a form-based code for their downtown includes a points-based system of community benefits and a point exchange rate table. In Bonanza Park, the community expressed strong support for this trade-off, with a majority of Parkites in the third community meeting supporting the exchange of a community benefit with one or more of the following examples:

- **Example 1:** Reducing setback requirements from 25 feet

unless the property falls within the Frontage Protection Zone.

- **Example 2:** Reducing parking requirements for mixed-use buildings, as detailed later in this report in the User Friendly Goal, under the UF4 recommendation.
- **Example 3:** Increasing maximum allowed building height to 45-feet, from the current 35-foot maximum recommended for the BPMX District and within the current GC Zoning.

Increasing maximum building height to 45-feet is consistent with requirements for those applying for an Affordable Master Plan Development (AMPD), in which a developer meets affordability metrics. This recommendation expands this notion even further, through which a developer has additional flexibility to increase building heights, while the Bonanza Park community is able to trade off this impact through a menu of desired community benefits.

Density Bonus Case Studies:

How other communities use this regulatory tool



Colorado Springs, CO

Colorado Springs, Colorado uses density bonuses that allow building elements that exceed zoning requirements in exchange for the inclusion of amenities that benefit the greater community. Density bonus opportunities are split into eight (8) categories:

1. Pedestrian alley improvements
2. Public art and cultural amenities
3. Market rate housing units
4. Affordable housing units
5. Green building design
6. Historic Preservation
7. Underground Parking
8. Bicycle Storage

Each density bonus category describes the amenity and the level of improvement that must be achieved in order for the improvements to count toward a density bonus. Points are awarded for each category meeting the minimums, and points are exchanged into additional height allowances. Exchange limits are listed within the Code and all point exchanges are approved through either the Downtown Review Board and/or the City Council.

Seattle, WA

Seattle, Washington uses incentive zoning that allows additional floor area and/or height that exceeds the zoning requirements in exchange for public amenities. Incentive zoning opportunities are split into five (5) amenities options:

1. Affordable Housing
2. Childcare
3. Open Spaces
4. Transferable Development Potential and Rights (TDP/TDR)
5. Regional Development Credits (RDC)

Seattle uses three (3) incentive zoning programs, one specifically to satisfy the requirements for affordable housing within residential developments that allows additional floor area, one voluntary program that offers amenities in exchange for additional floor area and building height and one specifically for Downtown that allows additional floor area. Each incentive option must follow the requirements listed within the zoning code, including but not limited to agreements with the city, review by state and human services director, duration requirements, size/distribution/rent requirements, location requirements, and minimum amenities included.



MU2: Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.

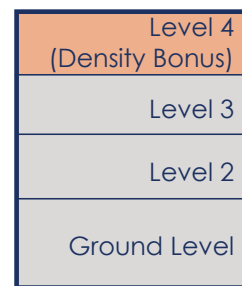
The Frontage Protection Zone (FPZ) is an existing overlay that protects viewsheds along Park City's entry corridors through a 100-foot zone. Within Bonanza Park, the FPZ impacts Kearns Boulevard, Park Avenue, and Deer Valley Drive. Currently, as outlined in the existing conditions section of this report, no structures, including signs, are allowed within thirty feet (30') of the nearest highway Right-of-Way. All construction activity, including permanent signs, proposed in the area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use Permit. Through the plan's engagement, Parkites expressed widespread support for the FPZ's role in enhancing and preserving Park City's character. Nonetheless, Parkites also supported improving the FPZ to better align with their vision for Bonanza Park. These improvements, noted below, are recommended to be considered as an overall update to the FPZ language:

- **Maintain Planning Commission discretion within the Frontage Protection Zone through the current Conditional Use Permit (CUP) process** to ensure that site-specific criteria can be considered when evaluating buildings within the FPZ. For instance, the Commission may consider designated vantage points, corner lot considerations, site depth, adjacent land uses, desired pedestrian connections, etc.

Require trail and sidewalk amenities in the first 30-feet of the FPZ



35 Feet



30 Feet

100 Feet

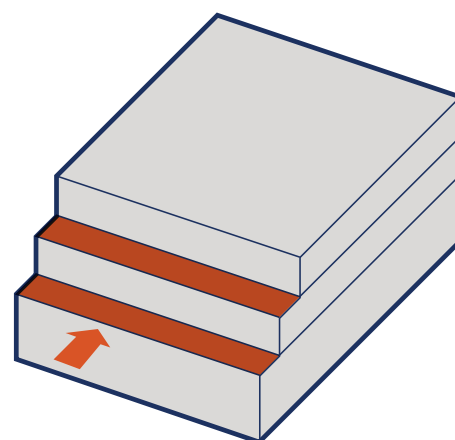


Restrict building heights to 35' in the FPZ to protect views

Require Upper Story Stepbacks (in 10' increments) for buildings within the first 50' of the FPZ



- **Restrict building heights to 35-feet within the FPZ** to mitigate the visual impact of additional development and density on Park City's entry corridors. Building heights along the entirety of the 100-foot FPZ should be restricted to 35-feet, regardless of the underlying zoning or any additional density bonus. Mechanical equipment and elevator shafts should be screened from street visibility.

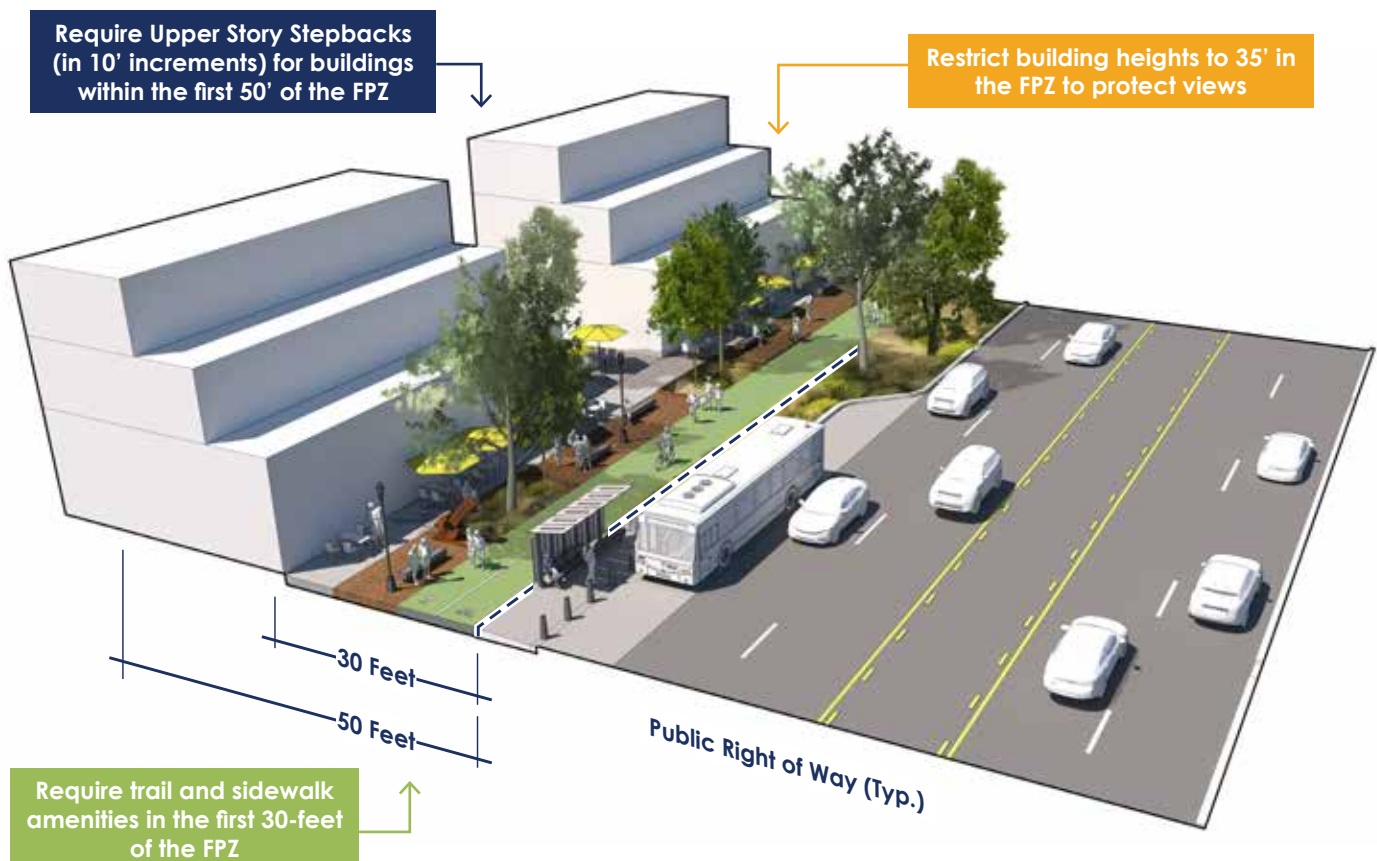


- **Allow for exceptions that prioritize good design in small or challenging sites.** In corner sites or small sites where the FPZ occupies a majority or a significant portion of the developable area, the Planning Commission is recommended to have discretion to make exceptions that prioritize site-specific designs.
- **Require trail and sidewalk amenities in the first 30-feet of the FPZ** to treat this section as a linear green. While sidewalks and trails are allowed within the first 30-feet of the FPZ, there is an opportunity to ensure that the first 30 feet of the FPZ setback is treated as a linear green with ample sidewalks, multi-use trails, street trees, landscaping, seating, transit facilities, and pedestrian-scale lighting. The design of these linear greens should prioritize the pedestrian and cyclist

experience, encouraging the undergrounding of overhead utilities. These new linear greenspaces in the Frontage Protection Zone should be woven into the site design as a means of breaking up superblocks and creating welcoming spaces that invite people into the neighborhood from the perimeter.

- **Allow for arts and culture elements** within the first 30-feet of the FPZ. These may include sculptures, supergraphics, decorative or artistic lighting, play elements, or neighborhood gateway elements.
- **Require Upper Story Stepbacks:** For buildings proposed within the first 50 feet of the FPZ, require upper story stepbacks (in ten-foot increments) along facades facing corridors in the FPZ to preserve mountain views and reduce the visual impact of additional development.

The graphic below depicts the impact of these improvements of the Frontage Protection Zone to new development on the entry corridors in Bonanza Park. New buildings will meet the street with linear greens, gathering spaces, artistic elements, and improved transit infrastructure.



Front Yards	As part of a Bonanza Park Mixed Use District, ensure that new multifamily and mixed use buildings reflect human scale design for a walkable community by regulating design elements. Excludes single and two-family dwellings.
Entrances & Porches	
Landscaping & Trees	
Windows & Doors	
Block Patterns & Sizes	
Roofs	
Fences	
Parking Placement	



MU3: Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.

With Bonanza Park poised for additional growth, the neighborhood's character, scale, and architectural quality will continue to evolve as new buildings and uses replace surface lots and underutilized parcels. For instance, recent developments like the affordable housing-focused Engine House on Homestake Road, bring in new residents and street life to what was otherwise a surface parking lot.

As this development momentum continues, Parkites expressed through this plan's engagement process that new buildings must reflect the charm, architectural quality,

and design sensitivities that have made Park City an international destination and a place with high quality of life for residents. To protect this architectural authenticity, it is recommended that Bonanza Park establish development guidelines for new multifamily and mixed-use buildings proposed within the Bonanza Park study area, whether as a stand-alone regulatory document or as part of a new Bonanza Park Mixed Use District. These guidelines, per state statute, would exclude single and two-family dwellings. Similarly, new design guidelines are not intended to mandate a specific architectural style or preclude from innovative design. Instead, development or design guidelines focus on ensuring good quality design that is human scaled, reflects a walkable setting, and is sensitive to its context and surroundings.

Unlike a Form-Based Code or form-based regulations, development or design standards thus focus on building aspects that are more

qualitative in nature to ensure a high design quality in new construction. For instance, they typically address, but are not limited to, aspects like building articulation, site design and orientation, placement or parking lots and structures, location and orientation of yards, entrances, and windows, and location and specifications for landscaping and trees. As well, they can regulate overall development patterns and encourage breaking down Bonanza Park's superblocks into a more compact and connected street grid, where key corridors are activated at the ground level and delivery/trash/recycling areas are consolidated and screened from view, accessed via alleys or service drives.

Their application into an existing community adds predictability to the development process and signals the quality of design expected of the development community.

How these Recommendations can Shape Development

Taken together, these improvements to the base zoning, FPZ, and the addition of development guidelines will shape development. As growth occurs, the recommendations in this section will preserve and enhance viewsheds and ensure that new buildings contribute to Park City's charm and character.

To illustrate this opportunity, the following example graphics demonstrate how improvements to the FPZ would regulate building form along key corridors in Bonanza Park. The developments shown in these graphics are purely hypothetical massing studies along Park Avenue, Kearns Boulevard, and Bonanza Drive. It should be noted that the massing study along Iron Horse Boulevard and Bonanza Drive is outside the FPZ and illustrates how development elsewhere in Bonanza Park may incorporate these regulations as part of a Bonanza Park Mixed Use District.

Kearns Boulevard & Homestake Road

Conceptual 3-Story Development



Existing Conditions



Park Avenue & Woodbine Way

Conceptual 3-Story Development



Existing Conditions



Iron Horse Boulevard and Bonanza Drive

Conceptual 3-Story Development



Existing Conditions





Bonanza Park is...

Local

Support locally-owned business & entrepreneurship.

At community meetings, walking tours, roundtables, and online surveys, Parkites described Bonanza Park as “locals’ neighborhood”- a place where Parkites live and go out to dine, shop, and run errands. This was in contrast to Old Town and the Main Street corridor, which many of the Parkites we engaged described as catering toward tourists and out of town visitors. For instance, Parkites described the charm of the Boneyard Saloon and Roadhouse Grill, and how they would likely run into neighbors when dining out. These impromptu meetings, where neighbors converse and can comfortably and naturally gather, create and foster a strong sense of community and belonging. Their happening is not exclusive to the venue in which they occur, but instead enhanced by the

authenticity of the venue and how it feels representative of the community’s values. As such, Parkites expressed a desire that new businesses and establishments that come into the neighborhood as development and growth occurs continue to reflect the personality and authenticity of Bonanza Park.

Similarly, the Parkites we engaged expressed the value of Bonanza Park being a true neighborhood where Parkites live, work, and recreate. The neighborhood is already home to more than 700 residents and is expected to continue to add residents with new development proposals. As an internationally renowned tourist destination, Park City’s appeal is widespread and highly desirable. While the tourism-based economy creates economic opportunities and

supports the overall community, it also creates pressures on land values and the housing market through the addition of hotels, timeshares, and nightly rentals. Preserving the neighborhood’s character as a place for Parkites continues to be a key community priority. This section does so through the following recommendations:

- **L1:** Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals.
- **L2:** Limit conventional chain businesses to prioritize locally owned and unique retailers/ restaurants in Bonanza Park.
- **L3:** Cap commercial square footage per building, with exceptions for grocery stores, to incentivize mixed use development.



"No overnight, short-term rentals, or hotels. Place local residents first!"

L1: Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals.

Bonanza Park is a neighborhood by locals, for locals. As growth occurs, Parkites engaged through this process supported a future land use vision centered around additional mixed-use development that brings in more full-time residents and provides homes for Park City's workforce, and limits the addition of hotels, nightly rentals, and other hospitality uses. With this goal and outcome in mind, there is an opportunity to limit nightly rentals, hotels, and timeshares in the neighborhood.

Limiting Future Hotels

With the exception of the DoubleTree Hotel at the corner of Park Avenue and Bonanza Park and the Park Regency Resort on Prospector Avenue, Bonanza Park is largely commercial in nature with some pockets of residential condos and apartments. Through a rezoning of the neighborhood into a future Bonanza Park Mixed Use District, there is an opportunity to classify major hotels, or those with more than fifteen hotel rooms, as a conditional use. Currently, both major and minor hotels are uses allowed by right in the General Commercial (GC) zoning district. This rezoning will establish an additional check on whether any proposed hospitality uses will impact the overall character of Bonanza Park, providing an opportunity for potential new hospitality

uses to establish compatibility standards with the remainder of the neighborhood.

Limiting Nightly Rentals

In the last decade, nightly rentals have disrupted and transformed the hospitality industry, and as a consequence, the neighborhoods where they are located. While they provide visitors additional choice beyond a traditional hotel and may even introduce new visitors and economic activity to an otherwise residential community, their presence is not without negative impacts to housing affordability and impacts to the character of a neighborhood. According to AirDNA, the world leader in nightly rental intelligence data, nightly rentals in the United States, on average, increased home values between 1 to 4 percent over the last four years – though this percentage may be as high as 17 to 20 percent in very specific touristic areas. * Thus, while limiting nightly rentals alone will not fix housing supply shortages and erase affordability concerns, when heavily concentrated in a community, they may have a significant impact. As such, cities with tourism-driven local economies have enacted strategies to limit nightly rentals both citywide, and within specific neighborhood boundaries.

Park City already regulates nightly rentals citywide through zoning and a licensing process. Anyone with the intent to offer paid lodging for a period of under 30 days, if within one of the allowable zoning districts, must apply for a nightly rental license to operate. The entirety of Bonanza Park is within zoning districts that allow nightly rentals. However, with the exception of portions zoned



Light Industrial (LI), lockout units, or dwellings with separate exterior access that include a bathroom but no kitchen, require a Conditional Use Permit.

Strategies to limit nightly rentals in Bonanza Park may include a menu of options, to be considered by City Council as a next step implementation item. These may impact the Bonanza Park study area directly, as either additions to the Regulation Of Nightly Rentals section of the Land Development Code, or as part of a future Bonanza Park Mixed Use District. These may include:

- Establishing a total cap or quota on the total number of nightly rentals in Bonanza Park, as a percentage of the total housing units in the neighborhood, or as a number influenced by the number of nightly rentals currently permitted in Bonanza Park.

- Limiting the number of tenants who can stay in a nightly rental per single stay, to prevent “party houses” in established residential areas.
- Establishing a policy limiting investor-owned nightly rentals, or owners who own and operate multiple nightly rental licenses, while still allowing licenses for homeowners wanting to operate a nightly rental from their primary residence.
- Adopting a full-time resident requirement for nightly rental license holders impacting absentee landlords or out-of-town owners.

These nightly rental policies, however, only work effectively through appropriate enforcement and monitoring of the supply of rentals in the community. It is recommended that any updates to policies impacting nightly rentals in Bonanza Park are evaluated by their ability to be properly enforced.

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

Parkites responding to surveys and attended meetings described Bonanza Park’s current retailers, dining establishments, and shops and one of their top “favorite things” about the neighborhood. Many of Bonanza Park’s commercial properties are indeed home to local businesses with local or regional ownership, many of which attended stakeholder roundtables conducted by the planning team in the first phase of community engagement. These owners are highly invested in the success of the community, and champion improvements to the area.

As new businesses move into the area, in both existing commercial buildings, or as part of a redevelopment, there is an opportunity to ensure that new tenants reflect the richness, authenticity, and character of the community. A key strategy for such is to limit conventional chain businesses from operating in Bonanza Park. Park City already defines a conventional chain business through the Land Development Code, as a commercial storefront substantially identical to more than ten (10) other businesses, regardless of ownership or location, based on standardized menu, merchandise, apparel, or architectural design or decor. Strategies to limit chain businesses in Bonanza Park include:

- Limit the total number of chain businesses allowed in the Bonanza Park neighborhood, either as

part of a prohibited use in a new Bonanza Park Mixed Use District, or as an addition to the General Commercial (GC) Zoning District. The Park City municipal code already does so for two zoning districts - the Historic Recreation Commercial (HRC), where no more than seven chain businesses are permitted, and the Historic Commercial Business (HCB) District, where no more than 17 chain businesses are permitted.

- Limit the size of allowed square footage for a chain business to no more than 5,000 square feet to discourage "big box" retail users.
- Limit the proportionate amount of square footage a conventional chain business may occupy within a single building. For instance, a future policy may outline that chain businesses must not occupy more than 30% of the total commercial space in a single building.



L3: Cap commercial square footage per building, with exceptions for grocery stores, to incentivize mixed use development.

In order to incentivize mixed use development over single use commercial development, a future Bonanza Park Mixed Use Zoning District can include regulations that cap the maximum allowable commercial square footages for a single development, building, or application. These recommendations can carve exceptions for potential uses that require a higher total square footage, and are associated with a livable community, such as a full-service grocery store, institutional uses such as an art center or museum, or municipal and civic uses. These terms need to be further defined by Park City Staff following this process, for clarity. For instance, Park City's Land Management Code and its definitions do not currently distinguish a grocery store from other major retail and service commercial uses.

The potential regulations to be considered include the following:

- Limit the allowable commercial square feet for a single building to no more than 15,000 to 29,000 square feet, to ensure that building massing remains at the same scale as the surrounding neighborhood.
- Limit the size of allowed square footage for all commercial uses to no more than 5,000 square feet for a single tenant, to discourage "big box" retail users.
- Require that at least 50% of the total square footage for mixed use buildings that include commercial uses at the ground level are dedicated to residential or commercial office uses.



Bonanza Park is...

User-Friendly

Create a safe & intuitive network
for pedestrians, cyclists, and
transit users.

From the very first engagement session, Parkites reiterated their support for a more connected, walkable, bikeable, and transit-rich Bonanza Park. At community meetings and stakeholder roundtables, Parkites described moving through the neighborhood as a confusing and often challenging endeavor.

The Mixed Use goal of this plan envisions a more mixed use, compact, and livable Bonanza Park. In order for this type of development vision to thrive, Bonanza Park will require significant investments to its network of streets, sidewalks, and to its overall connectivity. At the neighborhood scale, livability begins and ends with user-friendliness for all users, from pedestrians to cyclists, transit users, and lastly, for those driving a personal car. As such, this section

focuses on improvements to the neighborhood's existing infrastructure, and outlines policy recommendations to ensure that new development supports a more connected mobility network, through four key recommendations:

- **UF1:** Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.
- **UF2:** When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.
- **UF3:** Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk

improvements, transit hubs, and tunnels to surrounding neighborhoods.

- **UF4:** Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.

Understanding that additional development may impact vehicular traffic, a stand-alone mobility component was developed as part of this planning process. This separate report includes a more detailed existing conditions analysis and includes the results of a traffic model measuring impacts to intersection Levels of Service. This technical document was prepared by Fehr and Peers, in collaboration with the planning team.

Potential Bike/Ped Connection Typologies

UF1: Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.

To become a more walkable and connected neighborhood, Bonanza Parks needs to focus on building its network of pedestrian and bicycle linkages. This plan recommends doing so through a focus on addressing sidewalk gaps, and an investment into high quality trails, noted as Signature Trails.

Improving Sidewalk and Pedestrian Connectivity

Pedestrian connectivity begins with basic infrastructure – sidewalks. Every street within Bonanza Park must include, at the very least, sidewalks on both sides of the street that meet or exceed Park City's standards. Sidewalk gaps within the neighborhood include the south side of Iron Horse Boulevard, both sides of Shortline Road, and both sides of Homestake Road, though this will be addressed via a complete street redesign of the street. Additionally, there is an opportunity to add sidewalk/trail linkages within the neighborhood core to add mid-block connections in otherwise large superblocks. These interior connections are noted in the accompanying map and include connections between the Rail Trail on Bonanza Drive to Iron Horse Drive and Shortline Road, potential future connections within the superblock at the intersection of Park Avenue and Kearns Boulevard, and internal connections near the city-owned site at Kearns Boulevard and Bonanza Drive.



Neighborhood Street



Shared Street "Woonerf"



Alley or Service Drive



Retail Street



Off-Street Trail



On-Street Bike



Pedestrian Way



Linear Green

Intersections within the neighborhood core and those between local streets, such as the intersection of Iron Horse Drive and Shortline Road, must prioritize marked pedestrian crossings. At neighborhood thresholds and gateways to nearby communities, such as the connection to Prospector,

pedestrian tunnels can provide a more seamless and safe crossing. Park City is already making a similar investment with a tunnel under Kearns Boulevard toward Snow Creek Drive.

The Connectivity Vision for Bonanza Park

To become a more walkable and connected neighborhood, Bonanza Parks needs to focus on building its network of pedestrian and bicycle linkages.



Investing in Signature Trails

Bonanza Parks also sits near three regional trail systems of high quality – the Historic Union Pacific Rail Trail to the east, the McLeod Creek Trail to the north, and the Poison Creek Trail to the south. While the rail trail and the Poison Creek trail are seamlessly connected along Bonanza Drive through various pedestrian tunnels, this network remains cut off from the McLeod Creek Trail. Moving from one trail to the other through the neighborhood involves walking along streets missing sidewalks, cutting through surface parking lots, or walking along narrow sidewalks that lack street trees

or pedestrian crossings. As such, this plan recommends investing in Signature Trails, or trails matching or exceeding existing regional trail standards, such as 12- to 15-foot widths, landscaped edges, consistent wayfinding and signage, bicycle repair stations, seating areas, and trailheads at key intersections. Trail and trailhead design should also prioritize comfort during the winter months through pedestrian/bicyclist amenities that are seasonal, such as covered bicycle parking, outdoor seating areas/benches, etc.

The addition of these trails is a significant investment in Bonanza Park's future, though

may be challenged by a limited amount of space within the existing right of way. As a way to prioritize pedestrian and cyclist movement, future revisions to the Frontage Protection Zone should consider requirements for corner lots and additional setbacks to allow for pedestrian/cyclist movement and circulation through Bonanza Park.

Potential routes for signature trails in Bonanza Park include:

- A** Park Avenue, between Deer Valley Drive and Kearns Boulevard.
- B** Kearns Boulevard, along its south side between Park Avenue and Bonanza Drive.

Example of a Signature Trail



Outdoor Dining

Amenity and Tree Lawn

Signature Trail Connection (12' to 15')

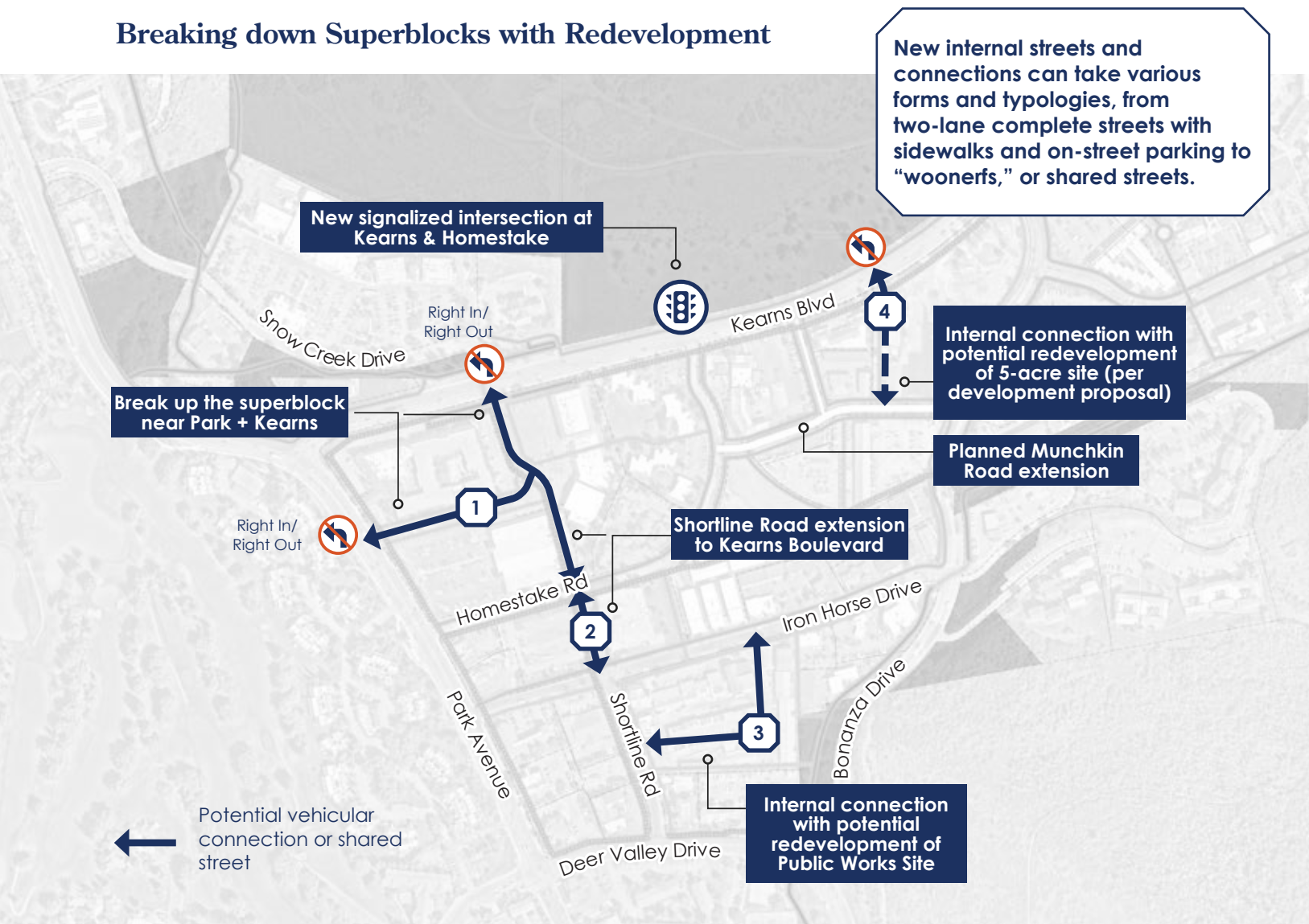
Tree Lawn or Bus Pullout

C A new east-west connection between Park Avenue and the Rail Trail, through the south side of Homestake Road and within portions of the Iron Horse District.

D A new north-south connection between Deer Valley Drive and Kearns Boulevard, along Shortline Road, the Walgreens property, and through a future redevelopment of the Fresh Market site toward the proposed Snow Creek Drive Tunnel under Kearns Boulevard.



Breaking down Superblocks with Redevelopment



UF2: When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.

Through the years, Bonanza Park's development patterns has resulted in a disjointed network of overly sized superblocks where internal pedestrian and vehicular connections are often lacking. As redevelopment occurs within these superblocks, there must be a focus on breaking

down this superblock pattern into more compact, walkable, and connected blocks. New internal streets and connections can take various forms and typologies, from two-lane complete streets with sidewalks and on-street parking to “woonerfs,” or shared streets, where streets are designed to slow down vehicular traffic and prioritize pedestrian and cyclist movement. The internal street network connections to consider as redevelopment occurs are as follows:

- 1 Superblock between Park Avenue, Kearns Boulevard, and Homestake Road: A future redevelopment of the commercial properties in this

area should prioritize created new east-west and north-south connections. Streets connecting to Park Avenue or Kearns Boulevard should remain as right-in/right-out intersections, to lessen impacts to regional traffic.

- 2 Extension of Shortline Road: With a redevelopment or improvement of the Walgreens site, Shortline Road can be extended toward Homestake Road, eventually connecting with a new north-south connection toward Kearns Boulevard.

Example of a Vehicular and Trail Connection



3 Public Works Site: In the case of a future redevelopment of the Public Works facility on Iron Horse Drive, a new east-west and north-south connection can create a more compact block size near the Rail Trail.



4 City-Owned 5-Acre Site: In a future redevelopment of the city-owned site at the corner of Park Avenue and Bonanza Drive, a new internal connection should be considered between Munchkin Road and Kearns Boulevard.



Traffic Calming Measures



Crosswalk Improvements



Mobility Hubs



Pedestrian Connections



UF3: Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods.

The improvements described in this section are ambitious and will require significant funding. Understanding that municipal funds are limited in accomplishing these goals, there is an opportunity to leverage future developments to fund and implement some of the mobility improvements

most needed in Bonanza Drive. While these are investments in the public realm, they may help make Bonanza Park a more vibrant and walkable place, benefiting both existing residents and future residents brought in through new buildings. In collaboration with Park City, developers can choose to provide some of these as a community benefit when applying for a density bonus, as described in the Mixed Use goal, or may choose to pay a fee-in-lieu into a mobility improvement fund. The potential improvements to be considered as high priorities for Bonanza Park include:

- **Traffic calming measures:** Bump-outs at intersections, on-street parking as part of a complete street design, parklets, sidewalks, signage, and street trees.
- **Crosswalk improvements:** Clearly marked crosswalks and pedestrian signage.
- **Mobility Hubs:** Bus shelters (with lighting, seating, cover, and signage), bus pullouts, and access to last-mile connectivity, such as bike share or micro-mobility.
- **Pedestrian Connections:** Continuing to invest in connectivity to the surrounding area, with a focus on creating tunnel or bridge connections with adjacent neighborhoods.

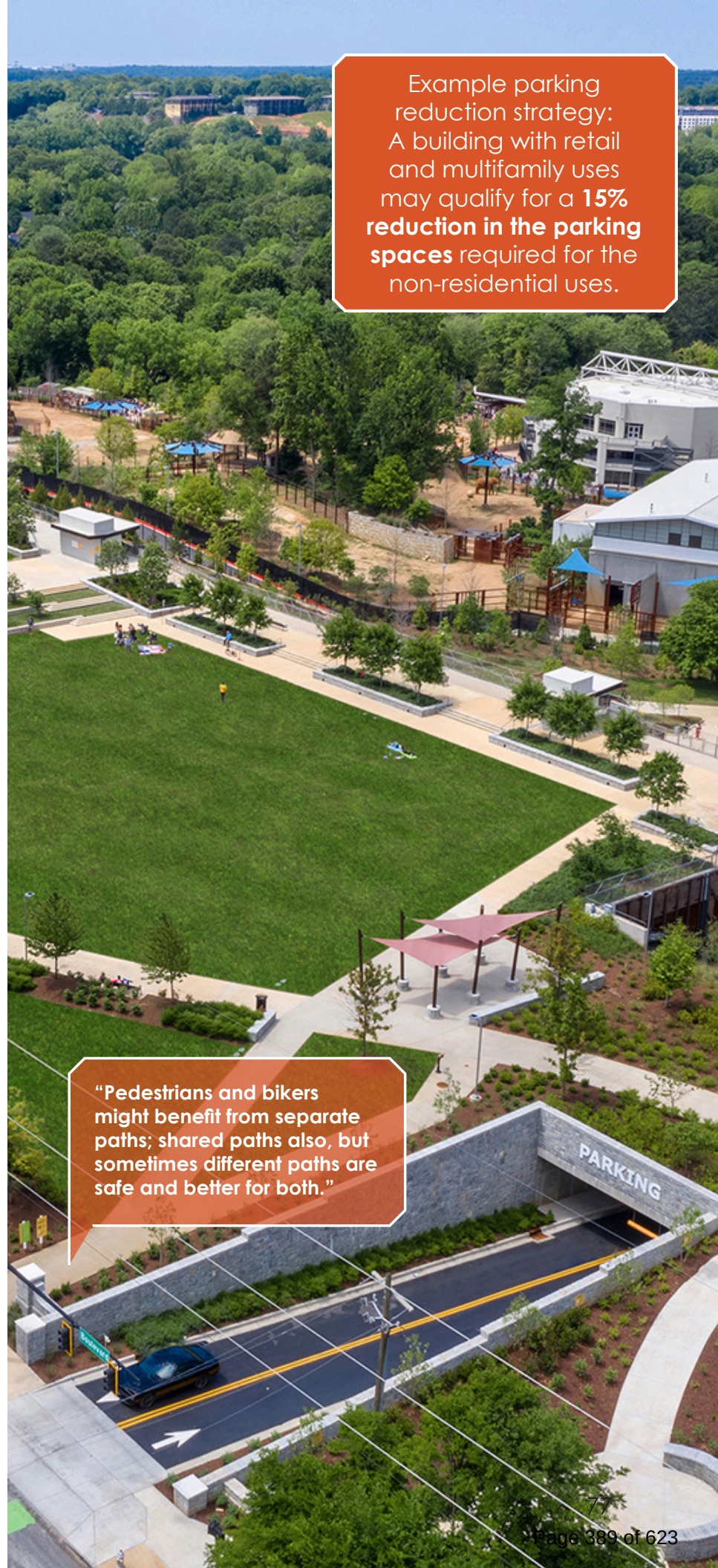
UF4: Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.

As part of a new Bonanza Park Mixed Use District (BPMX), Park City may consider the following strategies to shift the development paradigm in Bonanza Park and ensure that new development supports a walkable environment:

- **Restrict car-centric uses:** In a future BPXD Zoning district, auto related retail, drive-up windows, and gas stations, may be considered as potential prohibited uses.
- **Significantly lower parking minimums for all shared uses:** Lower required parking minimums for mixed use developments, boutique hotels, complementary uses in a single development, or when in close proximity to transit. A shared parking strategy should be developed as an implementation next step. For instance, a building with retail and multifamily uses may qualify for a 15% reduction in the parking spaces required for the non-residential uses, following a parking impact study submitted as part of the development application.
- **Incentivize underground parking:** Included as a community benefit within the proposed BPMX, underground parking should be encouraged and incentivized through a parking reduction. For instance, peer communities have included a 5% reduction of the required parking minimum for parking space included below grade.

Example parking reduction strategy: A building with retail and multifamily uses may qualify for a **15% reduction in the parking spaces** required for the non-residential uses.

“Pedestrians and bikers might benefit from separate paths; shared paths also, but sometimes different paths are safe and better for both.”





Bonanza Park is...

Inclusive

Expand the availability of affordable and workforce housing units.

The Parkites engaged throughout the planning process described a future Bonanza Park where folks of all backgrounds and incomes have access to attainable housing, eco-friendly spaces, improved air quality, and a vibrant local economy built around local businesses. When housing is adequate, other essential elements of community fall more easily into place including healthcare, education, and job opportunities. The common myth that affordable and workforce housing will negatively impact the economy or social qualities of a community is a harmful narrative to communities. Communities flourish when homes are reasonably priced by way of steady rental rates, increased spending power, less stress, more available jobs,

and increased tax revenue that can be used to improve infrastructure, educational facilities, and other vital community resources. The U.S. Department of Housing and Urban Development defines affordable housing as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities. From tenant-based rental assistance to project-based affordable housing, there are multiple options that cities can utilize and incentivize to facilitate the development and preservation of affordable housing. Shortages of affordable and workforce housing are a long-standing challenge throughout the country and in Park City.

In an effort to promote community sustainability, housing has been a focus

of Park City since the early 1990's, adopting the first housing policies as early as 1993 intended to create and preserve affordable housing. As a resort town that attracts thousands of visitors every winter season, seasonal workers are an essential part of the workforce with a need for affordable housing, that make it possible for the city to flourish during peak tourism periods.

Park City's Inclusionary Housing Ordinance requires that Master Planned Developments provide affordable units for 20% of the residential units. In 2023, the Five-Year Moderate Income Housing Plan inventoried 651 moderate-income homes citywide, with 439 rental units

and 212 owner-occupied units. Currently this equates to approximately 20% of the total units in Park City, meeting the minimum goal for affordable units citywide. As future development is anticipated within the Bonanza Park and Snow Creek study area, it is critical to continue to incentivize affordable and workforce housing so that Park City's minimum target of units citywide doesn't drop below the 20% threshold. Ideally, future affordable units in Bonanza Park would increase the percentage beyond 20%.

In order to promote a more inclusive Bonanza Park and expand the availability of affordable and workforce housing units, this study provides four recommendations:

- **11:** Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.
- **12:** Establish bold affordability metrics to guide decision-making and track short- and long-term success.
- **13:** Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.
- **14:** Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.

Affordable Housing Case Study: The Martha | Boise, ID



The Martha is a 2- to 3- story apartment building in Boise, Idaho developed by the Capital City Development Corporation (CCDC), Boise's redevelopment and urban renewal agency. A follow up to the West Downtown Neighborhood Plan, The Martha is the result of a Request for Proposals (RFP) for the redevelopment of CCDC-owned property. The RFP process resulted in a development agreement in 2021, and the project broke ground at the end of 2021, and was completed in 2022.

The development includes 48 mixed-income units with 21 studios, 14 one-bedroom units, and 13 two-bedroom units. All units are affordable to residents earning between 60-120% of Boise's Area Median Income (AMI). The building was designed to reflect the area's historic architecture and scale, and is LEED Silver Certified.

Source: Capital City Development Corporation (CCDC)

Affordable Housing Case Study:

Union Flats | St. Paul, MN



The Union Flats development includes 217 workforce housing units to a neighborhood in St. Paul, MN with little to no affordable options. Built on a formerly contaminated site, the development team used a funding strategy that employed the Low Income Housing Tax Credit Program (LIHTC), among other taxable bonds. The development includes resident amenities like courtyards, a pool and deck, a bike lounge, and proximity to nearby regional rail.

As a LIHTC property, rental rates are designed to be under the St. Paul's AMI, with income restrictions in place.

Source: The National Affordable Housing Management Association

EngineHouse Affordable Housing in Bonanza Park: 99 new deed-restricted units targeting Area Median Incomes (AMI) from 40-80%. Expected to be completed in spring 2025. (Source: Park City Municipal)



I1: Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.

Park City has the most aggressive local inclusionary affordable housing obligation in the State of Utah at 20%. Per the City's affordable housing policies, private development providing more than 10 residential units must meet this 20% obligation through one of the following six tools:

1. Building the affordable units on site
2. Build affordable units within City limits
3. Deed restrict existing units
4. Build affordable units outside city limits but within the Park City School District Boundary
5. Convey land to the city within the Park City School District Boundary
6. Pay an in-lieu fee, currently \$389,700 per Affordable Unit Equivalent

In addition to these tools, this study recommends exploring additional development agreement options that would ensure that developments seeking public investment align with the needs of the broader Bonanza Park and Park City community, such as providing important community benefits as a part of the overall development. Public incentives combined with private funding can also provide private sector technology and innovation, and potentially spread the cost of infrastructure over a more extended period, freeing up public funds that could be applied to areas where private investment is not appropriate or impossible. Lastly, encouraging the construction of various unit sizes and types including micro-units, apartments, townhouses, and condominiums may lead to multiple price points offered within Bonanza Park.



Condos on Homestake Road in Bonanza Park

\$1,045,455

2024 Median Housing Value in Bonanza Park (ESRI, 2024)

I2: Establish bold affordability metrics to guide decision making and track short and long-term success.

By setting targets for the number of affordable and workforce units that should be built in Bonanza Park and the desired AMI level, Park City will be able to monitor affordability that will help assess progress and determine if changes to the strategy are necessary. Policy objects such as increasing the affordability of rental housing or expanding affordable housing goals within Bonanza Park. By establishing bold affordability metrics that are specific and measurable, Park City will be able to determine to what extent progress is being made in achieving affordability goals. Specific housing goals provide the detail for effective measurement of success rather than vague goals that simply “promote” affordable housing opportunities. Establishing a baseline that begins in a given year and setting a goal for new housing in a five-year period would be an example of a measurable goal for short-term affordable housing.

I3: Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.

With the addition of the EngineHouse affordable housing development coming online in 2024, Bonanza Park will provide a significant percentage of Park City’s 2024 affordable and workforce housing target. Identified as rental housing that is affordable without the use of public subsidies, Naturally Occurring Affordable Housing (NOAH) occupies the space between market-rate units and government-assisted subsidized units. Opportunities to preserve naturally occurring moderate income housing include innovative financing strategies, providing tools to mission driven owners like reliable acquisition financing and mixed-income approach, capital and incentives for responsible NOAH owners, and rental assistance for tenants are a few examples.

I4: Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.

Universal design are principles through which public and private spaces are designed to have equal access by people of all ages and abilities, with little or no need for adaptation or specialized design. A key aspect of design that allows for aging-in-place, universal design follows guidelines developed with the American with Disabilities Act (ADA) in mind.

To continue to be a welcoming community for all Parkites, especially those with special requirements or limited mobility, new housing must incorporate elements commonly associated with universal design. These include no-step entries, appropriate widths for doors and hallways, non-slip surfaces on floors and bathtubs, and housing options that include single-story units.



Bonanza Park is...

Green

Create a more welcoming and sustainable community.

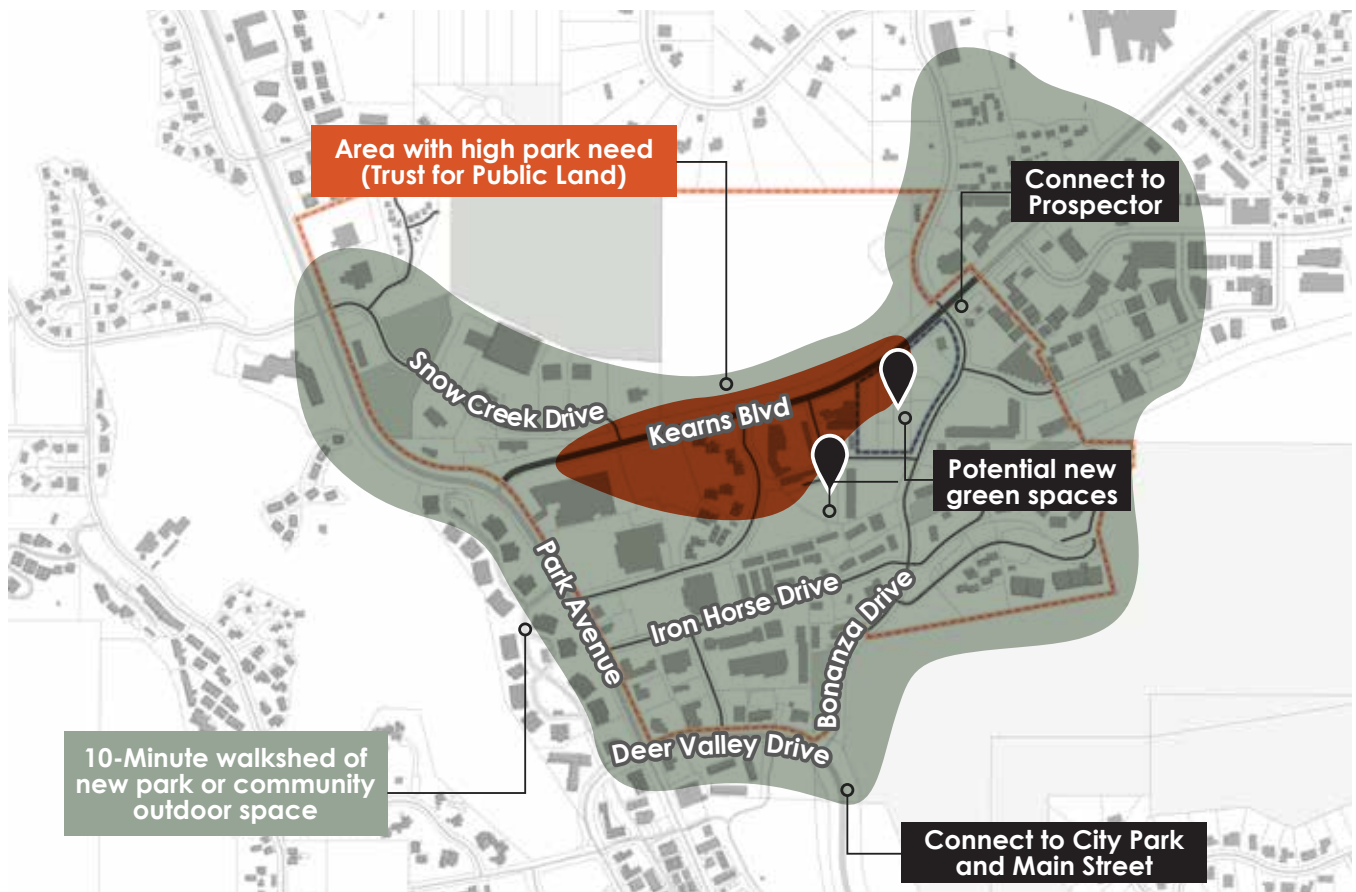
As Park City and the Bonanza and Snow Creek neighborhoods continue to grow and develop, promoting a greener and more sustainable community that allows people to connect with nature is more important than ever. Sustainable communities provide a wealth of benefits including improved air quality, reduced heat island effects, improved mental and physical health, reduced energy costs, and increased biodiversity. Parks and outdoor community spaces also strengthen social cohesion within a community by offering a range of activities that provide opportunities for people to come together at events like festivals, concerts, and markets. These spaces also promote long-term economic growth by driving tourism, generating income for local

businesses, and attracting new residents and businesses to the study area. Finally, community gathering spaces and sustainable development promotes biodiversity and combats the impacts of climate change through vegetation that absorbs carbon from the atmosphere and improves air quality, regulates ecological processes such as pollination and pest control, and serve as conservation areas to protect wildlife and important habitat.

Throughout the arch of the study process including community meetings and online and paper surveys, the incorporation of green and community spaces in future development within the Bonanza and Snow Creek study area received overwhelming community support. Support for a greener,

more resilient Bonanza Park is explored through three key recommendations:

- **G1:** Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.
- **G2:** Provide examples of publicly accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.
- **G3:** Incentivize sustainable development within Bonanza Park to meet Park City's net zero goals, reduce vehicle trips, and improve access to transit.



G1: Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.

The addition of new parks and trails within Bonanza Park would provide an opportunity for nearly 1,000 nearby residents to be within a 10-minute walking distance of critical community open space and promote a more sustainable environment for the entire community. Future development should be incentivized to provide new outdoor community spaces through public-private partnerships or development agreements. There is also the opportunity to create a

new neighborhood outdoor community space in the heart of Bonanza Park with the potential relocation of the utility substation or as part of the redevelopment of the 5-acre site at the corner of Kearns Boulevard and Bonanza Drive. Finally, a focus on trails and pedestrian connections will ensure that biking and walking to a park or trail is safe and comfortable.

G2: Provide examples of publicly accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.

While providing a wealth of ecological, economic, social, educational benefits to a community, the appearance, scale, and programming of green spaces and outdoor community spaces may vary widely from project to project. Urban plazas, pocket parks, courtyards, parks, and community gardens are a few examples of green community spaces that have the opportunity to offer high quality community benefit, provide environmental and ecological benefits, and promote social cohesion. Careful consideration should be given to each project within Bonanza Park to offer complementary outdoor spaces and experiences throughout the neighborhood and foster a more sustainable and greener community.

These green space typologies should be formalized as a menu of options available to the development community applying for a density bonus within Bonanza Park as part of a new Bonanza Park Mixed Use (BPMX) District, or when proposing development within the Frontage Protection Zone. For each typology, in a future BPMX or elsewhere, the design of these spaces should be guided by supporting language describing their intended use and context, example imagery of best practices, and recommendations for how to best integrate these spaces with a surrounding development.

Urban Plazas



12

Stickers

Public Courtyards



6

Stickers

Pocket Park



31

Stickers

Flexible Space



37

Stickers

At the third community meeting, Parkites were asked to share what types of publicly accessible green spaces elements they would like to see in Bonanza Park. Those who participated in this activity were given three stickers and asked to distribute them among the green spaces shown.

Amenity Space



27

Stickers

Community Garden



16

Stickers

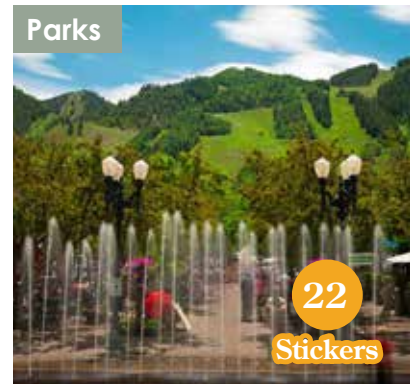
Green Roofs/
Amenity Terrace



23

Stickers

Parks



22

Stickers

G3: Incentivize sustainable development within Bonanza Park to meet Park City's net zero goals, reduce vehicle trips, and improve access to transit.

The impact of our buildings and infrastructure on our environment is significant and overarching, both economically, socially, as well as environmentally. The construction industry and new development is a significant contributor to climate change, which poses a threat to overall public health and has significant impacts on our overall environment and the air that we breathe. By incentivizing greener and more sustainable development, Bonanza Park can contribute to a healthier community for all Parkites and can become a more resilient neighborhood.

Park City has a goal to be a net-zero community by 2030, running on 100% renewable energy. As of 2016, buildings within Park City accounted for 60 percent of all carbon emissions, well above the national average. Investing in green technologies and renewable energy resources like solar, wind and geothermal the Bonanza neighborhood can significantly reduce greenhouse gas emissions. Additionally, green infrastructure such as green roofs, parks, bike paths, and public transit can help reduce air pollution and promote a healthier environment, and future development should be incentivized to include these sustainable features. Finally, future developments should incorporate convenient access

to transit routes to encourage reduced dependency on personal vehicles.

Following this process, Park City Staff must further defines what constitutes a "sustainable development." This may be conceived in various forms, such as looking at a development for its total contribution to carbon emissions, its inclusion of sustainable site design elements, or its adherence to existing guidance on sustainable development. For instance, since 2017, Park City's municipal buildings are required to follow net-zero energy performance requirements. These requirements have as a purpose to "balance

the annual energy use of all buildings and facilities with on-site renewables, or as close to the site as possible." For private developments, or developments with public-private partnerships, similar or equal standards may be considered to be classified as a sustainable development.

"I do feel that creating nature based spaces is important; the feel of the neighborhood will be more welcoming."



Park City has a goal to be a net-zero community by 2030, running on 100% renewable energy. As of 2016, buildings accounted for 60 percent of carbon emissions, well above the national average.



Bonanza Park is...

Cultural

Weave arts and culture into the community fabric.

Quality of life and caring about community are at the core of embracing arts and culture within the places we inhabit. Providing a way for people to engage in public life, successful placemaking incorporates arts and culture at the center of thriving cities and neighborhoods. Arts and culture have the capacity to transform space into place, and the public realm is a perfect example of spaces that have the potential for us all to relate to place and weave art, programming, and activation into our communities as a civic benefit for everyone. Ranging from murals and sculptures to dance performances and orchestras in the park, public and community art have the ability to promote dialogue

with the community, especially when the community is engaged in the inception and creation of the expression. Public art also provides economic benefits including job creation and tourism and has the potential to foster youth development in the arts through apprenticeships and education.

The multi-phased engagement approach for the Bonanza Park and Snow Creek Area Plan identified arts and culture as a priority and a goal that should be embraced and encouraged throughout the community, weaving through all aspects of the neighborhood ranging from public infrastructure to new development. This plan does so through the following recommendations:

- **C1:** Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.
- **C2:** Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.

C1: Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.

Current and future improvements and redevelopment within Bonanza Park should incorporate the transformation of space to place by reimagining and reinventing public spaces as the heart of the development or community. By focusing on access & connectivity, sociability, uses & activities, and comfort and image, the community-driven process of incorporating public art and placemaking strategies capitalizes on Bonanza Park's local assets and results in the creation of authentic public spaces that contribute to overall health, happiness, and well-being.

Bonanza Park has the unique opportunity to allow art installations within the Frontage Protection Zone when approved through the Public Arts Advisory Board process and dedicated to the city. There are many examples throughout the country of cities and districts incorporating public art within the streetscapes and traffic calming measures, such as creative crosswalks, wayfinding, and neighborhood signage. Additionally, public art, such as sculptures and murals, could enhance trails and gateways at key neighborhood entrances and thresholds. The existing Rail Trail should be enhanced with public art, interactive placemaking strategies, and creative district signage.

Allow art installations in the Frontage Protection Zone



Incorporate public art in streetscapes



Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park



Develop art installations and gateway elements



Work with partners to enliven the Rail Trail with public art



Require public local art to be incorporated into Master Planned Developments

Require public art be meaningfully included in the design of community outdoor spaces created with new development

Incorporate murals, supergraphics, and color to break up building facades

“Public art as a core principle is the most cost effective way to get lots of art incorporated into our community. Make every new development provide art.”

C2: Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.

The inclusion of public art within future development projects received overwhelming public support throughout the planning and engagement process for this project. This goal recommends requiring public and local art to be incorporated into Master Planned Developments, to be reviewed and approved through the Public Arts Advisory Board process. It also recommends that community outdoor spaces be created as part of a new development including public art and colorful, creative, and comfortable seating areas. Lastly, the incorporation of murals, supergraphics, and color serves to break up building facades and reflect the neighborhood's identity.

Community Meeting 3 Engagement Results:

What types of placemaking elements would you like to see?

Creative Intersections



Murals



Swings and Creative Seating



Sculptures



At the third community meeting, Parkites were asked to share what types of placemaking elements they would like to see in Bonanza Park. Those who participated in this activity were given three stickers and were asked to distribute them among the placemaking elements shown.

Play Elements



District Signage & Gateways

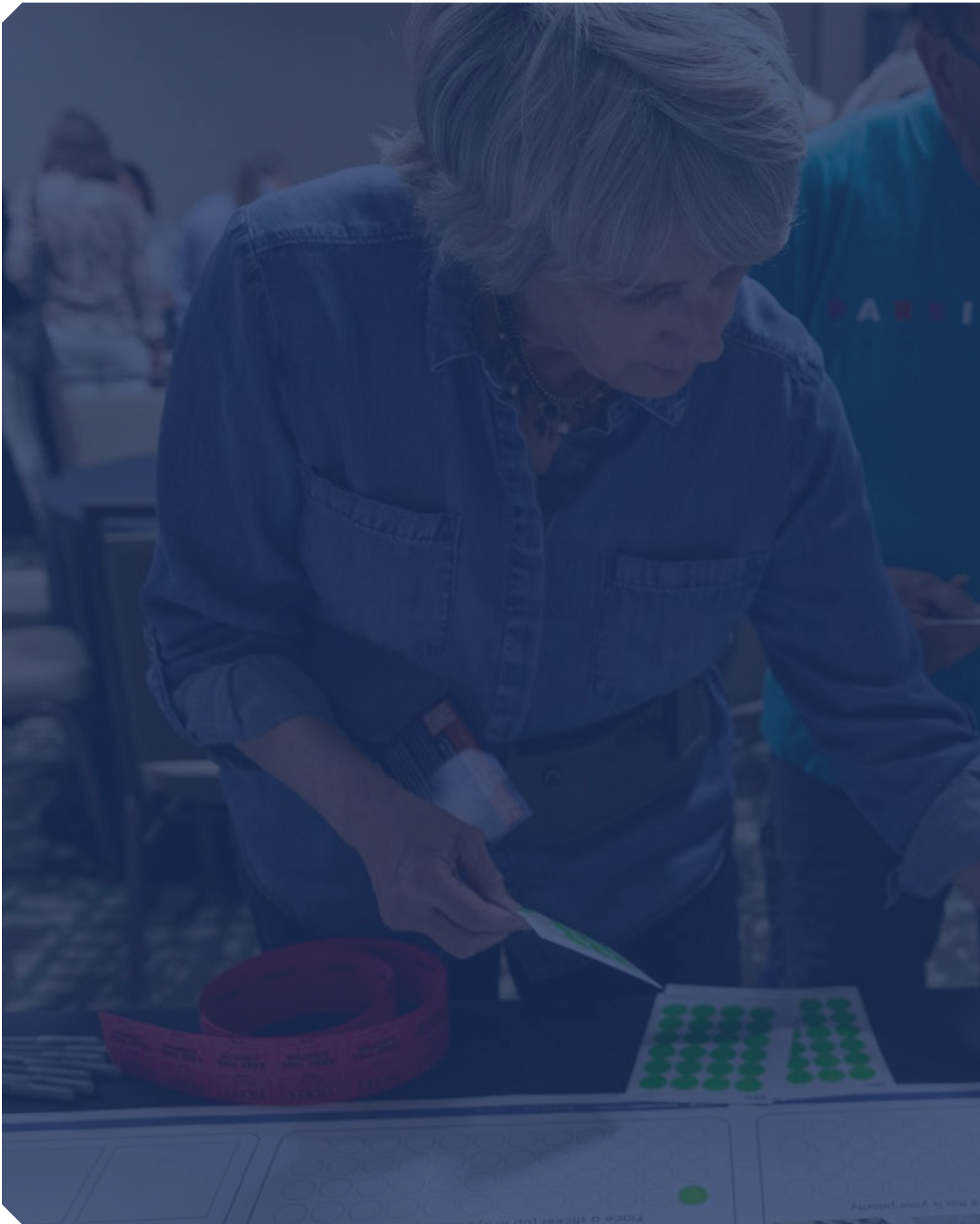


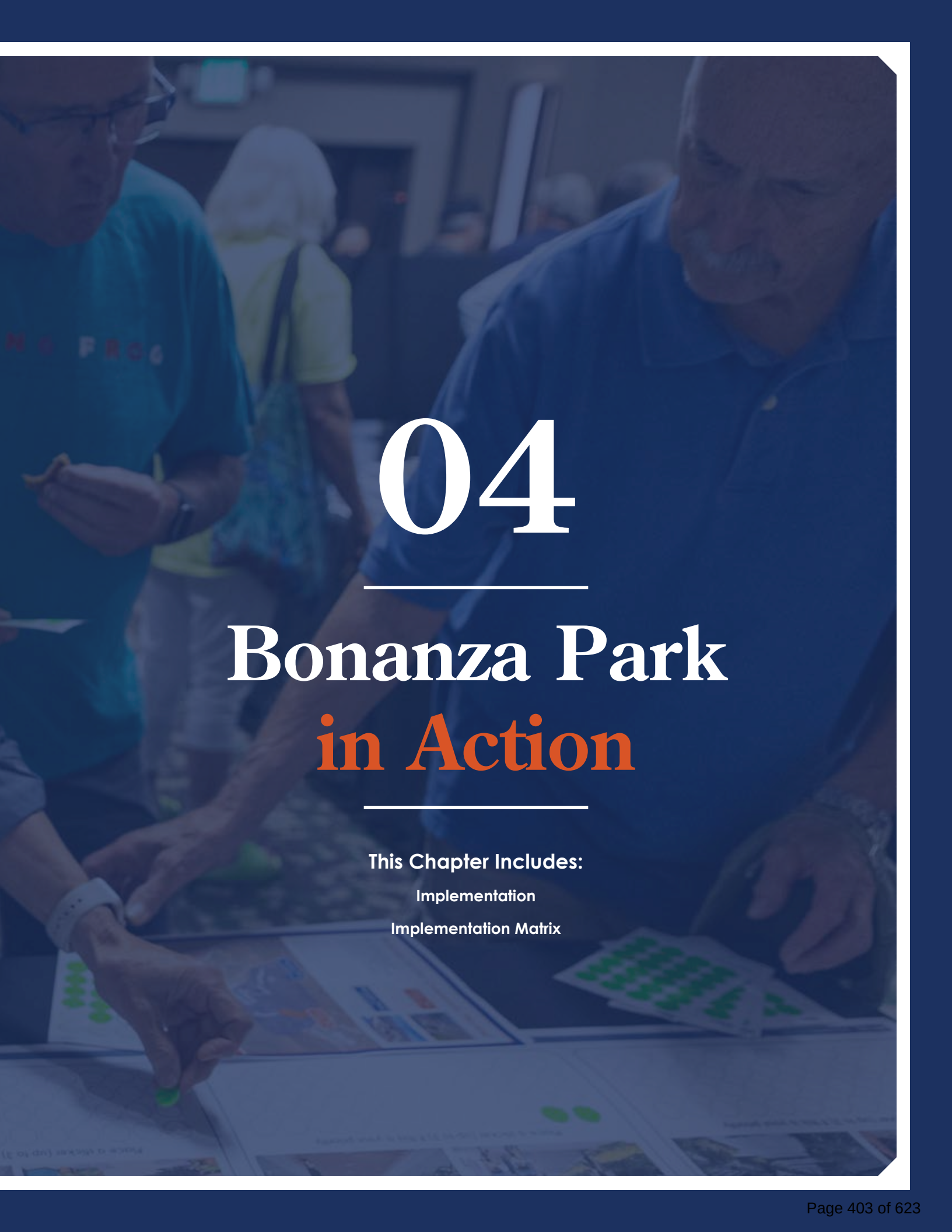
Wayfinding



Creative Lighting





A background image showing a group of people at a community meeting. In the foreground, a man in a blue polo shirt is looking down at a map or document on a table. To his left, another man in a teal t-shirt is also looking at the same document. In the background, a woman in a yellow shirt is visible. The scene is dimly lit, with a blue overlay across the entire image.

04

Bonanza Park in Action

This Chapter Includes:

Implementation

Implementation Matrix

Implementation

The community-driven vision of the Bonanza Park Small Area Plan will require additional engagement and public-private partnerships.

In the first public meeting, Parkites who chatted with the planning team stressed the importance of having this plan implemented. Following years of unrealized visions in Bonanza Park, **the community is ready for, and is expecting, action.**

The ideas introduced in this document include capital improvement projects and policy recommendations. The Parkites we engaged passionately advocated for each of the six goals and 19 recommendations in this plan. While every recommendation in this plan is feasible, the reality of implementation is that some must be prioritized over others to efficiently allocate resources, and to set up subsequent recommendations for success. As with all municipalities, Park City has limited funding and City Staff has to prioritize their time and expertise.

As such, this plan recommends that the following key recommendations are prioritized as the first enabling steps in implementation:

- **Draft the new Bonanza Park Mixed Use Zoning (BPMX) language:**

The BPMX is an umbrella recommendation that will enable and overlap with many of the concepts and ideas in many of the plan's goals. The BPMX will not only establish a zoning tool that is appropriate for the area's existing conditions, it will also guide growth and development for key redevelopment sites in Bonanza Park, such as the city-owned site at the corner of Kearns Boulevard and Bonanza Drive.

- **Update the Frontage Protection Zone (FPZ):** Updates to the FPZ will ensure that development along these key

corridors will honor Park City's scale and character. The update is equally important to the rezoning of Bonanza Park to a new BPMX, as it will ensure that any increases to allowable building heights with community benefits, are stepped down toward these scenic corridors.

- **Ensure that all streets in Bonanza Park meet a baseline standard:** All streets in Bonanza Park should include basic pedestrian facilities, such as sidewalks and marked crossings at intersections. The initial focus should be on addressing all sidewalk gaps identified in this plan.

Key first steps in implementing this vision

1

Draft the new Bonanza Park Mixed Use Zoning (BPMX) language, and share with the community through additional engagement prior to rezoning the Bonanza Park study area.

How: Formalize the concepts shared in this document into draft zoning language, after which share with the community via additional engagement. Use the engagement conducted in this process to guide initial considerations on density.

2

Update the Frontage Protection Zone (FPZ) to guide future development in Bonanza Park along parcels impacted by this overlay, and parcels expected to redevelop in the next 5 years.

How: Formalize the ideas introduced in this document into draft ordinance language, after which share with the community via additional engagement. Use the engagement conducted in this process to guide initial considerations on scale.

3

Ensure that all streets in Bonanza Park include a baseline of sidewalks, street trees, lighting, and safe crossings. Work with partners to ensure that transit stops include shelters and seating.

How: Focus on key sidewalks gaps, with a priority on Iron Horse Boulevard and completing the Homestake Road improvements. Work with Prospector Square stakeholders to establish long term connectivity solutions.

Funding Strategy

As Park City considers these implementation priorities, City Staff should continue to explore multiple funding sources and mechanisms. Many of the recommendations in this document, such as addressing sidewalk gaps, investing in trails, improving streetscapes, supporting local businesses, creating affordable housing, and adding outdoor community gathering spaces, are noted as community benefits supported by Parkites. The funding for these improvements is commonly achieved through citywide funds, such as direct financing from the City's General Fund. However, this type of funding is often tightly allocated. As such, improvements can also be achieved through funding mechanisms that leverage private investment and development in Bonanza Park. These funding methods include:

- **Tax Increment Financing (TIF):** Infrastructure improvements are funded through future increases in property values as spurred by redevelopment. TIFs in Utah are flexible and allow for cities to pay for economic development activities, such as site cleanup or utility undergrounding.
- **Community Reinvestment Agency (CRA):** Also called Redevelopment Agencies (RDAs) or Community Development and Renewal Agencies (CDRAs), a CRA is created by a municipality or county to stimulate redevelopment. The CRA is governed by the legislative body creating the entity, such as a City Council, and is authorized to create a project area. The CRA raises funds to help pay for



infrastructure improvements, affordable housing, or other development projects. The funding mechanism for a CRA may include Tax Increment Financing (TIF).

- **Public Infrastructure District (PID):** A PID is created by cities or counties to finance public infrastructure for new development and redevelopment. PIDs have the authority to issue debt repayable from property taxes or assessments on the property owners within a district boundary. PIDs are designed to complement other funding strategies, such as Tax Increment Financing (TIF) or assessment areas and bonds, and require the consent of 100% of the property owners and voters within the proposed district boundary.

- **Private-Public Partnerships (PPP):** For improvements near or within city-owned land, a PPP establishes a long term agreement between the City and a private sector entity. A PPP can be leveraged to improve infrastructure in return for incentives.
- **Community Land Trust (CLT):** A CLT is an effective tool in building and maintaining affordable housing. A CLT may act as a development arm, acquiring land and maintaining its ownership to ensure affordable pricing.

Funding Mechanism Options:

Tax Increment Financing (TIF)

Community Reinvestment Agency (CRA)

Public Infrastructure District (PID):

Private-Public Partnerships (PPP)

Community Land Trust (CLT)

Implementation Matrix

The following matrix is a tool to guide the plan's implementation. The matrix suggests timeframes, partners, and establishes priorities.

The planning team has crafted the following matrix to guide the plan's implementation process. The matrix is organized by project goal, listing the recommendations under each goal as introduced in the Bonanza Park Tomorrow chapter of this document.

Following plan adoption, Park City staff will begin the process of making the ideas in this plan a reality. Recognizing that the bold ideas in this plan will require cooperation with private and public entities and organizations, the matrix includes potential partners that will need to collaborate on implementation.

As well, the matrix suggests an implementation timeline for each recommendation, based on the planning team's understanding of staff resources, allocated funding, and general support from the

plan's engagement process. The timelines suggested in the matrix are listed below:

- **Quick Wins:** Policies and projects that can begin right away, and completed in less than six months to a year.
- **Short Term:** Policies and projects that can begin right away or within less than a year, and may take up to one year to complete.
- **Medium Term:** Policies and projects that may need other items to be implemented first, and could take 2 to 5 years to complete.
- **Long Term:** Policies and projects that are long term efforts or ongoing, and will take more than 5 years to commence and/or complete.

This matrix is a dynamic tool intended to be evaluated on a yearly basis. Upon every year, city staff is recommended to check in on each goal's status to evaluate the implementation's success and to identify needed adjustments or changes. As recommendations are completed, others might be added due to unforeseen or unexpected follow-up needs. Likewise, City Staff is expected to leverage and capitalize on funding as it becomes available, or to speed up certain recommendations if community priorities shift.

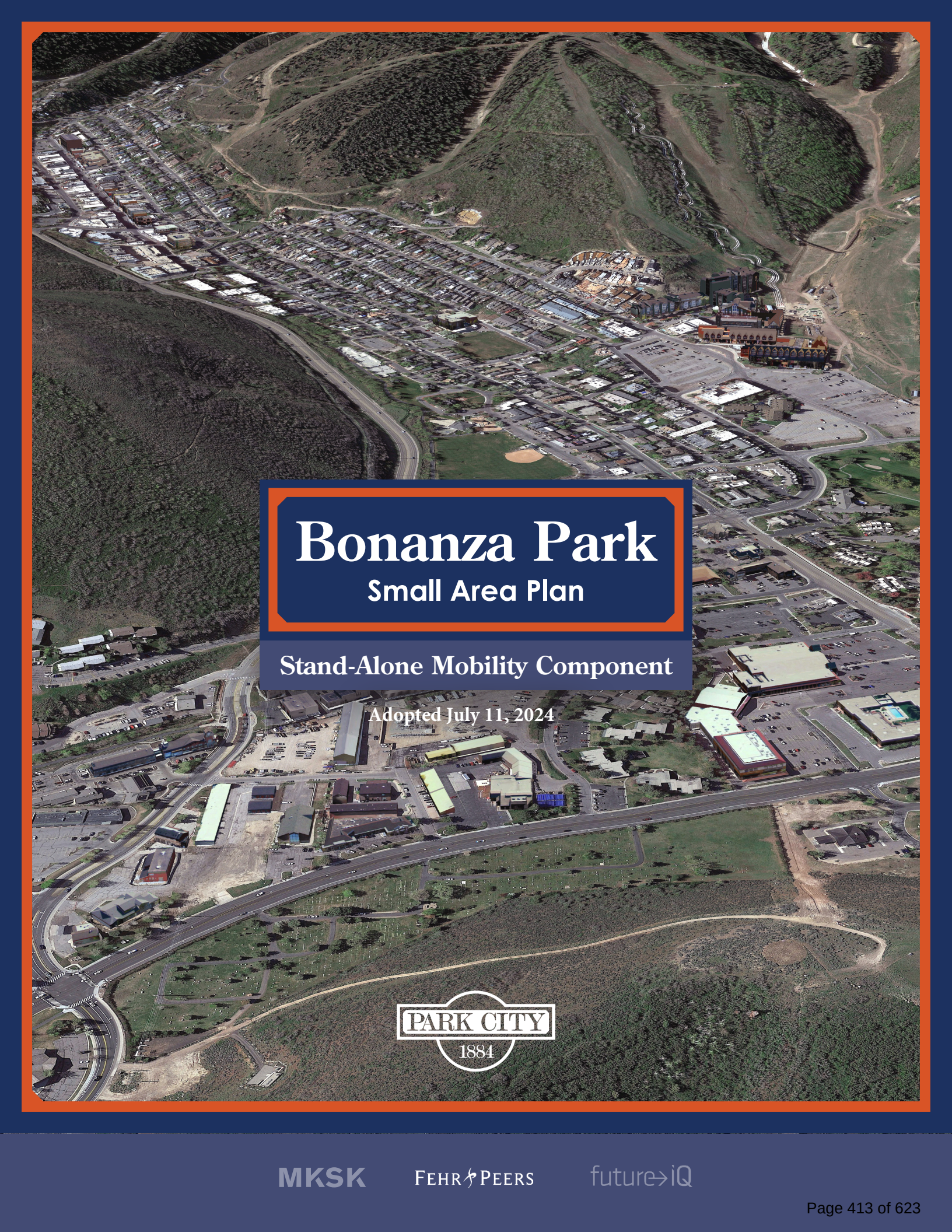
As such, this implementation matrix ensures accountability, keeping both Park City and the Parkites that will partner in these ideas on track and on schedule.

	Recommendations	Timeline	Potential Partners
	Mixed Use: Create a mixed use neighborhood with livability in mind		
MU1	Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.	Short Term	Park City Municipal, Bonanza Park residents
MU2	Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.	Short Term	Park City Municipal, Bonanza Park residents
MU3	Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.	Medium Term	Park City Municipal, Bonanza Park residents, area developers
	Local: Support locally-owned business & entrepreneurship		
L1	Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals.	Short Term(as part of BPMX Process)	Park City Municipal, Visit Park City, Bonanza Park residents and hotel operators
L2	Limit conventional chain businesses to prioritize locally owned and unique retailers/restaurants in Bonanza Park.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents and business leaders
L3	Cap commercial square footage per building, with exceptions for grocery stores, to incentivize mixed use development.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents and business leaders
	User-Friendly: Create a safe & intuitive network for pedestrians, cyclists, and transit users		
UF1	Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.	Short Term	Park City Municipal, Bonanza Park residents, Utah DNR, UDOT
UF2	When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.	Medium Term	Park City Municipal, Bonanza Park residents and business leaders

	Recommendations	Timeline	Potential Partners
UF3	Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods.	Long Term	Park City Municipal, Bonanza Park residents, area developers
UF4	Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents, area developers
	Inclusive: Expand the availability of affordable and workforce housing units		
I1	Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.	Long Term: Ongoing Effort	Park City Municipal, Bonanza Park residents, area developers, local housing trusts
I2	Establish bold affordability metrics to guide decision-making and track short- and long-term success.	Quick Win	Park City Municipal, Bonanza Park residents, area developers, local housing trusts
I3	Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.	Long Term: Ongoing Effort	Park City Municipal, Bonanza Park multifamily housing residents, multifamily property owners, local housing trusts
I4	Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.	Short Term	Park City Municipal, Bonanza Park residents, area developers
	Green: Create a more welcoming and sustainable community		
G1	Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.	Short Term	Park City Municipal, Bonanza Park residents
G2	Provide examples of publicly accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents, area developers

	Recommendations	Timeline	Potential Partners
G3	Incentivize sustainable development within Bonanza Park to meet Park City's net zero goals, reduce vehicle trips, and improve access to transit.	Medium Term	Park City Municipal, Bonanza Park residents, area developers
	Cultural: Weave arts and culture into the community fabric		
C1	Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.	Quick Win	Park City Municipal, Bonanza Park residents, Park City and Summit County Arts Council, Summit County Public Art Advisory Board, local art community
C2	Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.	Medium Term	Park City Municipal, Bonanza Park residents, area developers, Park City and Summit County Arts Council, Summit County Public Art Advisory Board, local art community



An aerial photograph of the Bonanza Park area in Park City, Utah. The image shows a mix of residential neighborhoods, commercial buildings, parking lots, and green spaces. A title box is overlaid on the center of the image.

Bonanza Park

Small Area Plan

Stand-Alone Mobility Component

Adopted July 11, 2024

PARK CITY

1884

Stand-Alone Mobility Component

This appendix to the Bonanza Park Small Area Plan discusses transportation and mobility needs in the Bonanza Park Study Area.

This Chapter discusses transportation and mobility needs in the Bonanza Park/Snow Creek study area, both with and without the development scenarios proposed in this plan. This Chapter addresses background traffic conditions, transit service and ridership, existing challenges to walking and bicycling activity in the study area, and current accessibility for people with limited mobility. It also discusses the impacts of proposed development on traffic conditions at intersections surrounding the study area, identifying some limited mitigation measures for those conditions, and demonstrating the amount of parking that may be needed to serve the development. It also identifies transit strategies and amenities

that can support transportation choices for residents and visitors, and recommends a range of other strategies to incentivize travel choices that make more efficient use of the transportation network.

Stand-Alone Mobility Component Contents:

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Existing Conditions

Vehicle Mobility

Introduction

The purpose of this section is to document the traffic analysis conducted as part of the Bonanza Park and Snow Creek Small Area Plan. The project encompasses proposed development in the study area. This memorandum documents the Existing (2023) conditions, analyzing the Friday PM peak hour for President's Day weekend, 2023 (capturing commuter peak traffic as well as peak ski season holiday weekend traffic).

Analysis Methodology

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 6th Edition (HCM 2016) methodology was used in this study to remain consistent with "state of the practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For this study, the traffic analysis software Synchro was used to analyze the HCM results at the study intersections. This study is generally consistent with the recently adopted Traffic Impact Study guidelines governed by Park City (June 2023).

Table 1: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh) ¹	Avg. Delay (sec/veh) ²
A	<i>Free Flow / Insignificant Delay</i> Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	<i>Stable Operations / Minimum Delays</i> Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	<i>Stable Operations / Acceptable Delays</i> Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0

D	<i>Approaching Unstable Flows / Tolerable Delays</i> Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	<i>Unstable Operations / Significant Delays Can Occur</i> Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	<i>Forced, Unpredictable Flows / Excessive Delays</i> Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst movement LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual, 6th Edition*.

Background

Study Intersections

This study analyzes the existing conditions of traffic operations of the Bonanza Park and Snow Creek area. The existing conditions are specifically addressed at the following study intersections, noting their existing intersection controls:

- SR-224 & Snow Creek Dr (signal)
- SR-224 & SR-248 (signal)
- SR-224 & Homestake Rd (WB stop)
- SR-224 & Iron Horse Dr (WB stop)
- SR-224 & Deer Valley Dr (signal)
- SR-248 & Snow Creek Dr (SB stop)
- Homestake Rd & SR-248 (NB stop)
- Woodbine Way & SR-248 (NB stop)
- Bonanza Dr & SR-248 (signal)
- Sidewinder Dr & SR-248 (NB stop)
- Bonanza Dr & Prospector Ave (EB/WB stop)
- Bonanza Dr & Munchkin Rd (EB/WB stop)
- Bonanza Dr & Iron Horse Dr (EB/WB stop)
- Deer Valley Dr & Bonanza Dr (signal)
- Woodbine Way & Munchkin Rd (WB stop)

Existing Background Conditions

The existing background conditions analysis examines the study intersections and roadways during the peak evening travel period (4:45 pm to 5:45 pm, based on

observed traffic volumes throughout the study area) under existing traffic and geometric conditions. Through this analysis, existing traffic operational deficiencies were identified to serve as a basis for the study area build conditions.

Roadway System

The primary roadways included in the analysis for this study are described below.

- **Bonanza Drive** has a posted speed limit of 25 and is classified as a minor arterial in the study area. Bonanza Drive has one northbound lane and one southbound lane divided by a 14-foot median and a two-way left turn lane (TWLTL) throughout its entirety.
- **Deer Valley Drive** has a posted speed limit of 35 and is classified as a principal arterial in the study area. Between SR-224 and Bonanza Drive, Deer Valley Drive has two westbound lanes, two eastbound lanes, and a TWLTL.
- **Homestake Road** has a posted speed limit of 25 and is classified as a major collector in the study area. Homestake Road has no lane markings.
- **Iron Horse Drive** has a posted speed limit of 25 and is classified as a major collector in the study area. Iron Horse Drive has no lane markings.
- **Munchkin Road** has no posted speed limit and is classified as a local road in the study area. Munchkin Road has no lane markings.
- **Prospector Avenue** has a posted speed limit of 25 and is classified as a major collector in the study area. Prospector Avenue has one westbound lane and one eastbound lane with sharrows.
- **Sidewinder Drive** has a posted speed limit of 25 and is classified as a major collector in the study area. Sidewinder Drive has no lane markings aside from sharrows.
- **Snow Creek Drive** has a posted speed limit of 25 and is classified as a local road in the study area.
- **SR-224** has a posted speed limit of 40 and is classified as a principal arterial in the study area. SR-224 has two northbound lanes, two southbound lanes, and one TWLTL from Snow Creek Drive to Deer Valley Drive.
- **SR-248** has a posted speed limit of 35 and is classified as a principal arterial in the study area. From SR-224 to Sidewinder Drive, the road has two westbound lanes, two eastbound lanes, and a TWLTL. Moving east from Sidewinder Drive, the road has one westbound lane, one eastbound lane, and a TWLTL.
- **Woodbine Way** has no posted speed limit and is classified as a local road in the study area. Woodbine Way has no lane markings.

Traffic Volumes

Fehr & Peers collected traffic counts at the study intersections to establish existing conditions for the study area. Counts were collected from 4:00 PM to 6:00 PM on Friday,

January 20, 2023 (during Sundance Film Festival), and on Friday, February 17, 2023 (President's Day weekend). The counts were compared between the two Fridays, and it was observed that the counts in February were higher in most locations. The February counts were used for analysis for this study.

Analysis Results

Using Synchro software and the HCM 6 delay thresholds described in the *Analysis Methodology* section of this memorandum, the existing 2023 background weekday PM peak hour LOS were computed for each study intersection. The results of this analysis are reported in Table 2.

Fehr & Peers initially performed a traffic operations analysis on the study intersections based on the counted demand volumes at each intersection. Since the Synchro software uses a deterministic model based on HCM calculations at each study intersection, it has limitations in capturing delays at intersections due to queue spillback from downstream intersections. The initial analysis showed acceptable LOS along SR-248 and Bonanza Drive. However, field observations indicated queues from downstream intersections on SR-248 (the merge point east of Bonanza Drive, and Comstock Drive) spilling back to the study intersections, affecting the demand volumes. Fehr & Peers modified the Synchro analysis to account for the latent demand due to the congested conditions, as shown in the “updated” results for some intersections in Table 2.

The modifications of the Synchro analysis included observing videos from the intersection turning movement counts to estimate the latent demand at the Bonanza Drive & SR-248 intersection. The volumes along SR-248 were then modified by adding the estimated latent demand at the intersections. Additionally, the LOS at the Bonanza Drive & SR-248 intersection was modified to be LOS F qualitatively based on the observed conditions.

Table 2: Existing Conditions LOS Results

Intersection					Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Results	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	Initial	-	-	-	7	A
2	SR-224 & SR-248	PM	Signal	Initial	-	-	-	22	C
3	SR-224 & Homestake Rd	PM	WB Stop	Initial	WB L/R	59	F*	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	Initial	WB L/R	38	E*	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	Initial	-	-	-	102	F

6	SR-248 & Snow Creek Dr	PM	SB Stop	Initial	SB Left	23	C	-	-
7	Homestake Rd & SR-248	PM	NB Stop	Initial	NB L/R	15	B	-	-
				Updated	NB L/R	-	C	-	-
8	Woodbine Way & SR-248	PM	NB Stop	Initial	NB L/R	18	C	-	-
9	Bonanza Dr & SR-248	PM	Signal	Initial	-	-	-	30	C
				Updated	-	-	-	-	F**
10	Sidewinder Dr & SR-248	PM	NB Stop	Initial	NB Left	34	D	-	-
				Updated	NB Left	-	E*	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	Initial	WB Left	198	F	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	Initial	WB L/T/R	33	D	-	-
				Updated	WB L/T/R	-	E*	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	Initial	EB Left	213	F	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	Initial	-	-	-	12	B
				Updated	-	-	-	-	B***
15	Woodbine Way & Munchkin Rd	PM	WB Stop	Initial	WB L/R	9	A	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
 *Unsignalized intersections with high levels of delay, though capacity is sufficient to serve volume with reasonable queues.
 **HCM methodology indicates LOS D based on demand volume, however, field observations suggest unacceptable operations due to downstream queue spillback.
 ***During some days in the winter, queues from SR-248 & Bonanza and SR-224 & SR-224 frequently spill back through this intersection, sometimes reaching as far back as Aerie Drive. This capacity analysis reflects conditions for Friday, February 17, 2023, though operations on other days may appear to be worse than the conditions shown.

Source: Fehr & Peers.

As shown in Table 2, the study intersections operate at acceptable LOS (LOS D or better) for the weekday PM peak hour, except for the following locations:

- SR-224 & Homestake Rd – LOS F
 - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto SR-224

- SR-224 & Iron Horse Dr
 - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto SR-224, despite left turn restrictions from Iron Horse between 3pm-6pm
- SR-224 & Deer Valley Dr
 - This signalized intersection experiences high delays due to high volumes in the eastbound, westbound, and southbound approaches.
- Bonanza Dr & SR-248
 - This intersection operates unacceptably due to queue spillback from the downstream delays due to the signal at Comstock Drive and the merge. However, in isolation this intersection would be able to handle the current demand, or with improvements downstream at the lane drop or the signal at Comstock Drive.
- Sidewinder Dr & SR-248
 - This is caused by the stop-controlled northbound approach attempting find a gap in traffic to turn left onto SR-248.
- Bonanza Dr & Prospector Ave
 - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto Bonanza Drive.
- Bonanza Dr & Munchkin Rd
 - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto Bonanza Drive.
- Bonanza Dr & Iron Horse Dr
 - This is caused by the stop-controlled eastbound approach attempting find a gap in traffic to turn left onto Bonanza Drive.

Transit Circulation and Ridership

Between Park City Transit and High Valley Transit, up to 12 different transit routes go through the study area depending on the season. These trips vary from every 15 minutes to only 6 trips daily. Most of the routes have a winter frequency of 20-30 minutes in the winter, dropping to 30 minutes during summer service. All of the routes that interact with the study area are listed in Table 3, with their respective operator and frequencies.

Table 3: Transit Route Frequency. Source: Park City Transit & High Valley Transit

Route	ID	Operator	Winter Frequency	Summer Frequency
Red	1	Park City Transit	20-30 min	30 Minute
Green	2	Park City Transit	20-30 min	30 Minute
Blue	3	Park City Transit	20-30 min	30 Minute
Yellow	5	Park City Transit	20-30 min	30 Minute
Silver	6	Park City Transit	40 min	40 min
Grey	7	Park City Transit	20 min	Suspended
Brown	8	Park City Transit	20 min	Suspended
White*	10	Park City Transit	15-30 min	*Transfers to High Valley Transit Spring 2024
Teal	50	Park City Transit	20 min	20 min
Spiro / 224 Local	101	High Valley Transit	15 min	15 min
Gateway / Kamas Valley Commuter	102	High Valley Transit	6 daily trips	6 daily trips
Wasatch Back Connector	106	High Valley Transit	8 daily trips	8 daily trips

Table 4 shows the current amenities available to users at each transit stop in the study area, as observed in the field. Most stops in the study area only have a sign to denote the stop and no amenities for users.

Table 4: Current Transit Amenities

Location	Sign	Bench	Trash	Shelter
2060 Snow Park Drive	x			
1550 Snow Creek Drive	x	x	x	x
SR-248, west of Homestake (WB)	x			
SR-248, west of Homestake (EB)	x			
SR-248/Woodbine (WB)	x			
SR-248/Woodbine (EB)	x			

SR-248, west of Bonanza (EB)	x			
SR-248, east of Sidewinder (WB)	x	x	x	x
Monitor/bank access (NB)	x			
Monitor/bank access (SB)	x			
Bonanza, south of Prospector (NB)	x			
Bonanza, north of Munchkin (SB)	x			
Bonanza/Rail Trail (NB)	x			
Bonanza/Rail Trail (SB)	x	x	x	
Iron Horse near picture framing shop (WB)	x			
Iron Horse near Walgreens (WB)	x			
Short Line (SB)	x			
SR-224/Homestake (NB)	x	x	x	x
SR-224/Homestake (SB)	x	x	x	x
SR-224 near Roadhouse Grill (NB)	x			
SR-224 near Hotel Park City (SB)	x			
<i>Prospector east of Bonanza (EB)</i>	x			
<i>Prospector east of Pretty Bird (EB)</i>	x			

Figure 1 and Figure 2 show the winter (2022-2023) and summer (2023) ridership for the study area stops. The stops with the highest ridership are the Fresh Market and the surrounding Park Ave Condos and Walgreens stops. The Fresh Market stop is located at approximately 1760 Park Avenue (also referred to as SR-224) and is the most frequented stop in the study area year-round. This stop is a primary connection point, serving both Park City Transit and High Valley Transit, providing connections between the two agencies. Additionally, this stop is located next to many services, including a grocery store, pharmacies, and several hotels. The Iron Horse Drive stops on Bonanza also show significant ridership. These stops are located next to the Park City Rail Trail, several small businesses, and high-density housing accessed via the Iron Horse Loop Road. These are all areas that typically show higher transit ridership due to the concentrations of housing and retail.



Figure 1: Average Transit Stop Daily Ridership for the 2022-2023 winter season. Source: Park City Transit.



Figure 2: Average Transit Stop Daily Ridership for April - December 2023. Source: Park City Transit

Existing Active Transportation Conditions

Conditions for people walking and bicycling in the study area vary widely depending on the roadway. For example, Bonanza Drive has bicycle lanes, consistent sidewalks, a tunnel connecting the Rail Trail to the Poison Creek Trail, a pedestrian crossing with a Rapid Rectangular Flashing Beacon, and wayfinding signage for trail users. In contrast, many of the roads internal to the Bonanza Park portion of the study area lack consistent sidewalks, bicycle facilities, or crosswalk markings. Figure 3 shows an overview of active transportation facilities in the study area, including on-street facilities, bike racks and e-bike stations, crosswalks, and existing sidewalks and trail.

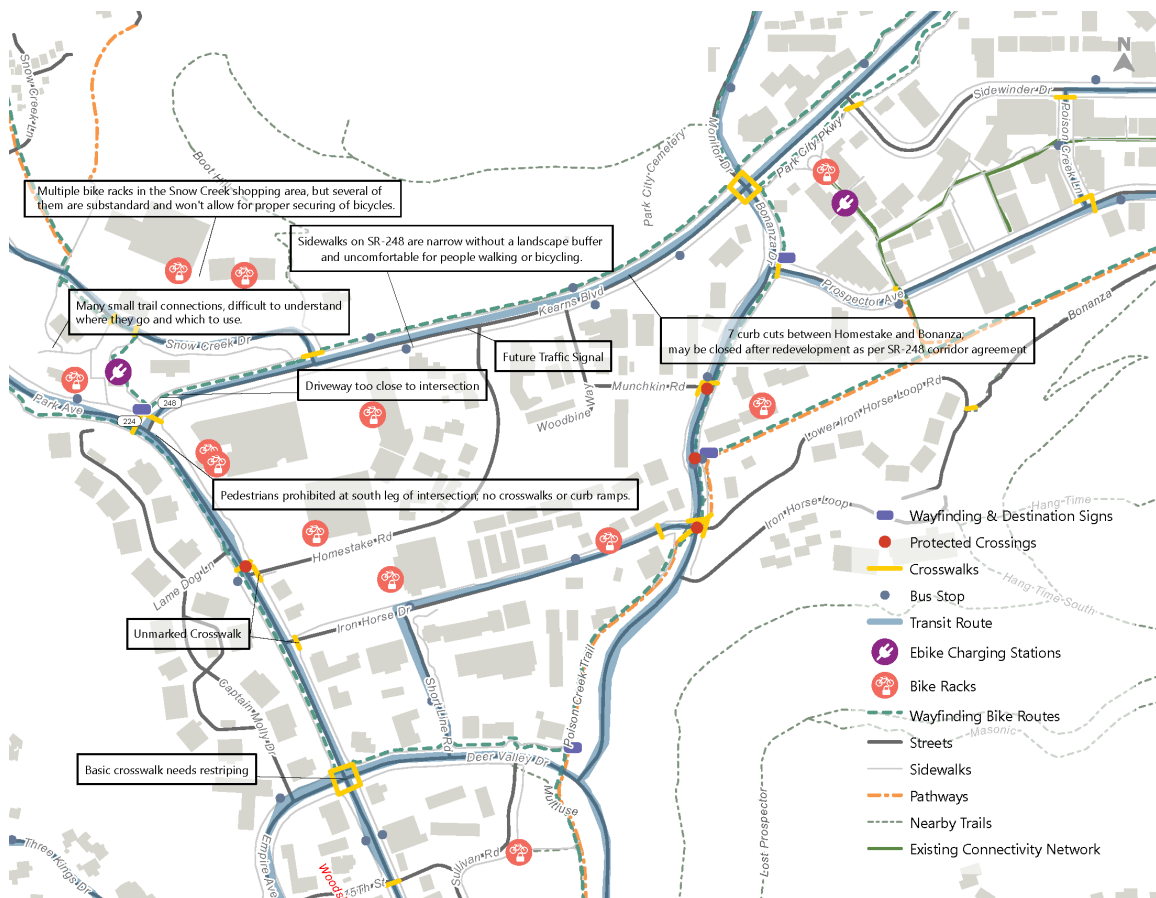


Figure 3: Existing Active Transportation Conditions

While the area generally has a strong active transportation network and connects well to other parts of the City (especially via paved trails), this connectivity is hindered by the inconsistent sidewalk network with the area, limited crossing opportunities on major roads such as SR-248 and SR-224, and infrequent wayfinding signage (or existing wayfinding signage that is difficult to interpret, such as the colored dots marking different trail segments). Additionally, the current layout of the Bonanza Park area makes it impenetrable to people attempting to cross through by walking or bicycling – internal

roads curve through the space or dead-end, leaving few opportunities to cross through the space north to south. In the Snow Park area, trails make twists and turns that are likely navigable only by people who already know the way, and then end uncomfortably at the intersection of SR-224 and SR-248. For people on bicycles, there is little indication on how to continue into the Bonanza district or to points south such as Main Street; the only option is to continue on the sidewalk along either SR-224 or SR-248, until a better option reveals itself.

Current Accessibility

The study area was assessed for accessibility based on the latest Public Right-of-Way Accessibility Guidelines (PROWAG) published in 2023. Currently, some roadways in the interior of the study area (such as Short Line Road, Homestake Road, and Munchkin Road) do not have accompanying sidewalks, forcing pedestrians into roadways or adding crossings and travel time to their desired route. A complete pedestrian network will benefit all users, and increase the safety of pedestrians traveling in the study area. Additionally, the Public Right-of-Way Accessibility Guidelines state that sidewalks or a similar pedestrian access route are needed to connect all accessible elements, spaces, and pedestrian facilities in the study area.

The major intersections at the site all have pedestrian signals, but most lack features required in the latest PROWAG updates including audio messages and tactile arrows. These are most consistently lacking at intersections under UDOT's full jurisdiction, such as the intersection of SR-224 and SR-248. Most non-signalized intersections and driveways have the appropriate signage and detectable warning surfaces, but the lack of consistent sidewalks in the area limit intersection accessibility.

Several intersections have detectable warning surfaces that were heavily worn, damaged, or missing at major intersections with heavy vehicular traffic. This was especially notable at the intersection of SR-224 and Deer Valley Drive. These detectable warning surfaces may no longer adequately perform and should be repaired or replaced. Additionally, detectable warning surfaces should be sized accordingly with the curb cut and crosswalk they service. The southernmost pedestrian crossing at the intersection of SR-224 and SR-248 is wider than the crosswalk it serves, potentially leading pedestrians into the intersection. The design of a curb ramp should not indicate pedestrian travel is permitted if a crosswalk is not available, as is currently indicated on the southern and western legs of the intersection of Bonanza Drive and Iron Horse Drive.

Future Recommendations

Private Vehicles

Plus-Project Traffic Scenarios

Plus-project traffic scenarios were analyzed for the Bonanza Park/Snow Creek small area plan, to assess how the development proposed in the plan might potentially change traffic conditions. All plus-project traffic scenarios are for the PM peak hour. The analysis of project-based traffic built upon traffic models developed for the existing conditions analysis described earlier in this chapter. To analyze plus-project conditions, a future background volume was calculated for the project area. To calculate the background volume, the land uses within the project extents were used to develop trip generation rates according to ITE and applied to the network. Those volumes were then subtracted from existing conditions volumes to get existing conditions minus the current project boundary uses, and these volumes were used as the background volume for plus-project trips. All plus-project traffic scenarios were based on the preferred land use plan developed for the study area, which had two versions: a high-density version and a low-density version. The primary difference between the two versions was the amount of residential units proposed: 4,925 multi-family residential units in the high-density version, and 3,844 multi-family residential units in the low-density version. All other land uses (hotel, dorms, art center, professional office, retail, restaurants, and grocery store) were the same for each version. The land use plan is described in more detail elsewhere in this Small Area Plan. The plus-project analysis results are described for each scenario in the following sections. A comparison of all scenarios including the existing background conditions can be found in Table 5. More detailed information about individual scenarios is provided in the following section.

Table 5: Comparison of Existing and Future Density Scenarios

Intersection				Existing Condition s	Existing + High Density Project	Existing + Low Density Project	2032 + High Density Project	2032 + Low Density Project
ID	Location	Period	Control	LOS	LOS	LOS	LOS	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	A	C	C	C	C
2	SR-224 & SR-248	PM	Signal	C	F	F	F	F
3	SR-224 & Homestake Rd	PM	WB Stop	F	F	F	F	F
4	SR-224 & Iron Horse Dr	PM	WB Stop	E	F	F	F	F

5	SR-224 & Deer Valley Dr	PM	Signal	F	F	F	F	F
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	C	B	B	B	B
7	Homestake Rd & SR-248	PM	Signal (plus-project only)	C	C	C	C	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	C	B	B	C	C
9	Bonanza Dr & SR-248	PM	Signal	F	F	F	F	F
10	Sidewinder Dr & SR-248	PM	NB Stop	E	F	F	F	F
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	F	F	F	F	F
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	E	F	F	F	F
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	F	F	F	F	F
14	Deer Valley Dr & Bonanza Dr*	PM	Signal	B	B	B	B	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	A	D	D	D	D
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	N/A	F	F	F	F

Notes:

*During some days in the winter, queues from SR-248 & Bonanza and SR-224 & SR-224 frequently spill back through this intersection, sometimes reaching as far back as Aerie Drive. This capacity analysis reflects conditions for Friday, February 17, 2023, though operations on other days may appear to be worse than the conditions shown.

Source: Fehr & Peers.

Existing + High Development Density Project

This scenario evaluated how traffic conditions would look if the high-density land use plan were built out immediately, assuming project-related traffic would be added on top of the calculated background traffic circulating on the network, the calculation for which was detailed above Table 5. Table 6 provides the results of this analysis.

Table 6: Existing Plus Project: High Density Development

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	30	C
2	SR-224 & SR-248	PM	Signal	-	-	-	155	F
3	SR-224 & Homestake Rd	PM	WB Stop	WB L/R	>200	F	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	WB L/R	>200	F	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	177	F
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	26	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	15	B	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	136	F
10	Sidewinder Dr & SR-248	PM	NB Stop	NBL	>200	F	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	EB L/R	>200	F	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	WB L/T/R	>200	F	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	EB T/R	>200	F	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	14	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	33	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	WBR	140	F	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

The following points may be noted about this scenario:

- The intersection of SR-224 (SR-224) and Snow Creek Drive degrades from an LOS A to LOS C. This is a function of the amount of development proposed in the Snow Creek area as a result of this small area plan: 1,048 multi-family housing units, 241 hotel or condo units, 6,106 square feet of professional office, and 14,232 square feet of retail space. Moreover, only two intersections can serve this development (SR-224/Snow Creek, and SR-248/Snow Creek) and of those two, a signal is only possible at SR-224/Snow Creek. This means that much of the traffic circulating in and out of the Snow Creek area will be relying on the SR-224/Snow Creek intersection for access.
- The intersection of SR-224 (SR-224) and SR-248 (SR-248) degrades from an LOS C to an LOS F. This is primarily due to the volume of traffic generated by proposed land uses within this Small Area Plan.
- The intersection of SR-224 and Iron Horse Drive degrades from a LOS E to an LOS F. While this intersection currently restricts left turn movements from Iron Horse onto SR-224 between 3 – 6 pm, drivers make this movement anyway. The delay experienced by those drivers contributes to the poor LOS in both the existing and plus-project scenarios.
- The intersection of SR-248 and Snow Creek Drive improves from an LOS C to LOS B. Currently, all turning movements are allowed out of Snow Creek Drive onto SR-248, with some drivers experiencing delay as they attempt to turn left out of Snow Creek Drive. The plus-project scenarios assume that Snow Creek Drive will become right-in/right-out only, eliminating the delay experienced by drivers formerly attempting to turn left out of Snow Creek Drive.
- The intersection of Woodbine Way and SR-248 improves from an LOS C to B. While cars are allowed to make a left turn out of Woodbine Way in the existing conditions, this will become right-in/right-out in the plus-project scenarios, limiting the delay experienced by vehicles attempting to turn left.
- The intersection of SR-248 and Sidewinder Drive degrades from an LOS E to LOS F. This is a result of increased delay for drivers attempting to turn left out of Sidewinder Drive onto SR-248, due to increased traffic and fewer gaps on SR-248.
- The intersection of Munchkin Road and Bonanza Drive degrades from an LOS E to an LOS F. While people attempting to turn left off Munchkin onto Bonanza are already experiencing high levels of delay due to limited gaps in the traffic stream, this will become worse in the plus-project conditions due to increased traffic volumes on Bonanza Drive as well as higher numbers of cars attempting to make the left turn from Munchkin.

- The intersection of Woodbine Way and Munchkin Road degrades from an LOS A to an LOS D. Currently the development in this part of Bonanza Park is low-intensity, industrial in nature, and generates relatively few traffic trips. The changes proposed in the land use plan will add a significant amount of housing, retail, restaurants, and other types of development that will draw many more people to the site, which contributes to the drop in LOS as part of this plus-project scenario.

Existing + Low Development Density Project

This scenario evaluated how traffic conditions would look if the low-density land use plan were built out immediately, assuming project-related traffic would be added on top of the calculated background traffic. Table 7 provides the results of this analysis.

Table 7: Existing Plus Project: Low Density Development

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	25	C
2	SR-224 & SR-248	PM	Signal	-	-	-	147	F
3	SR-224 & Homestake Rd	PM	WB Stop	WB L/R	>200	F	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	WB L/R	>200	F	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	170	F
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	26	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	15	B	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	126	F
10	Sidewinder Dr & SR-248	PM	NB Stop	NBL	>200	F	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	EB L/R	>200	F	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	WB L/T/R	>200	F	-	-

13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	EB T/R	>200	F	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	14	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	31	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	WBR	126	F	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in the table, the traffic results for the existing + low-development density scenario are the same as for the high-density scenario. The decrease in housing units (1,081 units) is not enough to result in improved LOS because the amount of non-residential development proposed is still high, and has a heavy influence on travel patterns throughout the area. All traffic-related observations noted for the existing + high-development density scenario also apply to this scenario.

2032 Background + High Development Density Project

This scenario evaluated how traffic conditions would look if the high-density land use plan were built out by 2032. This accounts for both project-related traffic, as well as additional traffic increases in the area that will occur resulting from growth planned elsewhere in Park City and the region by 2032. Table 8 provides the results of this analysis.

Table 8: 2032 Plus Project: High Density Development

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	30	C
2	SR-224 & SR-248	PM	Signal	-	-	-	157	F
3	SR-224 & Homestake Rd	PM	WB Stop	WB L/R	>200	F	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	WB L/R	>200	F	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	182	F

6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	27	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	18	C	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	141	F
10	Sidewinder Dr & SR-248	PM	NB Stop	NBL	>200	F	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	EB L/R	>200	F	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	WB L/T/R	>200	F	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	EB T/R	>200	F	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	15	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	33	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	WBR	154	F	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in the table, the traffic results for the 2032 + high-development density scenario are mostly the same as for the existing conditions scenarios. All traffic-related observations noted for the existing development density scenarios also apply to this scenario; the only difference in results between this scenario and the existing conditions scenarios is that the intersection of Woodbine Way and SR-248 performs slightly worse, slipping from an LOS B to LOS C. This is likely because vehicles making right turns out onto SR-248 are dealing with more traffic on SR-248 in 2032, and will need to wait longer until an adequate gap in traffic allows them to turn right.

2032 Background + Low Development Density Project

This scenario evaluated how traffic conditions would look if the low-density land use plan were built out by 2032. This accounts for both project-related traffic, as well as additional

traffic increases in the area that will occur resulting from growth planned elsewhere in Park City and the region by 2032. Table 9 provides the results of this analysis.

Table 9: 2032 Plus Project: Low Density Development

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	25	C
2	SR-224 & SR-248	PM	Signal	-	-	-	148	F
3	SR-224 & Homestake Rd	PM	WB Stop	WB L/R	>200	F	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	WB L/R	>200	F	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	176	F
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	27	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	18	C	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	131	F
10	Sidewinder Dr & SR-248	PM	NB Stop	NBL	>200	F	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	EB L/R	>200	F	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	WB L/T/R	>200	F	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	EB T/R	>200	F	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	14	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	31	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	WBR	139	F	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in the table, the traffic results for the 2032 + low-development density scenario are the same as for the high-density scenario. The decrease in housing units (1,081 units) is not enough to result in improved LOS because the amount of non-residential development proposed is still high, and has a heavy influence on travel patterns throughout the area. All traffic-related observations noted for the 2032 + high-development density scenario also apply to this scenario.

Mitigation Strategies

Most of the traffic conditions demonstrated in the plus-project scenarios are a direct result of the amount of development proposed in the land use plan for the Bonanza Park/Snow Creek area. Some mitigation measures may help alleviate poor traffic LOS conditions in a limited way. This could include:

- Install a traffic signal at the intersection of Bonanza Drive and Iron Horse Drive. This would allow traffic from Iron Horse Drive to more easily make left turns onto Bonanza Drive, and could potentially create gaps in the traffic flow to allow more opportunities for left turns onto Bonanza from Prospector Drive and Munchkin Road as well. The tradeoff associated with these benefits would be added delay for traffic traveling north and south on Bonanza Drive.
- Install a traffic signal at the intersection of Homestake Road and SR-248. UDOT and Park City already have a corridor agreement in place that allows for a signal to be installed in this location when warranted, and the addition of the proposed development at this site could likely generate enough traffic to warrant the signal. This signal is already assumed in the plus-project traffic analyses discussed in this chapter, and results in an acceptable LOS at this intersection in all plus-project scenarios.
- Limiting left turns at some intersections of side streets with major roads could improve LOS results, by eliminating the amount of waiting anticipated for vehicles attempted to make left turns onto very busy streets. While eliminating the left-turn movement could have a positive impact on LOS, it could have a corresponding negative impact at other intersections that drivers would be re-routed through to get where they want to go. These intersections could include:
 - Sidewinder Drive and SR-248
 - Bonanza Drive and Prospector Drive
 - Iron Horse Drive and SR-224
 - Shortline Road and Deer Valley Drive

These mitigation strategies have not been modeled. Therefore, their potential impact on traffic conditions for the plus-project scenarios is not known at this time.

Private Vehicle Strategies

A majority of traffic to and from the Bonanza Park/Snow Creek area is likely to be via private vehicle. Therefore, a robust transportation grid is needed within the site to connect to the external roadway network, in order to maximize connectivity, route choice, and dispersion of site-generated traffic across multiple access points. In addition to the transportation network proposed in the Bonanza Park/Snow Creek land use plan, Park City may wish to consider the following strategies.

- **Provide e-charging for every residential complex, businesses, and civic space built within the area.** This will encourage the use of electric vehicles within and to/from the project area, and reduce the overall environmental impact of the development. While EV's currently make up a small portion of overall vehicle registrations, EV adoption is forecast to increase considerably between now and 2050. Providing e-charging helps incentivize the faster adoption of electric vehicles, resulting in cleaner air and lower greenhouse gas emissions.
- **Provide facilities for car share and ride share.** Businesses such as ZipCar® allow residents to own fewer vehicles while maintaining the option to use a car when needed. Designated parking spaces for car shares throughout the study area would allow for residents to easily and safely access shared vehicles when needed. Ride share vehicles (Lyft®, Uber®) typically do not have designated parking places, but they could have designated curbside spots in more business-oriented parts of the development to accommodate safer entry/exit from ride share vehicles. Sections of the project area especially prone to event-related traffic, such as any proposed arts center near the Bonanza/SR-248 intersection, may want to specify curbside areas for ride share pickup/dropoff.
- **Provide buffering on-street parking designs** that can help provide a barrier between travel lanes and pedestrian and bicycle facilities. This makes these facilities safer and more comfortable while reducing the need for vehicles to share the road with other users.
- **Implementing traffic calming measures** to improve life quality for everyone in the development by reducing speeds, reducing traffic noise, and improving safety.

Shared Parking Analysis and Recommendations

When multiple land uses are present in an area, several separate trips may be consolidated into a single area, potentially reducing the number of parking spaces needed in an area. This potential is maximized when the variety of land uses have peak parking needs at different times, such as the combination of office space, retail, and housing. Two shared-use parking analyses were completed for the Bonanza Park study area, one with high development density and one with a lower housing density. A summary of the shared parking analysis by zone is shown below in Table 10 for the high-

density scenario, and Table 11 for the low density scenario. These analyses were completed with the proposed parking codes, anticipated to be passed in May 2024.

Table 10: High Density Shared Used Parking Analysis Results

Shared Parking High Density Demand Summary										
Development Blocks A-D, using Park City Parking Rates Modified Rates										
Development † District / Area	Customer/Visitor		Employee/Resident		Reserved		Total		Shared Parking Reduction	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
A1-A6	531	535	132	128	1,415	1,415	2,078	2,078	12%	12%
B1-B13	622	538	249	218	2,427	2,427	3,298	3,184	20%	23%
C1-C7	241	209	112	106	1,004	1,004	1,356	1,319	12%	15%
D1-D8	564	512	192	176	1,988	1,988	2,744	2,676	13%	15%

Table 11: Low Density Shared Used Parking Analysis Results

Shared Parking Low Density Demand Summary										
Development Blocks A-D, using Park City Parking Rates Modified Rates										
Development † District / Area	Customer/Visitor		Employee/Resident		Reserved		Total		Shared Parking Reduction	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
A1-A6	536	537	133	130	931	931	1,600	1,597	12%	12%
B1-B13	628	548	250	219	2,014	2,014	2,892	2,782	21%	24%
C1-C7	245	214	112	106	802	802	1,159	1,122	12%	15%
D1-D8	568	519	193	177	1,626	1,626	2,387	2,322	13%	15%

Public Transit

Transit can be an effective means of providing multimodal regional transportation access to future residents while strengthening the livability and safety of their community. By aggregating trips to and from the project area, transit serves to reduce traffic congestion and air pollution experienced within the immediate area and can also support the utilization of the active transportation network by helping close distance gaps between destinations.

Public Transit Strategies

Ensuring that transit can be provisioned in the future is an attractive way of cultivating regional interest in investment while building a promise of future connectivity for residents. This could include the following strategies:

1. **Preserve space to accommodate future premium transit** (e.g., green space that could be converted to BRT stations and guideways). Banking land for future fixed guideway transit preserves the ability to cost effectively add transit to the development at a later point. It also allows the land to be used as public open space, such as trails or community gardens, until it is converted to transit use, providing an additional amenity to residents. The Park City Forward plan identifies potential high-capacity transit in the future on both SR-224 as well as SR-248, and the layout of future development at the Bonanza Park and Snow Creek areas may need to accommodate future right-of-way for potential transit lanes or stations.
2. **Provide a highly permeable and connected street network.** The network should incorporate quality active transportation facilities to increase first/last mile connections to transit stops, promoting conditions which support high ridership. This has the additional benefit of building an attractive environment as the region deliberates future transit investments.
3. **Apply level of service (LOS) standards to all modes of transportation.** Include and prioritize the evaluation LOS of active transportation and transit along with vehicular traffic when assessing traffic impacts. Some traffic congestion may be considered acceptable in key locations if it results in safer and more comfortable conditions for people walking and biking. This approach also considers that transit vehicles carry more occupants than cars.
4. **Establish modal priorities for Park City streets.** For example, Salt Lake City's Typology Design Guide identifies streets on which pedestrians or bicyclists are a higher priority than vehicles, providing recommendations on streetscape design to make those corridors more comfortable for people walking or bicycling. These types of policies could be adopted at a project-wide level or applied on a case-by-case basis to individual streets. One possibility would be to make Bonanza Drive a transit-priority street, dedicating ample curbside space near high-ridership transit stops to provide enhanced amenities, and to keep internal roads such as Homestake, Short Line, and Munchkin as bicycle-pedestrian streets with extremely

slow speeds, narrow lanes, traffic calming features, and other measures to elevate bicycles and pedestrians above other transportation users.

Transit Stop Amenities

The assessment of existing transit conditions indicated that winter season ridership is generally higher than summer season ridership on PC Transit routes, and that most stops throughout the study area have less than 50 riders per day. Most stops in the study area have only a sign, with some having a trash can, bench, or a shelter.

Near Term Recommendations

Based on recent ridership patterns, the number of routes served, and the average headway, Table 12 below lists potential recommended amenities for each stop. Stops with higher ridership or longer wait times typically need greater amenities than those with few riders or frequent service intervals. Improved amenities improve the transit experience for users, especially in the strong winter conditions often present in Park City.

Table 12: Proposed Transit Stop Amenities

Stop	Recommended Amenities
Fresh Market	Digital Sign, Light Fixture, Custom Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
SR-224 Condos	Digital Sign, Light Fixture, Custom Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Ironhorse Dr West	Light Fixture, 6*16' Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Ironhorse Dr East	Light Fixture, 6*16' Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Walgreens	6*16' Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Liquor Store-N	6*16' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Munchin Rd	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
SR-248 & Bonanza	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Homestake	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Copperbottom	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Wells Fargo	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Kimball Art Center	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Police Station	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Hotel PC 224	Bench, Trash Can, ADA Pad, Pole, Sign
Zions Bank	Bench, Trash Can, ADA Pad, Pole, Sign
Windy Ridge	Bench, Trash Can, ADA Pad, Pole, Sign
PC Cemetery	Bench, Trash Can, ADA Pad, Pole, Sign
Wells Fargo W	Bench, Trash Can, ADA Pad, Pole, Sign

Recommendations Aligned with Future Plans

Park City's Short Range Transit Plan, adopted in 2020, indicates route changes proposed in the study area:

- Red Route: proposed 30-minute service along SR-224 and SR-248 throughout the day and evening;
- Yellow Route: proposed 15-minute service on Bonanza Drive, Iron Horse, and Short Line Road from 6:30 am to 6:30 pm during the winter season, 15-minute service during peak commute times during summer and shoulder season, and 30-minute service during the rest of the day/evening hours;
- Green Route: proposed 15-minute service on SR-224 from 6:30 am to 6:30 pm during the winter season, 15-minute service during peak commute times during summer and shoulder season, and 30 minute service during the rest of the day;
- Teal Express Route: proposed 15-minute service on Bonanza Drive during the peak summer and winter seasons during peak commute times;
- Pink Express Route: proposed 10-minute service on Bonanza Drive during peak commute times in the winter, and 20-minute service during midday in the winter, with 20-minute service throughout the day for the rest of the year;
- Blue Route: 30-minute service throughout the day on SR-224 and SR-248 during the shoulder season; and
- White Express: 15-minute service in the peak, 30-minute service in the off-peak, on SR-224 and operated by High Valley Transit.

As service changes are implemented, Park City may wish to monitor ridership further along the revised routes and determine whether the transit amenities proposed in this chapter remain appropriate based on observed ridership.

Active Transportation

Street design is one of the key factors that users consider when determining which transportation mode to use for a trip. The design of a robust transportation network considers all modes of transportation and balances the need to provide throughput capacity while serving all users. For the project area, an overarching guideline is to provide mobility options and safe access to bicycles and pedestrians. A well-connected active transportation network supports residents and visitors by providing attractive active transportation options.

Bicycle Strategies

Quality cycling infrastructure provides efficient access to nearby destinations, while also supporting the health and connectivity of a community. Only a small portion of the population will ride bikes on streets that have not made any accommodations for biking or lack pathways; therefore, to ensure residents and visitors are able to fully enjoy cycling benefits, bicycle infrastructure should be fully incorporated into the design of the Bonanza Park/Snow Creek area. These amenities can adjust to different street contexts, like width and speed, and balance the needs of all roadway users by incorporating the following strategies:

- **Provide protected bicycle/active transportation facilities.** Protected facilities are safer and more attractive for a variety of users because they provide additional separation from automobile traffic. Providing facilities like buffered bike lanes and separated multi-use paths (particularly on or adjacent to roadways with high speeds and/or high traffic volumes) improves safety and makes bicycling or walking a more desirable option for residents and visitors, including children and the elderly.
- **Plan for e-bikes.** With e-bikes readily available for rental within Park City, pathways throughout the project area need to accommodate cyclists traveling at a wide range of speeds. Moreover, some visitors to the area who are renting e-bikes may not have the skill sets necessary to adequately maneuver these vehicles, which are heavier and travel much faster than a standard bicycle. The recent Park City Rail Trail Master Plan envisioned a wider trail cross-section to accommodate this range of users and travel speeds; new pathways proposed within the Bonanza Park/Snow Creek area should similarly consider a larger path to safely accommodate users. Educational materials on how to safely ride an e-bike can be provided at rental shops, and placards placed along pathways to remind visitors that a fall from an e-bike could ruin their planned vacation or even result in death.
- **Provide end-of-trip facilities.** Bicycle repair stands offer an air pump and basic tools to make minor bike repairs, encouraging bicycle use by removing concerns related to common maintenance and repair issues. Bike showers and lockers help promote bicycling and walking as a commute option by providing storage and

hygiene facilities after active transportation. Some of these features will be part of the updated Park City zoning ordinances as potential transportation demand management strategies for new developments, anticipated for adoption in 2024.

- **Organize and publish cycling information.** This could include bicycle route and facility maps, locations of nearest bicycle racks or locker storage facilities, and bicycle safety information (including tips on safely using e-bikes and local/state regulations on their use).
- **Include multi-use paths along SR-248.** Multi-use paths at least 12' wide would provide a safe and pleasant cycling experience along the new alignment. A pathway on one or both sides will require on-going coordination with UDOT and other partners during the design phase.
- **Provide marked on-street bicycle waiting areas at signalized intersections.** This provides a visible designated area at the front of a traffic lane for bicyclists to wait at traffic signals. Bike boxes are especially beneficial for facilitating direct left turns at the intersection approach for bicycle traffic.
- **Provide colored bicycle lane paving through intersections.** Carry lane markings through the intersection to indicate where cyclists will be operating within the intersection, alerting automobile traffic to the presence of cyclists and guiding cyclists through the intersection.

Pedestrian Strategies

Providing quality pedestrian infrastructure gives residents and visitors the option to walk to destinations. Whether they walk the entire trip, or just walk from their car or transit to their destination, everyone must inevitably use pedestrian facilities. Ensuring a comprehensive set of pedestrian design considerations enhances the quality of life in the project area, reduces constraints, and improves safety for everyone, especially the young and elderly. To meet this demand and support the needs of all people, the following strategies are recommended:

- **Provide sidewalks of at least 6' on all roadways.** Wide sidewalks are important to ensure that people can walk alongside one another and comfortably navigate devices such as strollers and wheelchairs. Areas with higher anticipated pedestrian activity should implement even wider sidewalks. In Park City, wider sidewalks are especially useful when dealing with snow storage issues during winter conditions.
- **Provide pedestrian refuge islands/medians** at intersections with more than one lane in each direction. This improves safety for people crossing and can help to soften automobile traffic speeds. Research suggests that pedestrian refuge islands reduce conflict with vehicles and are associated with a notable reduction of pedestrian collisions.
- **Provide pedestrian countdown timers at all signalized intersection crossings** and consider the implementation of leading pedestrian intervals (LPI) at busier

intersections to address safety concerns. LPIs allow pedestrians to enter the crosswalk before vehicles are given a green indication. This increases pedestrian visibility and the likelihood that auto traffic will yield to pedestrians.

- **Provide accessible Pedestrian Actuation Buttons** to ensure that people of all ages and abilities can safely cross streets.
- **Include bulb-outs/curb extensions at most intersections.** This extends the sidewalk or pedestrian space to narrow the roadway. Bulb-outs/curb extensions reduce crossing distances for pedestrians and help to slow traffic, particularly turning vehicle movements, improving pedestrian safety.
- **Use raised crosswalks on low volume streets** to slow traffic and provide improved visibility for pedestrians. Raised crosswalks provide safety thanks to slower speeds and make crossings more accessible for people living with mobility issues.
- **Reduce curb corner radii on neighborhood roadways** to manage traffic speeds in residential areas. Sharper corners reduce speeds, helping create safer streets.
- **Provide streetscape improvements** such raised planters, special pavers, special street lighting, flags, banner poles, and hanging baskets that exceed minimum standards. These support a sense of place and make streets a safer, more comfortable environment for all users.
- **Provide benches** in areas where pedestrians might naturally wait or sit to enjoy the outdoors or rest.
- **Provide trash and recycle receptacles**, especially in areas with higher anticipated pedestrian activity.
- **Include streetlights and pedestrian-scaled lighting** to support safety and comfort for all users of a street.

Accessibility

The Public Right of Way Access Guidelines were updated in 2023. As the study area is redeveloped, the existing AT network may need to be adapted to match current guidelines. The recommended updates noticed by staff during observational visits are listed below, but exact design specifications will need to be determined during project development. The technical specifications referenced below are available from the US Access Board. ¹

Sidewalks:

Provide sidewalks that connect all accessible elements, spaces, and pedestrian facilities in accordance with CFR title 36 Chapter 11 part 1191 section 206. Ensure that sidewalks

¹ <https://www.access-board.gov/prowag/>

are at least 48" wide throughout the study area. When sidewalks are less than 60" wide, a 60" by 60" passing space shall be provided at least every 200'.

Curb Ramps:

Ensure that the clear width of the curb ramp run or blended transition is at least 48" wide. On a shared use path, the width of the curb ramp or blended transition shall match the width of the shared use path. Confirm that all curb ramps, landings, or a minimum of 48" for a blended transition shall be contained wholly within the width of the crosswalks they serve.

Perpendicular Ramps:

When a change in direction is required to use or access a curb ramp, a 48" by 48" clear area shall be provided at the bottom of the curb ramp, and outside of vehicular travel lanes. At a shared use path, the width of this clear area shall be as wide as the shared use path.

A landing space shall also be provided at the top of the curb ramp, and at minimum be at least 48" by 48", or match the width of the shared use path where applicable. When this curb ramp is crossed by a sidewalk, the edges of the curb ramp shall be flared.

Parallel Ramps:

When a change in direction is not needed to use a curb ramp, a minimum landing area of 48" by 48" shall be provided at the top of the curb ramp.

Blended Transitions:

When a blended transition serves more than one sidewalk, and has a running slope greater than 1:48, a bypass route shall be provided between the sidewalk so users may bypass the blended transition.

Detectable warning surfaces:

In the future, ensure that detectable warning surfaces remain in good condition. During the site visit staff found several locations where the detectable warning surface has been worn away entirely. The width of the detectable warning surface should be limited to the width of the crosswalk they serve. If a driveway has a stop or yield control device, and detectable warning surface should be provided.

Signals:

Pedestrian push buttons shall be located no further than 5 feet from the side of the crosswalk they serve, between 1.5 and 10 feet from the edge of the curb or pavement, and be parallel to the direction of travel. These buttons should also be equipped with a high visual contrast tactile arrow pointing in the direction of travel.

When possible, push buttons on the same corner should be at least 10 feet apart. When it is not possible to provide 10 feet of spacing during the alteration of an existing intersection, the pedestrian buttons may be placed closer together, but will also need to provide an information message compliant with 308.3.2.

Accessible intersections should provide an audio and vibrotactile indication during the walk interval. Additionally, a locator tone shall be provided by the pedestrian signal at an appropriate volume as defined in PROWAG section 307.8. During the walk phase, pedestrian signals shall provide audible and vibrotactile indications during the walk interval. Outside of this interval, the locator tone shall be provided. Both the locator tone and speech walk message need to be compliant with PROWAG 308.3.1 and 308.3.2 depending on the configuration. When a pedestrian push button is provided for an RRFB or similar crossing, the message will state the status of the beacon instead of an audible walk indication during a walk interval. If there is time remaining for a pedestrian to cross during the accessible walk interval, the accessible walk indication should be recalled with a button press.

Transit Shelters and stops:

At transit stops, provide a boarding and alighting area at least 60" wide by 96" perpendicular to the curb for each accessible entrance or exit. Ensure that this boarding area connects to a sidewalk. When a shelter is provided, ensure that it has an appropriately sized clear space at the edge of the seat to not block the area within 18 inches of the front of the seat.

Transportation Demand Management (TDM)

Transportation demand strategies provide communities with tools to influence people's travel behavior. These strategies can encourage people to make fewer trips, to travel at different times of day when the roadway network is less congested, or to travel using a different mode of transportation. The strategies described below often require partnerships between public and private agencies, and can be included in development agreements through negotiations between Park City and private property owners. Additional transportation demand management strategies are likely to be adopted into the Park City ordinance (section 15-3-1) in 2024.

Telecommute

Encouraging more telecommute trips, also known as remote work or teleworking, can reduce traffic congestion, lower greenhouse gas emissions, improve work-life balance, and increase productivity. While telework was gaining in popularity before COVID-19, technology surrounding remote work quickly evolved as most businesses were forced to temporarily adopt a remote work model. Many businesses have since returned to "business-as-usual," but others have adopted a hybrid work model where employees spend part of their time in the office and part of their time working from home. Fiber connectivity throughout the project area enhances the ability for telework through faster Internet connections. TDM strategies can complement telework by promoting alternative modes of transportation when employees do need to commute. This can include incentives for carpooling, public transit subsidies, and providing access to shared mobility options.

TDM Program Coordinator

A TDM Program Coordinator is typically responsible for facilitating strategies that reduce vehicular travel demand and shift behavior away from single occupant vehicles. For example, a TDM program coordinator could provide services such as providing information on typical peak drive times, transit trip times to major destinations, transit schedules, routes, and fares, and organizing carpools/vanpools. They could educate residents and visitors on tips for walking to work, pedestrian safety, and good walking shoes. They can also help facilitate collaboration with local transportation agencies and transit providers to integrate TDM strategies into broader transportation plans and policies. They could also help organize transit incentives for employees such as additional pay for carpoolers, flexible work times, and other tools to reduce peak hour trips. A position like this could be funded solely for the Bonanza Park/Snow Creek area or as a consortium of local developers with similar desires to reduce vehicular traffic through TDM strategies.

Influence Parking Behavior

Park City can use incentives and disincentives related to parking supply, pricing, and management to encourage residents and visitors to rely on other modes of transportation, thereby reducing trips onto and out of the Bonanza Park/Snow Creek study area. These could include “unbundling” parking from residential lease or purchase agreements, requiring residents to pay for parking separately or receive a lower cost in exchange for giving up parking (this concept could be applied to office lease space as well, encouraging employees to receive some financial incentive or other compensation in exchange for giving up a parking spot). Park City could also provide preferential parking for carpool or vanpool vehicles, placing those users closer to building entrances. In addition, the City could opt to provide funding for off-site, regional satellite park-and-ride lots instead of accommodating the desired amount of parking within the study area.

Delivery Management

The delivery of goods and service can add congestion to the network, and could be coordinated in order to minimize its impact. Park City could identify a centralized location for deliveries in each sub-area of the Bonanza Park/Snow Creek area in order to limit delivery vehicle circulation on the network. Similarly, the TDM Program Coordinator could work with tenants to plan for delivery of goods at off-peak times for applicable businesses, to shift that vehicle traffic out of the most congested times of day.

Shared Office Space

Shared office space, also known as coworking spaces, are setups where individuals or businesses share a common workspace. These are flexible environments where professionals from different industries or backgrounds work alongside each other in a shared office setting. These shared spaces often provide services such as reception services, mail handling, IT support, and amenities such as a kitchen or wellness facilities. They should also include video-conferencing facilities and equipment, especially in a format that can be shared among multiple businesses. These types of spaces are a great complement to teleworking initiatives to reduce not only the number of work trips completed during the week but also the distance traveled to access an office or meeting space.

On-Site Amenities and Services

While strategies often focus on reducing the number and distance home-based work trips, these only make up a portion of daily travel undertaken by households in the area. In fact, the 2012 Utah Travel Study identified 58% of trips in the Wasatch Front were home-based non-work trips, including school, shopping, medical, and personal trips. By providing on-site services and amenities such as a grocery store, medical offices, dental offices, cafeterias, restaurants, automated teller machines, child care facilities and other

services in the Bonanza Park/Snow Creek area, Park City can reduce the number of long distance trips generated by the project onto the external street network.

Additional Transportation Strategies

As transportation technology evolves, more options may come available to help transport people, goods, and services across the region. This section identifies potential transportation technology strategies that could become a reality in the timeframe that the development in this plan is proposed.

Drone Delivery Storage Lockers and Infrastructure

Drone delivery, a disruptive emerging technology, can potentially reduce the number of vehicles required to deliver or pick up goods. Drone delivery is already operating in parts of the Wasatch Front, and is expected to have a service area of more than 1 million people and a 50-mile service radius in the next five years. One concern related to drone delivery is package pickup/dropoff location. New technologies and service providers are attempting to address this by providing electronic package receptacles, otherwise known as smart mailboxes, or drone delivery stations for use in suburban environments to safely store drone deliveries until they can be retrieved.

Drone delivery also requires infrastructure to facilitate the delivery of goods and services. This could include launch and landing sites; control centers staffed with operators to monitor drone operations; and charging stations.

eVTOL Heliports

Electrical Vertical Take-Off and Landing (eVTOL) aircraft take-off and land vertically like a helicopter. These innovations in transportation technology are powered by batteries and carry two to six passengers including a pilot. While they are not yet operating commercially in the United States, they may be a reality by the time the redevelopment of Bonanza Park/Snow Creek is finalized. These would not be practical for many types of trip, but could have the potential to serve some Park City visitors (and residents) wishing to make the trip between Salt Lake City's airport and Park City a much shorter one. A necessary component of eVTOL technology would be heliports (or vertiports). A heliport would include the take-off and landing spot plus an additional safety area surrounding the landing pad. In addition to the landing pad itself, the heliport would need to provide charging capabilities for the aircraft to use in between runs.

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

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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.

Define the word "large".

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

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?

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.

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

2. All buildings shall have at least one main entry on all street-facing facades. This entry should be easily seen from the street and adjacent pedestrian way.
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.
4. An internal airlock should be incorporated into all commercial, lodging, public, and mixed-use buildings.

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.

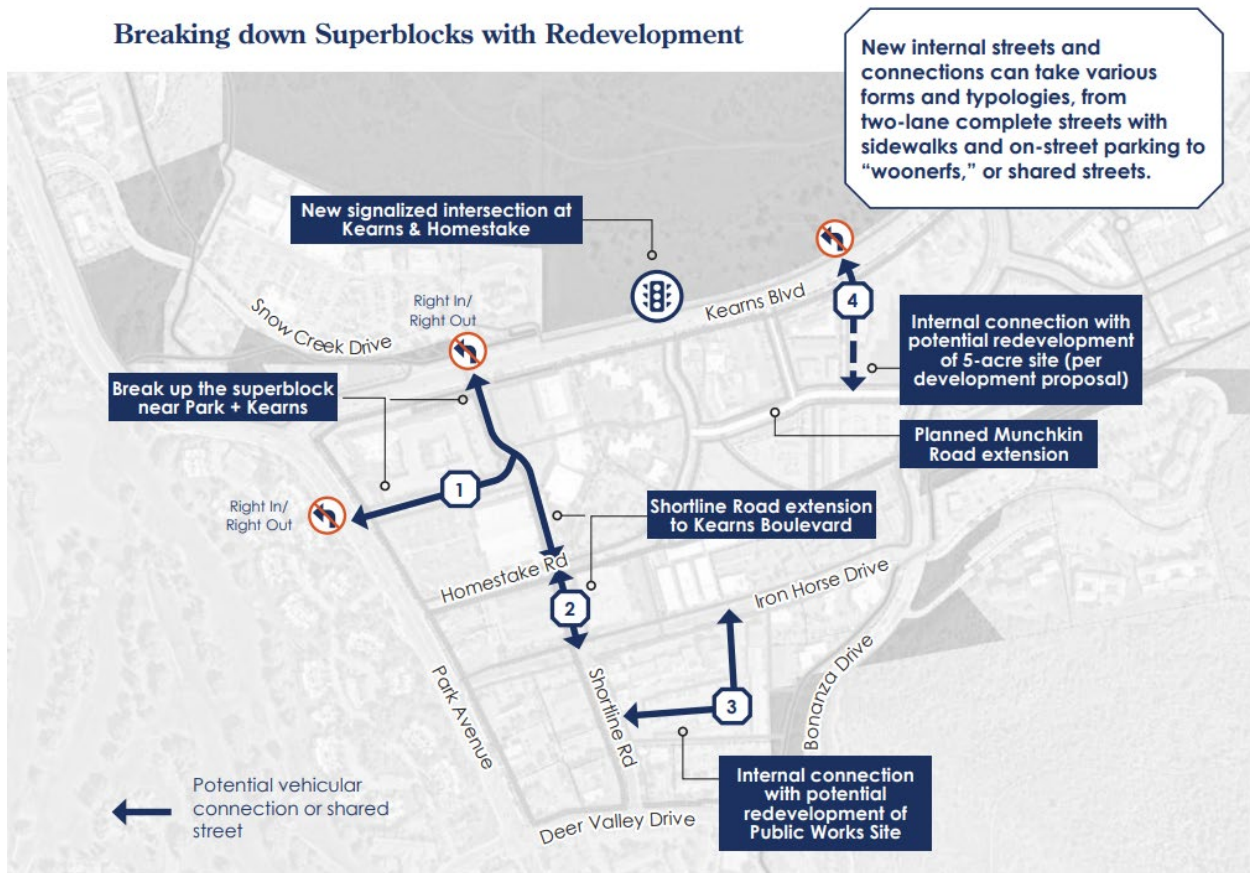
15-2.27-10 STREET SYSTEMS.

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

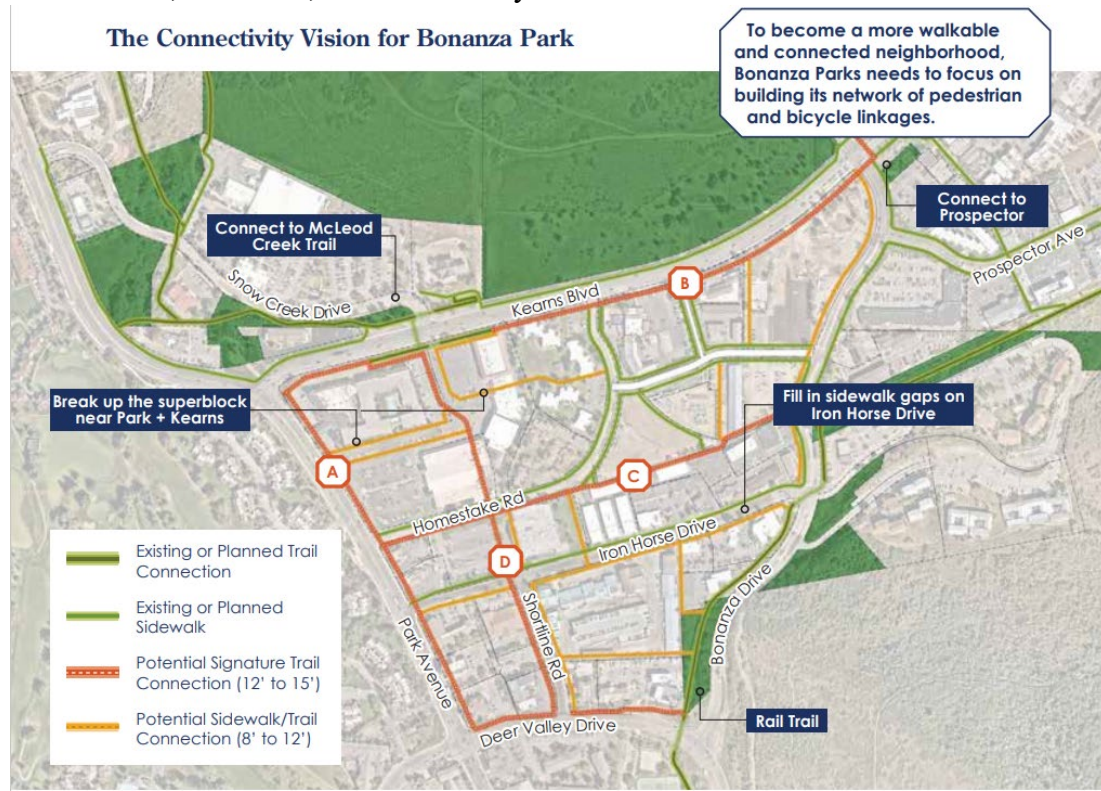
Establishing a network of pedestrian and bicycle linkages is critical to improve the overall connectivity of the Bonanza Park neighborhood. Similarly, additions of open space and green areas will improve the overall sense of community and opportunities for gathering in the neighborhood. All development 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.**

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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:

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.

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

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.

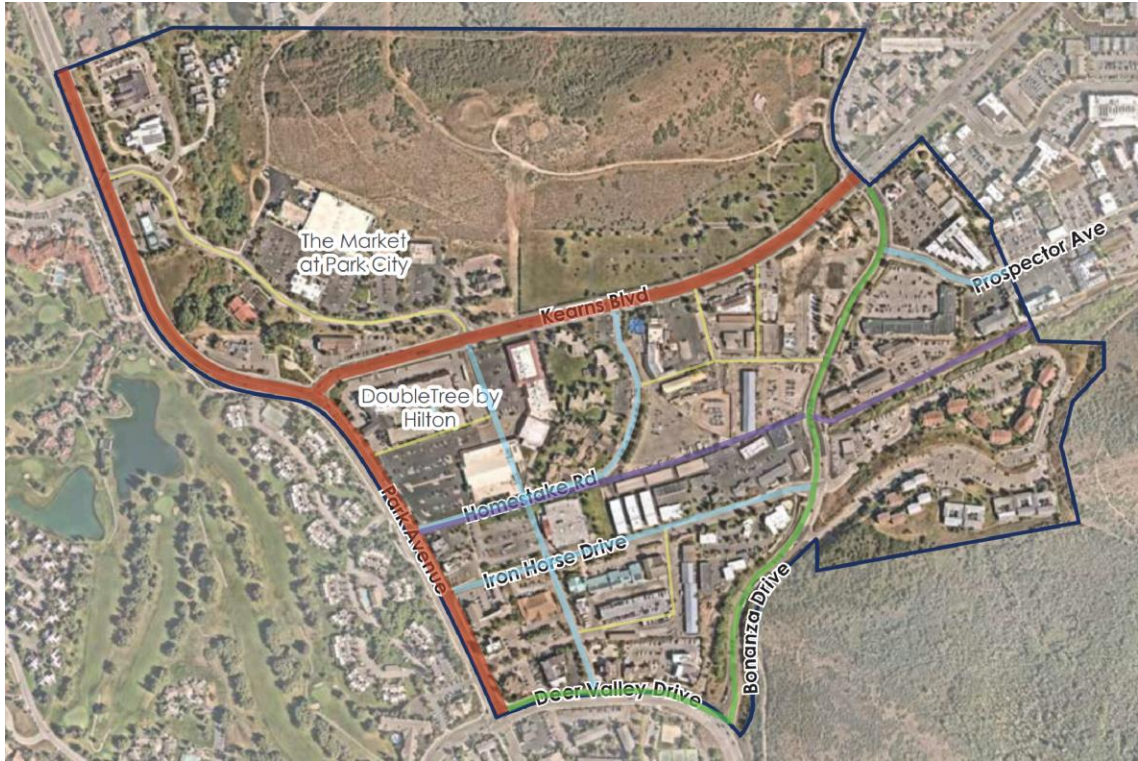


Table 15.2-27-3(D): MINIMUM STREETSCAPE SETBACK REQUIREMENTS

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.

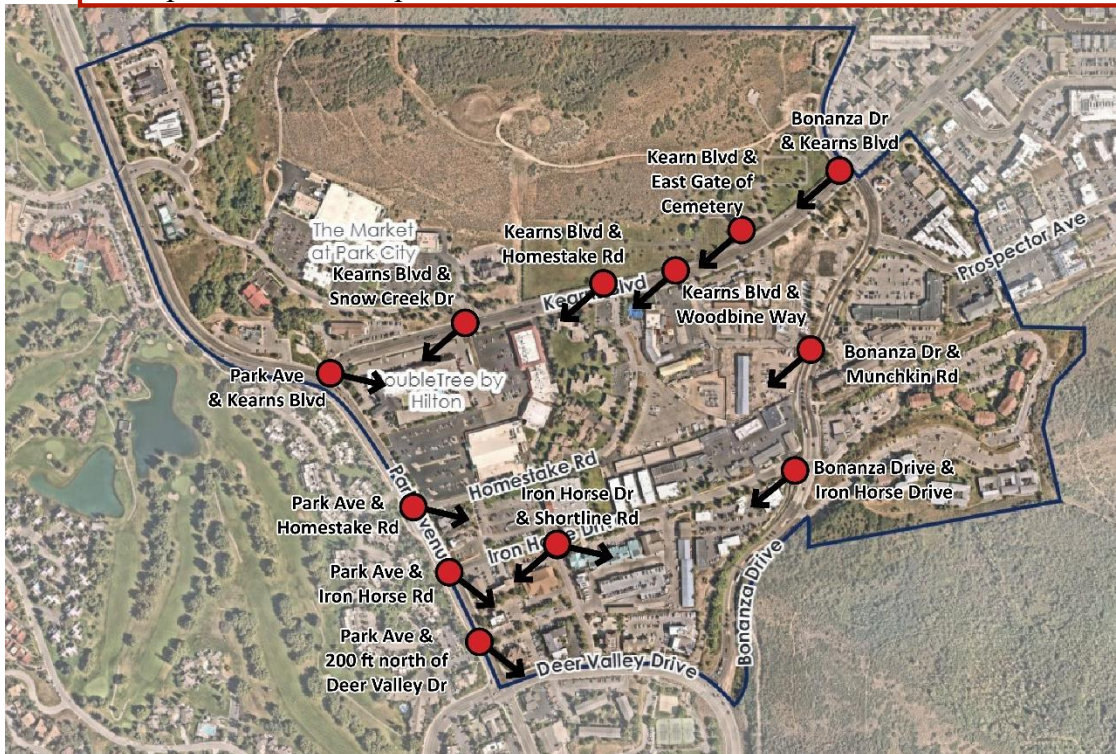


TABLE 15-2.27-5(B)(5): VANTAGE POINTS

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.**

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"?

- 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.

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.

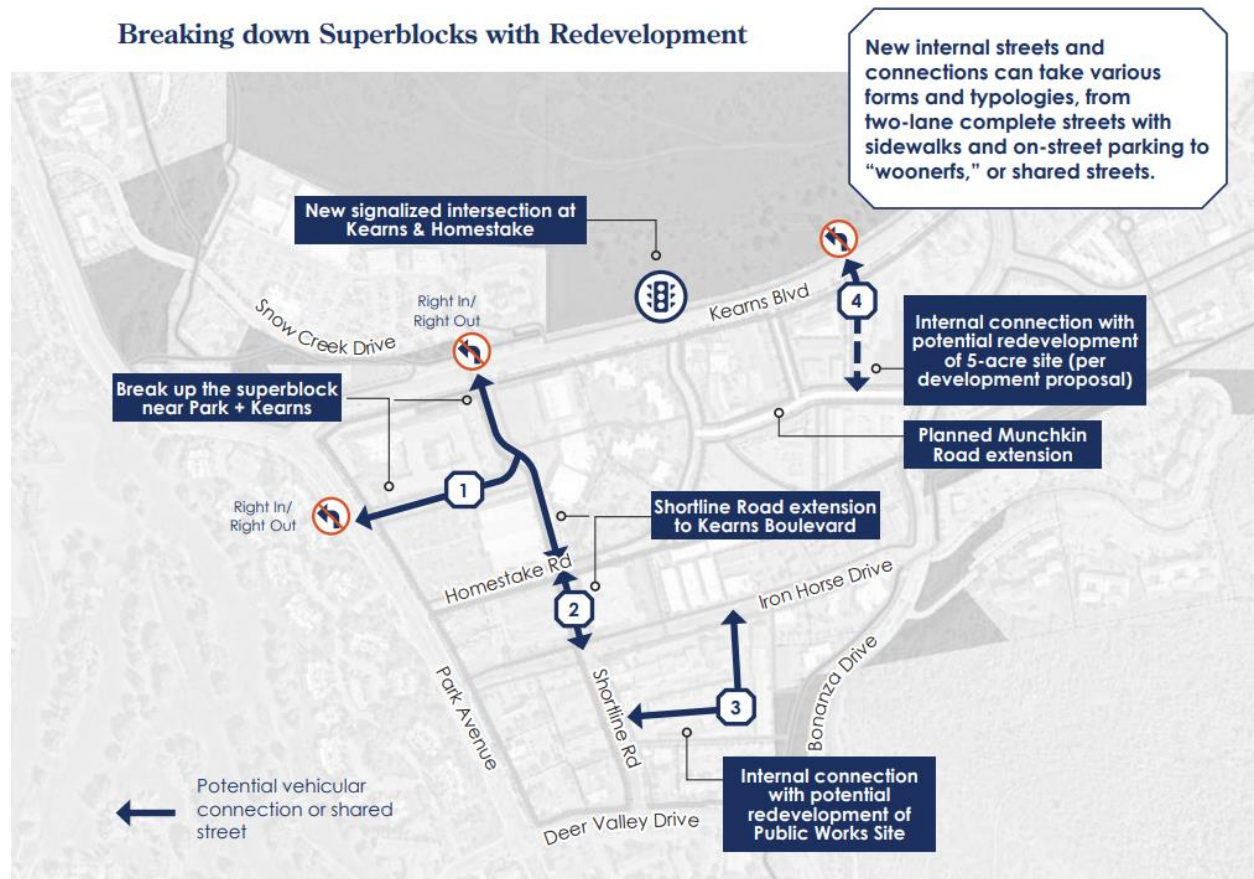
2. Establishment of a TDM Coordinator to directly support commute programs, implement mobility programs, and develop transportation policies and initiatives.
 3. Employee parking cash-out program.
 4. Unbundle parking for residential Dwelling Units at minimum.
 5. Two strategies from the Supplemental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

March 12, 2025 | Jamie Peters

User comment: The Homestake Condominiums were built in the early 1970s and will eventually need upgrades to maintain safe and viable housing. Nightly rentals are currently an Allowed Use. Currently all are either owner-occupied or rented long-term. but if there is a proposed prohibition on short-term rentals, both now and in the event of a future redevelopment, it would cause severe financial harm to the existing owners, reducing property values and limiting options for maintaining or redeveloping these units. This zoning change would unfairly target current homeowners by removing a longstanding property right, which would lead to a loss of property value & homeowner investment. Many long-term Homestake owners have their entire life savings invested in their homes. Please do not deprive them of rental flexibility. Homestake is an ageing property in need of future redevelopment to remain a viable part of Park City's housing stock. If the HOA ever seeks redevelopment the prohibiting of short-term rentals might make redevelopment financially impossible, leaving homeowners stuck in deteriorating buildings with no path forward. This is why any new zoning restrictions should apply only to new developments, not retroactively punish current owners. Rather than imposing a blanket prohibition on short-term rentals in Bonanza Park District, I would ask the Planning Commission to consider Grandfathering existing short-term rental rights for current units to prevent financial loss for longtime homeowners. Apply new short-term rental restrictions only to future developments so that new developers enter the market with full awareness of the limitations. I agree with some points in the staff report as other ways to control nightly rental problems like limiting the number of tenants who can stay in a nightly rental to avoid 'party houses', having a policy limiting investor-owned Nightly rentals and ownership of multiple Nightly Rental licenses.

April 9, 2025 | Jamie Peters

User comment: Park City Planning Commission April 9, 2025, Meeting Re: Proposed Removal of Nightly Rentals as a Permitted Use – Homestake Condominiums Dear Commissioners, My name is Jamie Peters, and I am an individual unit owner at the Homestake Condominiums. I am writing to share my personal concerns regarding the proposed changes to the Bonanza Park Mixed Use area, specifically the recommendation to remove nightly rentals as permitted use for the Homestake complex. This is my third public comment on this specific topic. I haven't received any feedback—positive or negative—from the Commission, and I honestly don't know whether my previous comments have been read or considered. I'm not trying to repeat myself unnecessarily, but I feel I need to continue participating until there is some indication of how the Staff or the

Commission is approaching this issue. If it's typical for public comments to be received without acknowledgment or response, that would be helpful to understand. As a resident taking time to engage in the process, it can be difficult not knowing whether these concerns are registering at all. Although Homestake currently prohibits short-term rentals, that restriction is not part of our recorded CC&Rs. It exists only in the HOA's rules and regulations, which can be changed at any time by the Board of Trustees. In contrast, nightly rentals are currently allowed under the City's zoning. If that zoning use is removed, future owners and Boards will permanently lose the ability to reconsider or change course, even if conditions or community needs evolve. As an aging, 50-year-old complex that is increasingly in need of reinvestment, Homestake may eventually require major renovation or full redevelopment to avoid life safety issues. Limiting permitted uses now—particularly one that may help support financing or future adaptive use—could significantly harm the long-term viability of the property. It may also reduce unit values and restrict redevelopment tools before there is even a plan on the table. To be clear, I do support the broader vision of the Bonanza Park plan. I think it's entirely appropriate and reasonable to restrict short-term rentals for new developments in the zone. Any developer entering into a new project would be fully aware of those limitations, and I agree with the City's goal to encourage workforce housing and build a livable, sustainable local community—where people can live, work, and play without needing to be multi-millionaires flying in from other parts of the world. That vision is admirable and necessary. But applying those same restrictions retroactively to long-established properties like Homestake—regardless of how they're being used today—is, in my view, unfair and damaging. The proposed Bonanza Park map also includes a significant trail access route running directly between two of Homestake's four buildings. This would have a real impact on current residents. If the City seeks to create public benefits on or adjacent to our property, I hope it will also consider maintaining flexibility for the property to evolve in the future—potentially including zoning incentives or exceptions tied to redevelopment. Park City frequently expresses frustration when state policy overrides local control. Similarly, the State of Utah resists when the federal government overreaches. Yet here, the City is proposing to take away a long-standing zoning right from private property owners. This top-down action seems to contradict the very principles of fairness and autonomy that the City often defends. I urge the Commission to preserve current zoning rights for existing properties like Homestake. Let's move forward thoughtfully and supporting the vision for Bonanza Park while also protecting the ability of long-standing properties to evolve and reinvest when the time comes. Thank you for your attention and your service to the community. Sincerely, Jamie Peters

May 14, 2025 | Jamie Peters

Dear Planning Commission and City Council,

I am writing to follow up on my public comment submissions regarding the proposed BPMX zone changes. I reviewed the Public Input file for tonight's meeting and noticed that my comments from March 12, 2025, and April 9, 2025, are not currently included.

I see that there are extensive comments from Craig Elliot (83 pages) and Wade Budge at Snell & Wilmer (6 pages).

Could my submissions please be added to the public input materials so that the Commission and Council can review them before considering the proposed BPMX zone changes?

Thank you for your time and help in ensuring all public comments are available.

Sincerely,

Jamie Peters

April 6, 2025

VIA EMAIL SARAH.HALL@PARKCITY.ORG

Park City Planning Commission
c/o Sarah Hall, Chair
445 Marsac Avenue
Park City, Utah 84060

Re: Bonanza Park Land Management Code Amendment – PL-24-06302

Dear Planning Commissioners:

We are writing as the owners of Right at Home, a retail store located at 1745 Bonanza Drive. By way of background, Right at Home is a furniture consignment store that offers both new and consigned furniture, home décor, lighting and gifts. The store has served the Park City community in its current location for over 23 years. We humbly consider ourselves to be a local mainstay. We also consistently support the community through fundraising for our local non-profits.

Our current business neighbors are varied. We have a glass-blowing business, a thriving restaurant, a clothing consignment store, a design firm, a bakery and a brewery. The diversity of these businesses makes the community interesting and eclectic.

The Bonanza Park Land Management Code Amendment referenced above has been brought to our attention. While we appreciate the efforts to better the Bonanza Park area, the Code Amendment as proposed will be devastating to small, locally owned businesses. The expenses associated with the proposed changes that will ultimately drastically increase our rent will put us out of business.

In a separate but simultaneous effort, Rebecca Ward brought the General Plan Update to our attention and invited us to participate. In making comments, we reviewed the background and the results of the survey conducted. Survey respondents were clear that a sense of community was important to them. In fact, it was the 5th most important value to residents. 33 percent of respondents said that locally focused retail, restaurants, shops and entertainment should be a future growth priority (ranked 3rd in all priorities). 26 percent said that locally focused retail was the type of business needed (2nd overall after childcare facilities).

In order for locally focused businesses to survive, the costs of doing business must be reasonable and not adversely impacted by government intervention. In the 4 years since we purchased Right at Home, our costs have gone up significantly. Some of those costs are coming from world events outside our control – rising insurance costs, tariffs, etc. However,

some of the rising costs may be attributed to well-intentioned Code changes that cost money.

Any changes considered in the Land Management Code Amendments need to be evaluated in the context of their potential impacts on local businesses. We can tell you unequivocally that the costs associated with the structured parking, as proposed, will put us out of business. Period. Further, an elimination of surface parking would drive a store like ours out. People bring items to consign to our store every day. They are sometimes quite large. Carrying these items down the stairs and out of a parking structure is impractical at best, but often simply impossible.

One of the reasons that we purchased Right at Home is a desire to be part of the community. Our family started coming to Park City in 1980 and we all relocated nearly 20 years ago to live here full-time. We love Park City for the local feel, the low number of chain stores and the relatively few large franchises. The Code Amendments, as currently proposed, will cause only those chain and franchise enterprises to survive. We ask that the Planning Commission consider the character that it wants to preserve in Park City before making a recommendation to the City Council.

Respectfully submitted,



Melissa O'Brien
Tina Pignatelli
Daniel Solander

Owners of Right at Home

CC via email:

Christin Van Dine
Rick Shand
Bill Johnson
Laura Suesser
Henry Sigg
John Frontero
Rebecca Ward
Mark Harrington



Goebel Anderson PC

405 South Main Street, Suite 200
Salt Lake City, Utah 84111

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Debra G. Griffiths Handley

Sam Meziani³

Jake M. Miller⁴

Amberly Page

Zachary E. Peterson

Ella S. Smith

¹ Also licensed in Arizona

² Also licensed in Colorado, Illinois, Indiana and New York

³ Also licensed in Wyoming

⁴ Also licensed in Washington

May 14, 2025

VIA E-MAIL

Park City Council
Council_mail@parkcity.org

Park City Planning Commission
Planning@parkcity.org

Re: Formal Objection to Proposed Nightly Rental Prohibition Under Bonanza Park
Small Area Plan under the Bonanza Park Land Management Code Amendment,
PL-24-06302

Dear City Council Members and Planning Commissioners:

This firm represents the Board of Directors of the Homestake Condominium Association, Inc., which, among other things, manages the common areas of the Homestake Condo Project that sits between Homestake Road and Kearns Boulevard. The Homestake Project dates back to the early 1970s and is made up of 42 one and two-bedroom units that are privately owned and predominantly owner-occupied. These two characteristics and the project's proximity to Old Town and the resorts makes Homestake unique in Park City.

Despite enforcing a minimum 30-day rental term, Homestake is currently zoned for short-term nightly rentals (sometimes referred to as STRs). Maintaining the ability to reduce that minimum term adds considerable value to the property. To date, Homestake's Owners have voted against STRs, but this issue is periodically revisited and may change as ownership changes along with the expansion of walkable corridors and increased transportation options that the Small Area Plan contemplates for the neighborhood. The possibility of allowing nightly rentals is a question that virtually all prospective buyers ask about when initially looking at Homestake and preserving this ability, whether or not it is exercised, is vital to Homestake's valuation and funding options.

As the Planning Commission considers its final recommendations to the City Council and the Council makes its decision on the proposed changes to the Land Management

Code, Homestake's Board asks both bodies to consider the following when deciding whether to remove Homestake's ability to conduct short-term nightly rentals:

I. Loss of Existing Rights Is, in Effect, a Regulatory Taking

The Homestake Condominiums is currently zoned to operate short-term nightly rentals. The proposed amendments to the Land Management Code for Bonanza Park Small Area includes language that would eliminate this right entirely, without compensation, transition period, or procedural recourse. While Homestake has chosen not to allow its units to be used as STRs, that is a voluntary self-regulation. By permanently stripping this right, the City will effectively take a legally permitted use without any justification. This step undermines Homestake's ability to self-regulate this right, especially when there has been no prior violations to justify such a penalty or articulated public need to justify the taking. Furthermore, even if the City were to provide a reasonable justification for the taking, which currently is not supported in the Feasibility study or planning department's staff report, a less restrictive approach should be considered before an all-out ban. This type of action suggests serious constitutional concerns under Utah and federal law that need to be addressed.

II. Eliminating STRs will Reduce Housing Options.

Under Zions' April 2025 Feasibility Analysis Study, the many design components that are being considered are intended, among other things, to "incentivize redevelopment" among existing property owners and one of the identified goals of the project is to develop housing options. Removing the right to conduct short-term leases reduces housing options rather than expanding them. Homestake and the handful of other similar developments in Bonanza Park should be able to continue STRs if it is appropriate for the development and the individual unit owner, especially when there is no findings that this right has been abused.

II. Homestake Is a Legacy Residential Community — Not a New Development

Zoning tools are best applied prospectively. Eliminating STRs would impact an established, fully developed 42-unit condominium complex. This change will devalue property values, hinder financing, and compromise the community's future, without being given the opportunity to utilize this meaningful benefit along with the City's broader goals. When considering future investment and new landowners in this area, the Planning Department suggested that allowing "limited nightly rentals" would be a "lever" to increase feasibility. Extending that same thought process to existing landowners who already have the right to conduct short-term nightly rentals should be preserved to increase the feasibility for this set of stakeholders since no true justification exists to eliminate it.

III. Homestake Represents 42 Units Out of ~2,000 Proposed

City projections indicate up to 2,462 new units could be developed under the plan. Homestake's 42 units comprise less than 2% of this number. Removing STR rights from Homestake will do little to support or hinder housing goals but could irreparably harm the Homestake community. Should Homestake's unit owners change the minimum term

and register with the City to conduct STRs, the City already has a mechanism in place to monitor the use.

IV. Focus New Zoning on City-Owned Parcels and Future Projects

If STRs are prohibited in the City's 5-acre parcel, it should apply to undeveloped properties or city-owned parcels rather than impact legacy communities. Developers of future projects can build with full awareness of the new regulations. Homestake's owners purchased knowing that it was zoned for nightly rentals which could be allowed with a vote of the Unit Owners.

V. Legal and Policy Considerations: Home Rule and Local Self-Determination

The Homestake Community has successfully governed the use of its owners, residents and guests for decades. Utah supports local governance and self-rule. There is no justification for removing a lawful use when no harm has been demonstrated.

VI. Land Value, Maintenance, and the Risk of Decline

Decreased Value = Decreased Financing Options

Homestake's buildings are over **50 years old**. It's owners are facing increasing repair needs that are not cosmetic — they include foundational, structural, and safety concerns. The ability to fund this work depends on our units holding enough value to support financing — whether through blanket borrowing by the Association, special assessments, or individual refinancing. Maintaining the units value so that they are comparable to similar developments is imperative.

Accordingly, losing rental rights lowers property values, which reduces our ability to obtain financing. That puts Homestake's Owners at risk of deferred maintenance — and a steady decline in livability, marketability, and insurability. That's when communities begin to fail.

VII. Conclusion: Let Homestake Continue to Govern Itself

Homestake does not currently intend to allow STRs however, there is no justification to eliminate it. Homestake asks that this right to self-regulate be left untouched. The Association requests to be exempt from the new zoning amendments that would prohibit STRs and encourages the City to focus zoning tools on future development, if at all. Thank you for your consideration.

Sincerely,

GOEBEL ANDERSON PC



Debra Griffiths Handley

GOEBEL ANDERSON PC
Park City Planning Commission / Park City Council
May 14, 2025

Cc: Board of Directors, Homestake Condo. Assn
Mayor Nann Worel
Rebecca Ward, Planning Director (Rebecca.ward@parkcity.org)
Park City Planning Department Staff
Mark Harrington (mark@parkcity.org)

From: [Boal, Jason](#)
To: [Rebecca Ward](#)
Cc: [Budge, Wade](#)
Subject: [External] BPMX Code Follow UP
Date: Tuesday, June 3, 2025 3:34:34 PM
Attachments: [BPMX District Revisions 4908-4400-0572_3.docx](#)

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

[CAUTION] This is an external email.

Rebecca, below is information in response our call to discuss the BPMX Code on 5/27.

- We wanted to follow up on my 5/30 email asking about the revisions to the cross section on Iron Horse Dr. We would like the cross section to incorporate diagonal parking, as there appears to be room in the 55' ROW.
- We are still troubled by the north/south road segment south of Iron Horse Dr. We do not think this segmented is warranted. It is a shortcut, and it will be impossible to limit pedestrian use, particularly given the width.
- Attached is a further revision of the BPMX zone. We have included nightly rental uses in this proposal, as well as making edits you suggested in the exiting uses portion of the code.
- Finally, below are some examples of the commercial uses we identified.

a. Retail and Service Commercial, Minor

a. A large scale Business engaged primarily in the sale or rental of goods, merchandise, or services with a high customer turnover and high parking demand. These establishments may have large interior showrooms or semi-truck loading docks. Examples of these Uses include large department, grocery, variety, drug, super stores. Fully-enclosed car washes are included.

b. Right At Home

c. Good Earth Markets

d. Park City Ski Boot

b. Retail and Service Commercial, Personal Improvement

a. *A Business engaged in or offering courses and services for the enhancement of personal recreational interests, Business skills, vocational training, dance training, art and drama classes, public speaking, and similar Uses where the class or session meets as a group*

b. *Billy's Barber Shop.*

c. *Julie Nester Gallery*

c. Retail and Service Commercial, Major

a. *A large scale Business engaged primarily in the sale or rental of goods, merchandise, or services with a high customer turnover and high parking demand. These establishments may have large interior showrooms or semi-truck loading docks. Examples of these Uses include large department, grocery, variety, drug, super stores. Fully-enclosed car washes are included.*

b. *Fresh Market*

c. *Walgreens*

d. Retail and Service Commercial, Auto-Related

a. *An establishment primarily engaged in the sale or rental of goods, merchandise, and services related to the automobile, such a auto repair, auto body work, painting, detailing, auto and auto related equipment sales, with moderate to high volume of customer turnover and moderate to high parking demand. These Uses do not include auto dismantling, salvage, junk yards, and similar Uses. Self-service car washes are included.*

b. *Mercer Automotive*

e. Cafe or Deli –

a. *A Business that primarily sells*

*beverages for on-Site consumption.
May serve food prepared off-
premises but does not have
International Building Code (IBC)
Commercial Kitchen facilities and
generally does not employ hostesses,
wait staff, bus staff, chefs, or other
employees typically associated with a
restaurant.*

- b. Wind Ridge Café, Windy Ridge Bakery

f. Restaurant, General –

- a. *A Business in which food is prepared and sold for consumption.*
- b. Boneyard Saloon
- c. Yuma Ramen Restaurant

g. Office, General –

- a. *A Business offering executive, administrative, professional, or clerical services performed with limited client visits and limited traffic generation; that generally employs fewer than three persons per one thousand square feet of Net Leasable Floor Area.*
- b. Summit Sotheby's International Realty
- c. Gardner & Boswell Construction

h. Office, Moderate Intensive

- a. *A Business offering executive, administration, professional, or clerical services performed with a moderate level of client interaction and traffic generation; that generally employs fewer than five persons per one thousand square feet of Net Leasable Floor Area.*

- i. Costantino Grandjacquet Architect

i. Office, Intensive

- a. *Business offering executive, administrative, professional or*

clerical services performed with a high level of client interaction and a high level of traffic generation; that employs five or more persons per one thousand square feet of Net Leasable Floor Area.

b. 1260 Iron Horse Dr, Park City, UT
84060

Please let us know if you have any questions. We would like to schedule a follow up call to hear your thoughts about the proposed revisions.

Thank you!

Jason Boal, AICP

Urban Planner

O: [801.257.1917](tel:801.257.1917) | **M:** [208.313.9493](tel:208.313.9493)

jboal@swlaw.com

**SNELL
& WILMER**

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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 EXISTING USES

15-2.27-15 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. [Nightly Rental](#)
- 69 25. Office and Clinic, Medical and Veterinary Clinic
- 70 26. Office, General

- 71 27. Office, Medical
- 72 28. Office, Moderately Intensive
- 73 29. Plant and Nursery Stock production and sales
- 74 30. Public Art
- 75 31. Recreation Facility, Public
- 76 32. Restaurant
- 77 33. Retail and Service Commercial, Major
- 78 34. Retail and Service Commercial, Minor
- 79 35. Retail and Service Commercial, Personal Improvement
- 80 36. Transit Hub

81 B. **ADMINISTRATIVE CONDITIONAL USES.**

- 82 1. Fences and walls greater than six feet (6') in height from Final Grade
- 83 2. Food Truck Location
- 84 3. Outdoor Dining
- 85 4. Outdoor Event or Use
- 86 5. Pet Services
- 87 6. Public Transit Amenity Area
- 88 7. Temporary Improvement

89 C. **CONDITIONAL USES.**

- 90 1. Conventional Chain Business
- 91 2. Disabled Care
- 92 3. Elder Care
- 93 4. Flex Industrial

- 94 5. Group Care Facility
- 95 6. Hospital, General
- 96 7. Hotel, Boutique
- 97 8. Indoor Entertainment Facility
- 98 9. Parking Area
- 99 10. Passenger Tramway
- 100 11. Public and Quasi-Public Institution, Church, and School
- 101 12. Recreation Facility, Private
- 102 13. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter
- 103 14. Telecommunication Antenna
- 104 15. Temporary Sales Trailer in conjunction with an active building permit for the
- 105 Site

106 D. **PROHIBITED USES.** Any Use not listed above as an Allowed or Conditional Use

107 is a Prohibited Use.

108 **15-2.27-3 CONNECTIVITY IMPROVEMENTS.**

109 A. **NEW STREET CONNECTIONS.** The Street network has a significant influence

110 on the overall connectivity of a place. New Street connections are required to

111 promote walkability and to create an interconnected system in the BPMX District.

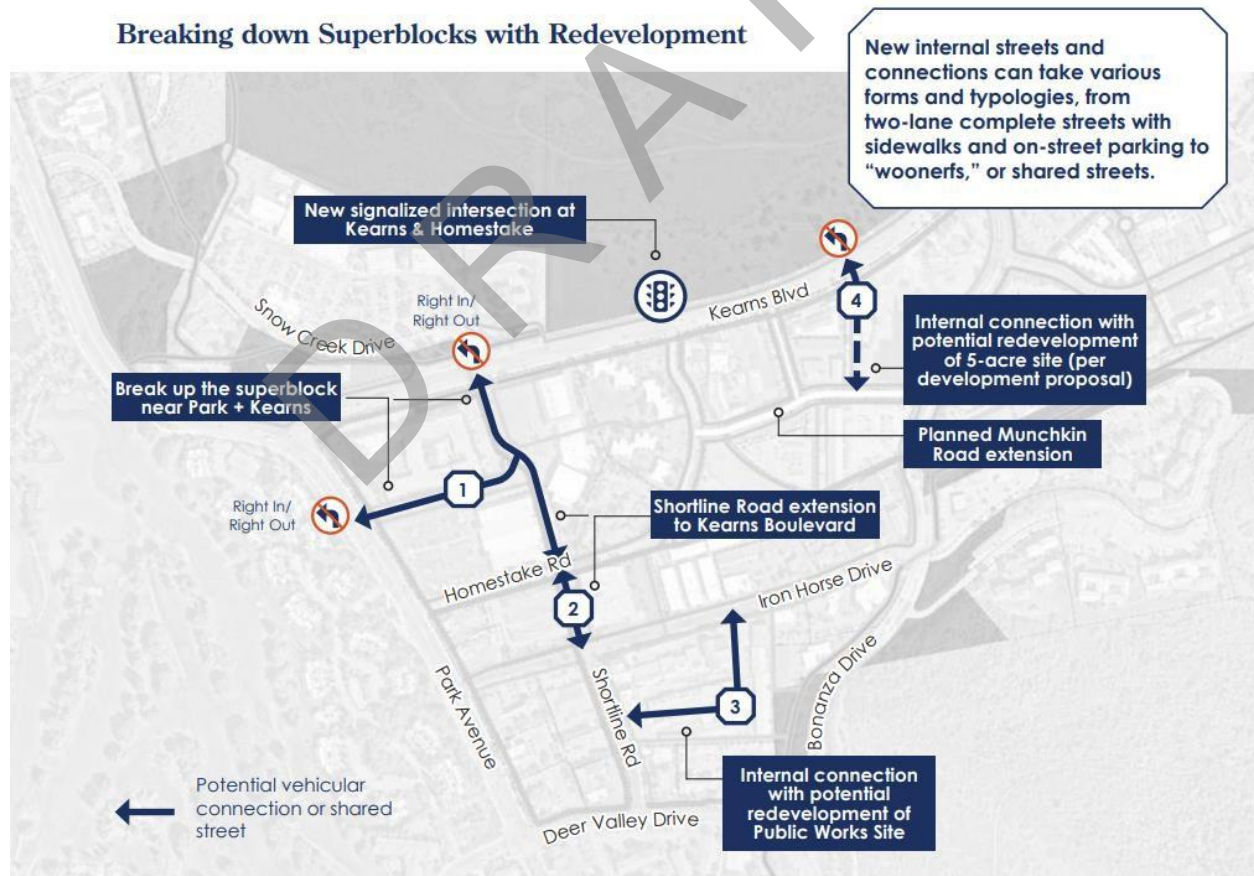
112 Development located adjacent to one of the following areas shall incorporate new

113 Street connections. The Planning Commission may reduce required Setbacks

114 along new Street connections when an Applicant dedicates public Right-of-Way.

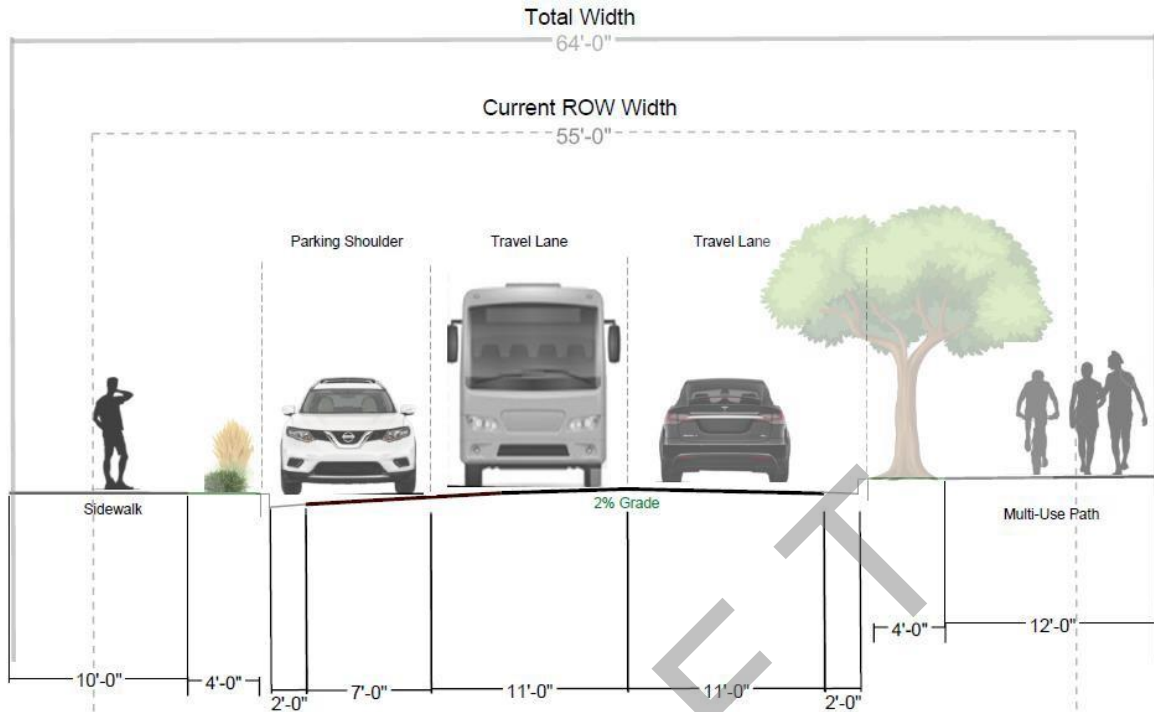
- 115 1. Superblock between Park Avenue, Kearns Boulevard, and Homestake Road.
- 116 New east-west connections shall be established.

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.

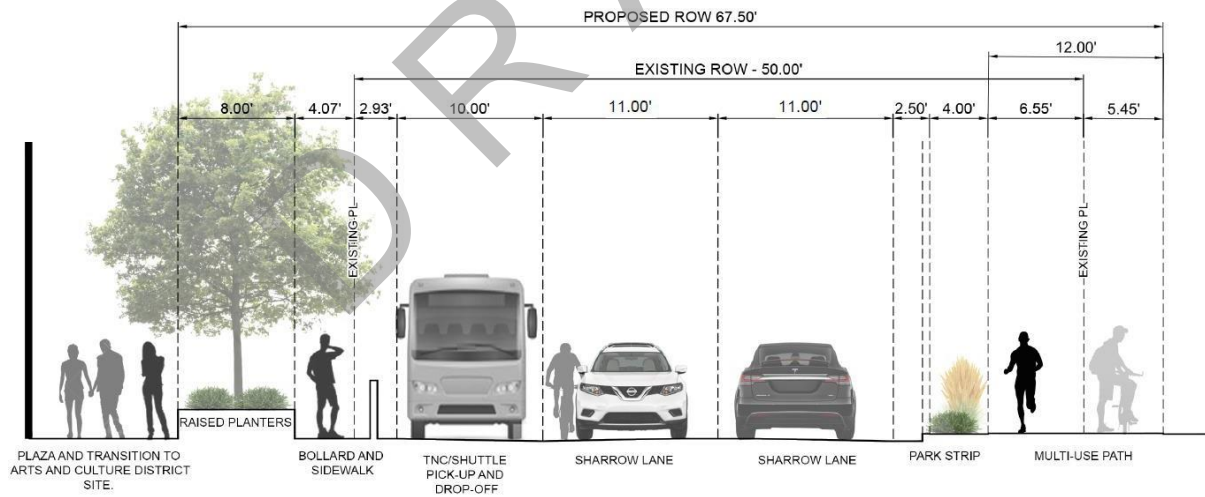


B. STREET DESIGN.

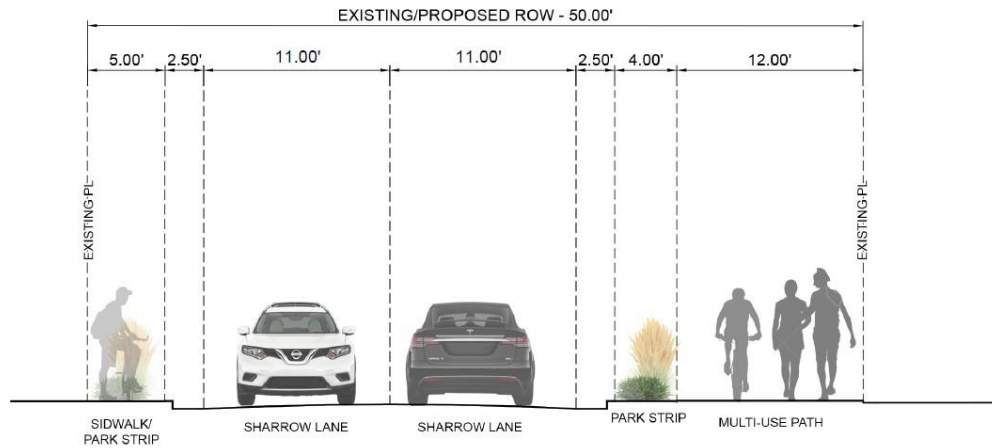
- 129 1. All new Streets shall meet Park City standards.
- 130 2. All new Streets shall integrate best management practices for stormwater
- 131 runoff.
- 132 3. To the greatest extent practicable, development that is impacting an existing
- 133 Street shall upgrade the Street to meet code standards in place at the time of
- 134 application.
- 135 4. Pedestrian infrastructure, including sidewalks and crosswalks, shall be
- 136 integrated into new or updated Streets.
- 137 5. Traffic calming measures, including intersection bump-outs, street trees,
- 138 parklets, and on-street parking, shall be integrated into new or updated
- 139 Streets.
- 140 6. Typical Bonanza Park Street cross sections are shown below:



Iron Horse Cross Section

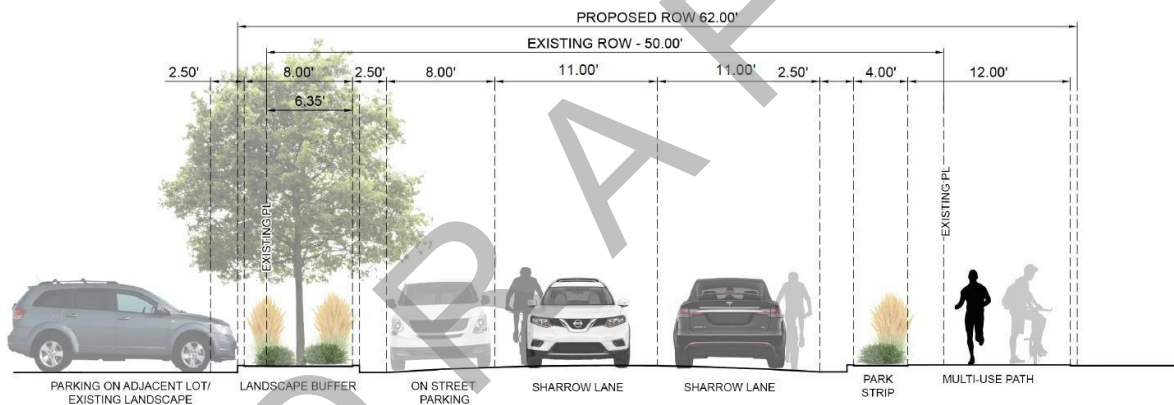


MUNCHKIN ROAD (EAST)



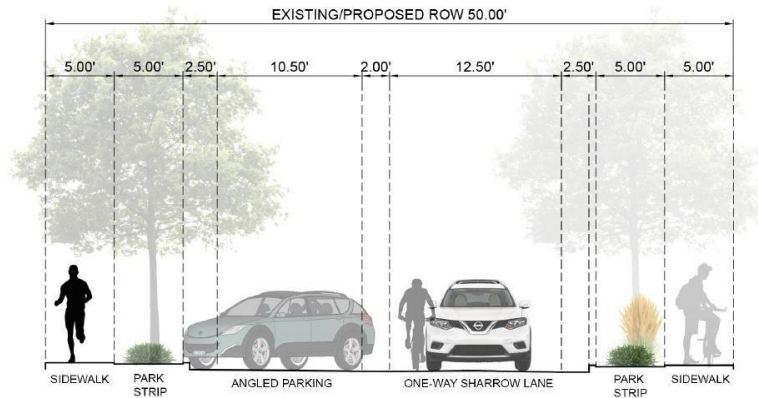
MUNCHKIN ROAD (WEST)

142



HOMESTAKE ROAD (SOUTH)

143



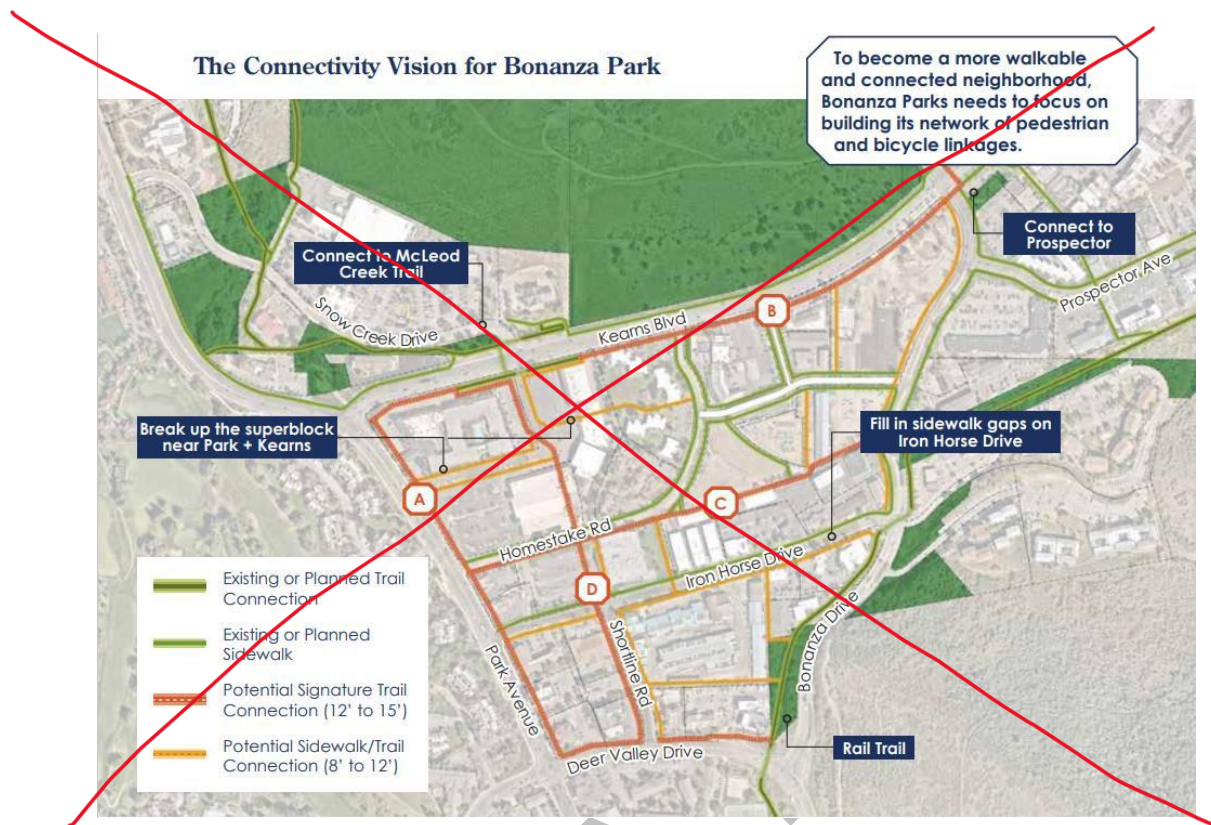
WOODBINE WAY

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:

(REVISED) 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 use d
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

255 determined based on Street type to prioritize pedestrian-friendly design and
256 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

257

258 G. **SETBACK EXCEPTIONS**: The following Setback exceptions apply within the
259 BPMX District:

- 260 1. Bay and box windows not more than ten feet (10') wide projecting not
261 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

- 307 development; however, at least 60% glazing shall be
308 provided along the street-facing façade;
- 309 vi. A mural or similar art installation covering no more than
310 20% of any street-facing façade;
- 311 vii. A public Pocket Park, Public Courtyard, Flexible Space,
312 plaza, or landscaped area accessible from the public
313 right-of-way;
- 314 viii. Any similar active use reviewed and approved by the
315 Planning Commission that is compatible with the
316 character of the area.
- 317 2. A fully Residential Development may be exempt from Criteria 1
318 if all of the following are met:
- 319 i. At least 70% of the total square footage averages 80%
320 AMI and is deed restricted.
- 321 ii. All residential units on any street-facing ground floor
322 provide exterior access to the street and include at least
323 two of the following:
- 324 1. A covered porch or stoop;
- 325 2. At least 60% glazing on the ground floor along the
326 street-facing façade;
- 327 3. Uniform landscaping elements enhance the
328 pedestrian experience and preserve views of the
329 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.

- 422 4. Antennas, chimneys, flues, vents, and similar Structures may extend up to
423 five feet (5') above the highest point of the Building to comply with the
424 International Building Code (IBC), and must be stepped back from building
425 facades by at least ten feet (10').
- 426 5. Water towers, mechanical equipment, and associated Screening, when
427 enclosed or Screened, may extend up to five feet (5') above the height of the
428 Building, and must be stepped back from building facades by at least ten feet
429 (10').
- 430 6. An Elevator Penthouse may extend up to eight feet (8') above the Zone
431 Height and must be stepped back from building facades by at least ten feet
432 (10').
- 433 7. Passenger Tramways may extend above the Zone Height subject to a visual
434 analysis and approval by the Planning Commission.

435 **15-2.27-6 DESIGN GUIDELINES**

436 To implement the Bonanza Park Small Area Plan, specific design guidelines for the
437 BPMX District are adopted to ensure development is consistent with the neighborhood
438 character while improving overall connectivity with greater Park City.

- 439 A. **APPLICABILITY.** These Design Guidelines shall apply to all development in the
440 BPMX District. Prior to issuance of a Building permit for any Allowed or
441 Conditional Use, the Planning Department must review the proposed plans for
442 compliance with this Chapter and Chapter 15-5 *Architectural Review*. Where
443 there is a conflict between the standards in this Chapter and Chapter 15-5, the
444 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.

- 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.
 - 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.

705 b. All transformers and other utility infrastructure should be screened
706 through fencing, landscaping, low walls, art, and the like, as
707 permitted by the relevant utility provider.

708 8. The undergrounding of utilities is preferred.

709 9. Mechanical equipment, ducts, and vents should be accommodated
710 internally within the building and/or co-located on the roof. Screening of
711 equipment on the roof is encouraged.

712 L. **ART INSTALLATIONS.**

713 1. Integration of public art is encouraged in all development in the BPMX
714 Zoning District, including murals, sculptures, enhanced trails, gateways,
715 crosswalks, wayfinding, interactive exhibits, and the like.

716 2. It shall be the responsibility of the property owner to maintain all art
717 located on private property.

718 3. Art is specifically allowed in the Frontage Protection Zone but shall not
719 impede pedestrian or bicyclist connectivity.

720 4. Art proposed to be displayed in the public realm may first be reviewed by
721 the Public Arts Advisory Board.

722 **15-2.27-7 PROJECT ENHANCEMENTS:** Project Enhancements are intended to
723 provide early project predictability and allow flexibility in selecting incentives to qualify
724 for additional Building Height of up to forty-five feet (45') from Existing Grade outside of
725 the Frontage Protection Zone and Setback and Open Space reductions in the BPMX
726 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

838 Public Transit Amenity Area in a location and form to be approved by the City.
839 The applicant shall enter into a long-term maintenance agreement with the
840 City.

841 5. **SUSTAINABILITY PLAN.** The applicant constructs a project that meets the
842 criteria of Section 15-2.27-10 and provides a long-term project operational
843 plan to include waste reduction and landfill diversion, food waste collection
844 and composting, green business operations, potential for local renewable
845 energy development such as distributed solar with storage or thermal energy
846 networks, design for greywater reuse, rainwater capture or other water
847 conservation features, green infrastructure such as bioswales, and building
848 operational performance to achieve an Energy Star score of 90 or above, or
849 to be designed and built to achieve 10 percent better than the most recent
850 ASHRAE 90.1 standards.

851 6. **CHILD CARE FACILITY.** The applicant constructs space for a child care
852 facility that accommodates at least 25 children and executes a minimum ten-
853 year lease with a certified child care provider offering a reduced rent at fifty
854 percent (50%) or less the rent per square foot for the next least expensive
855 commercial space within the development.

856 7. **LIMITATION ON CONVENTIONAL CHAIN BUSINESSES.** The applicant
857 restricts Conventional Chain Businesses within the project and includes
858 incubator spaces for local entrepreneurs.

859 8. **SIGNIFICANT ACTIVATED OUTDOOR PUBLIC SPACE.** The project
860 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

891

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

896 D. **PARKING MAXIMUMS.** No more than one hundred percent (100%) of the
897 minimum required parking may be provided for newly constructed non-
898 residential, mixed-use, or Multi-Unit Dwelling developments of ten (10) or more
899 units when the new development is within a one-quarter ($\frac{1}{4}$) mile of a transit stop.
900 When the parking requirement is zero Parking Spaces, a maximum of five (5)
901 Parking Spaces may be provided. Exceptions to the maximum parking limit may
902 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

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

1072 c. Construct transit-supportive treatments (e.g., traffic calming near transit
1073 stop, transit stop enhancements and amenities, etc.).

1074 5. On-site child care facilities.

1075 6. Facilities and equipment to encourage telecommuting (e.g., video-
1076 conferencing facilities and equipment).

1077 7. Contributions to funds for local and regional facilities such as park-and-ride
1078 lots, multimodal transportation centers, satellite work centers, etc. as
1079 approved by the City Council.

1080 8. On-Site amenities such as cafeterias, restaurants, automated teller
1081 machines, and other services that would eliminate the need for additional
1082 trips.

1083 9. Transit incentives for employees such as additional pay for carpoolers, etc.

1084 10. Plans for delivery of goods at off-peak times and/or plans and facilities for
1085 centralized deliveries of goods for multi-tenant facilities.

1086 G. **TDM PLAN AGREEMENT.** A TDM Plan agreement shall be provided in a form
1087 acceptable to the City Attorney and shall include the TDM Plan. The parties to the
1088 agreement shall include the Owners and lessees of the project Site. A copy of the
1089 agreement shall be provided to the City. The City shall not be required to be a
1090 party to any such agreement, but each agreement shall grant the City the right
1091 (but not the obligation) to enforce the agreement's terms and shall include a
1092 provision requiring that the City be notified immediately of any termination or
1093 default of the agreement. Any termination or default of the agreement between
1094 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.

- 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

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.

15-2.27-14 EXISTING USES

Notwithstanding any contrary provisions in this Section 15-2.27 Bonanza Park Mixed Use District, and Section 15-9 Non-Conforming Uses and Non-Complying Structures, the following existing uses, so long as continued on existing parcels, existing as of the date of adoption of Section 15-2.27, shall be allowed as permitted uses, each a specified existing use, in the BPMX District:

- a. Retail and Service Commercial, Minor
- b. Retail and Service Commercial, Personal Improvement
- c. Retail and Service Commercial, Major
- d. Retail and Service Commercial, Auto-Related
- e. Cafe or Deli
- f. Restaurant, General
- g. Office, General
- h. Office, Moderate Intensive
- i. Office, Intensive

The specified existing use as described in this 15-2.27-14, as the structure including such specified existing use is upgraded within the same parcel, from time to time, including remodeling to comply with federal, state and local laws, ordinances and regulations, shall be considered a permitted use in the BPMX District. The intent of this 15-2.27-14 is that the specified existing use, as existing as of the date of this ordinance, and as described in this 15-2.27-14 may continue notwithstanding the adoption of this ordinance; as such, the specified existing use as described in this 15-2.27-14 shall be exempt from the provisions found in Sections 15-2.27-1 through 15-2.27-13. The dimensional standards of the zoning

district in existence at the time of adoption of the BPMX District shall be applicable to the specified existing uses located on parcels within the BPMX District. Existing use of the parcels of property under such designation shall enjoy all the rights, protections and benefits of any other permitted use in the BPMX District as if specifically identified as a permitted use in the BPMX District text, including the right to modify, reconstruct or construct structures associated with such permitted use.
