



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
October 13, 2025**

The Council of Park City, Utah, will hold a special 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. [Click here for more information.](#)

Zoom Link:

<https://us02web.zoom.us/j/85924080093>

SPECIAL MEETING - 2:00 p.m.

[IGNORE_NUMBERING]

I. ROLL CALL

II. PRESENTATION AND DISCUSSION

1. Discuss Design and Strategy Preferences for the Bonanza 5-Acre Site Redevelopment
(A) Public Input

III. ADJOURNMENT

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting.

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

City Council Staff Report



Subject: Bonanza 5-Acre Site
Author: Heather Sneddon, Michelle Downard, Chris Eggleton
Department: Executive, Economic Development
Date: October 13, 2025

Pursuant to Council direction, our development partner, Brinshore, will facilitate a Special City Council Meeting to focus solely on the design and strategy preferences of the City Council for the Bonanza 5-acre site redevelopment.

Background

On March 4, 2025, the City posted an RFP outlining parameters to create a vibrant, locally focused mixed-use project. After evaluating and scoring all responses and interviewing the top two respondents, the Council awarded the RFP to Brinshore Development, LLC.

An Exclusive Negotiation Agreement has been executed, effective August 5, 2025, with the intent to execute a Pre-Development Agreement, which will include the terms and conditions of the redevelopment.

Analysis

Brinshore has facilitated Special City Council Meetings on [August 25, 2025](#), [September 5, 2025](#), and [September 24, 2025](#), to focus on the design and strategy preferences of the City Council for the Bonanza 5-acre site redevelopment. Based upon City Council input received, Brinshore has refined the redevelopment plans, including design, scale, housing mix, and community gathering area.

Also, based on the City Council's request, staff have prepared an On-Site Parking Strategy, Art & Culture Venue Inventory, and Housing Analysis to support the City Council discussion. Those reports are included within this same meeting packet.



City Council Staff Communications Report

Subject: On-Site Parking Strategy for 5-Acre Parcel
Author: Sydney Maves, Tim Sanderson, Julia Collins, Jonathan Wasden, Robbie Smoot,
Department: Transportation Division
Date: 10/10/2025

Introduction

During the Bonanza 5-Acre Work Session held on September 23, 2025, the City Council directed Transportation Planning staff to prepare a memorandum evaluating the potential for providing parking capacity in excess of the minimum requirements established by the Land Management Code (LMC). From the perspective of the Transportation Department, this memorandum provides a high-level overview of the potential concerns and opportunities associated with exceeding Park City's Land Management Code parking requirements by constructing an additional level of underground parking on-site.

Transportation Planning Context

Park City's transportation strategy, identified in the City's long-range transportation plan, [Park City Forward](#), is guided by six principles: creating a Park Once community, collaborating regionally, managing peak traffic, expanding biking and walking infrastructure, embracing innovative transit ideas, and continually improving the internal transit system.

The Bonanza 5-acre site presents a unique opportunity to advance these goals through thoughtful mixed-use development. With land uses that support one level of underground parking with 277 stalls, staff submits that the project meets anticipated demand without inviting excess demand for parking. From the Council's prior work sessions, staff understand that the Bonanza 5-acre site is intended to function more as a local destination, rather than a regional one. Doubling the on-site parking supply to 554 stalls would invite commuter traffic, divert riders from regional transit, and conflict with Park City's current modal hierarchy and sustainability goals, as well as the City's long-range planning principles. More on-site parking also has the potential to introduce financial, environmental, and infrastructure burdens that will run counter to Park City's vision for a walkable, transit-oriented future.

Tradeoffs of Additional Parking

Building for Perceived Future Demand: The proposed land uses generate parking demand that is fully met by one level of underground parking with 277 spaces. Building the site with more visitor parking than is expected based on the planned land uses assumes a level of demand that may not materialize. If it does, it would likely exacerbate the overburdened traffic infrastructure adjoining the property unless significant mitigation efforts were undertaken. Additionally, travel patterns may shift in the future due to new technology, potentially reducing parking demands.

In staff's estimation, investing upwards of \$46 million¹ in site development, debt service, and maintenance costs over the lifespan of a second level of underground parking would likely result in heightened travel challenges in the Bonanza Park area unless substantial transportation planning mitigation is also implemented. Rather than a second level of parking at this site, staff would recommend continued investment in regional shared mobility infrastructure, such as park-and-ride facilities and Bus Rapid Transit (BRT) systems, to expand access to transportation options and reduce reliance on personal vehicles. In addition, staff notes that with expected advancements in autonomous vehicles, visitors may choose to forego renting a car and opt for shared public transit or shared, private autonomous ridesharing options instead.

Excessive Parking Induces More Driving: Practitioners and national transportation scholars agree that over-parking at a site leads to increased vehicle traffic. Readily available parking attracts more cars, adding pressure to Park City's already crowded roads and intersections. While traffic impacts depend on factors like co-location, pricing, and site design, providing twice the number of stalls required by the Land Management Code will generate more traffic than a design limited to 277 stalls. These changes to the site design add an extra, loosely defined, scenario to the required Traffic Impact Study (TIS) and potential Transportation Demand Management (TDM) strategies, making it difficult to define applicable mitigation measures.

An abundance of parking at the 5-acre site may encourage regional commuters to park there instead of using Park & Ride facilities along SR-224 and SR-248. This shift could draw ridership away from future Bus Rapid Transit systems and worsen existing transportation challenges. Additional traffic entering and exiting the site via SR-248 and Bonanza Drive, especially during peak periods, could have widespread negative impacts on the surrounding road network.

Pricing & District-Wide Shared Parking: The developer has suggested that on-site parking will be priced to support a garage maintenance fund, which would also help

¹ Estimated total lifetime cost based on construction costs, debt service, and maintenance over a 25 year timeline.

reduce parking demand.² Cost recovery modeling suggests that to break even on costs, each parking stall would be required to generate an average monthly revenue of \$518.³ To achieve this revenue, the parking demand would need to be comparable to that along Main Street, which would require parking reductions in adjacent parcels and, potentially, throughout the City. In summary, a district-wide parking strategy for the Bonanza area would be necessary to generate the demand and revenue required to (1) fill the garage and (2) make the project financially viable. However, if the goal is to attract regional drivers, Quinn's Junction can intercept vehicles before contributing to congestion in Park City's commercial core.

Increased Development & Maintenance Costs: Excavation for a second parking floor would increase design, construction, and ongoing maintenance costs. Each stall is currently estimated to cost approximately \$84,000 to construct. When considering construction costs, debt service, and maintenance over a 25-year period, the total cost increases to \$165,782 per stall, or \$45.9 million for the second floor of parking. The high cost of constructing parking is often passed on to businesses or households through higher rates for leased retail space or housing. Higher development costs will also result in higher hourly parking rates for site visitors.

Cost Recovery Analysis

At Council's request, the Transportation team has prepared the following financial projection for a second level of underground parking at the Bonanza 5-acre site, and compared the required break-even monthly revenue per stall against what is charged in similar or higher-density cities. This comparison aims to illustrate how the Bonanza 5-acre site's break-even rate (\$518/month per stall in year one) compares to actual market rates in major U.S. cities.

Bonanza Parking Projection Summary

- **Parking Stalls:** 277
- **Interest Rate:** 4%, over 25 years
- **Bond Amount:** \$23 million
- **Construction Cost + Debt Service + Maintenance (25 yrs):**
 - Per Stall: \$165,782
 - Total Estimated 25-Year Cost: ~\$45.9 million
- **Required Monthly Revenue per Stall to Break Even:**
 - **\$518/month**

² A common benchmark in the industry is that a 10% increase in parking pricing leads to a 1-3% reduction in vehicle trips. Cost recovery pricing typically reduces the number of parking spaces required by 10-30%.

³ This revenue could be achieved through monthly and/or hourly parking rates.

- This is the revenue required for break-even, but could be targeted in multiple ways, with some combination of monthly and hourly based upon demand.
- **Benchmark – China Bridge:**
 - For context, average revenues at the China Bridge parking structure are as follows, with a calculated monthly average based upon the average daily revenue.
 - **Annual Average:** \$232/month
 - **Special Events:** Monthly revenue per stall (Special Event Daily Demand)
 - Park Silly Market: \$1,247/month
 - Arts Festival: \$887/month
 - Other Holidays: \$432/month
 - Sundance: \$688/month
 - Based on these comparisons, this new parking deck would need to experience 55% greater demand than China Bridge. (NOTE: Pricing at China Bridge is designed for TDM and not revenue generation.)
- **Major City Comparables:**
 - Monthly parking revenue in major U.S. cities¹

City	Typical Monthly Revenue per Stall
New York, NY	\$800 – \$1,400+
London, UK	~\$770
Hong Kong, CH	~\$720
San Francisco, CA	~\$400 – \$650+
Boston, MA	~\$400 – \$600
Chicago, IL	~\$300 – \$500
Los Angeles, CA	~\$250 – \$450
Washington DC	~\$250 – \$400+

Comparative Analysis

- The Bonanza 5-acre site breakeven rate of \$518/month per stall is competitive with most of the cities above, except perhaps the premium zones of New York City (Manhattan), London, and Hong Kong.
- In most other major cities, even in dense downtown areas, monthly garage parking revenue is often in the \$250–\$650 range.

Next Steps

Case Study Evaluation: As a constructive next step, the City could explore strategies that support a “park once” reality in the Bonanza District using the 5-acre site as the catalyst for this transformation. The Metropolitan Area Planning Council (MAPC⁴) has created a list of strategies to consider. These strategies include locating parking in shared facilities rather than individual parcels, eliminating parking minimums, managing demand through pricing and permit programs, allowing on-street parking to contribute to parking requirements, and reducing surrounding parking supply in favor of more efficient uses. Recently, Portsmouth, New Hampshire, successfully implemented several of these strategies, including removing on-street parking in its historic district, constructing a shared multi-story garage for commercial patrons, redesigning streets to prioritize bicyclists and pedestrians, and adopting a citywide paid parking management system.

If additional parking stalls are pursued at the 5-acre site, Park City could use the Portsmouth model as a reference point to evaluate what it would take to create a true “park once” district, considering elements such as scope, management of the spaces, a shared parking model, right sizing the parking supply, implementing a residential permit and payment structure, timeline, and budget. This type of assessment would help clarify whether expanded parking supply can be paired with district-wide management strategies that align with *Park City Forward*.

Consideration of Broader Transportation Investments: In parallel, the City should assess whether allocating in excess of \$20 million to construct a second level of underground parking represents the most effective investment when weighed against other priorities and the impacts to previously committed investments, such as Quinns Junction. Potential alternatives could include expanding high-frequency transit service, constructing dedicated transit lanes, completing bike and pedestrian connections, or enhancing regional park-and-ride access. Each of these approaches offers different benefits and tradeoffs in terms of access, cost, long-term maintenance, and alignment with City goals. A comparative evaluation of options would help ensure that resources are directed toward investments that provide the most significant overall benefit for the 5-acre site and the broader Bonanza District.

Conclusions

Without a fully developed shared parking concept with adjacent parcels, building an oversized parking facility in the geographic center of the Bonanza District risks inducing additional driving and congestion. The goals of *Park City Forward* and the City’s long-term parking strategy should be considered.

⁴ Metropolitan Area Planning Council. *Creating a “Park Once” District*. Boston, MA: MAPC, n.d. <https://www.mapc.org/resource-library/creating-a-park-once-district/>

The proposed development presents an opportunity to deliver something truly transformative for Park City. A vibrant, walkable district – supported by smart parking strategies, high-quality transit, and safe pedestrian and bicyclist connections – can strengthen our economy, reduce congestion, and improve quality of life for residents and visitors alike. The benefits and most effective execution strategy for constructing parking in excess of the LMC requirements would require additional evaluation. Without a district-wide parking strategy to redirect demand from the Bonanza and Prospector area to this site, the garage is unlikely to see the parking demand and utilization high enough to cover the immediate and long-term costs of building and operating the facility.

Building more than the required parking in one of Park City's most valuable commercial districts carries significant risk, as it hinges on two assumptions that may not be accurate: (1) that current transportation behaviors will remain unchanged and (2) that future development patterns will generate adequate demand. This approach may also undermine long-term planning goals centered on transit, walkability, and sustainable growth. By balancing transportation investments with the parking plan, the 5-acre site can serve as a model for thoughtful planning, combined with right-sized transportation elements, bringing lasting benefits to the entire community.

City Council

Staff Communications Report

Subject: Bonanza Park 5-Acre Development - Arts & Culture Venues

Author: Chris Eggleton & Stephanie Valdez

Department: Economic Development

Date: October 13, 2025

Summary

On September 24, 2025, the City Council requested an overview of Arts and Culture (A&C) venues within Park City's 84060 zip code to inform the Bonanza 5-acre site redevelopment discussions surrounding the proposed Multi-Disciplinary Art Space. Staff collaborated with Arts Council Park City & Summit County (Arts Council) to have a broad understanding of the region's A&C venues and then narrowed the analysis to the venues located within the municipal boundaries. We support Brinshore's proposed 1,800 SF Multi-Disciplinary Art Space, as it directly advances Park City's cultural objectives by responding to documented market demand, provider needs, and gaps in existing facilities. The project delivers a flexible, community-scaled venue that strengthens the City's cultural infrastructure.

Analysis of Current A&C Inventory

The Economic Development staff conducted a review of Brinshore's proposed Multi-Disciplinary Art Space (Figure 1). The proposed Multi-Disciplinary Art Space will be approximately 1,800 SF that serves the community by providing a flexible, adaptable layout for workshops, dance, spoken word, and small performances, supported by a shared calendar to maximize collaboration and use. The space could support a wide range of cultural and community programming, including youth theater, music ensembles and performances, dance classes, sound and wellness activities, open mic nights, song circles, and spoken word events such as poetry slams.



Figure 1: Conceptual Example of Brinshore's proposed Multi-Disciplinary Art Space

The Arts Council is currently finalizing its [Arts & Culture Plan](#). This community-driven master plan defines the future role, priorities, and strategies for arts and culture across Summit County. The plan aligns with existing plans, data, and stakeholder input. The

planning process is currently in the public engagement and strategy synthesis phase, with community dialogue underway. Once completed, the plan will provide a clear vision and implementation framework, outlining priority actions, funding approaches, capacity building, and policy recommendations to strengthen the cultural sector's impact and integration within the region. The Arts Council provided staff with all current venues, and staff mapped the inventory (Figure 2), delineating those located in Park City (Blue).

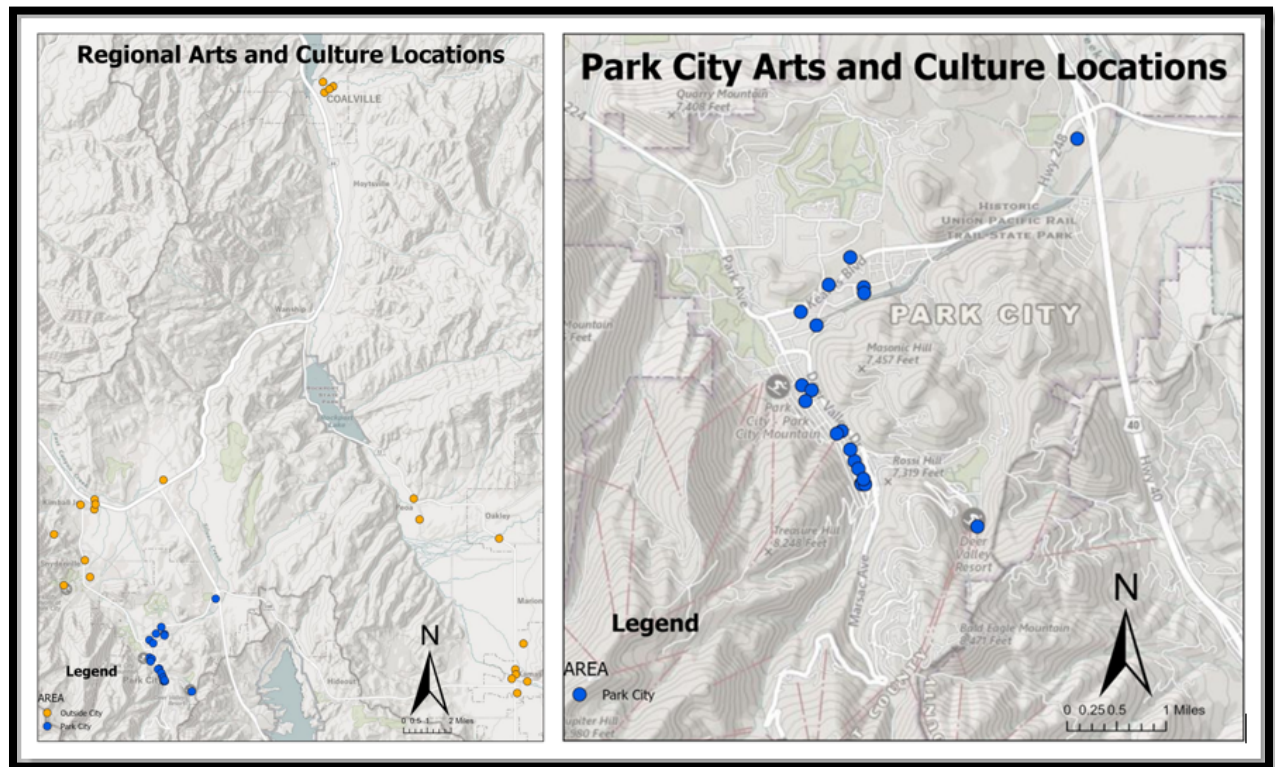


Figure 2: Regional A&C in Summit County (Outside City), Zoom on those in Park City

Of the 48 A&C venues in Park City and Summit County (Outside City), 25 are located within City limits (Figure 3). These venues include artist and dance studios, art institutes, galleries, event spaces, outdoor stages, etc.

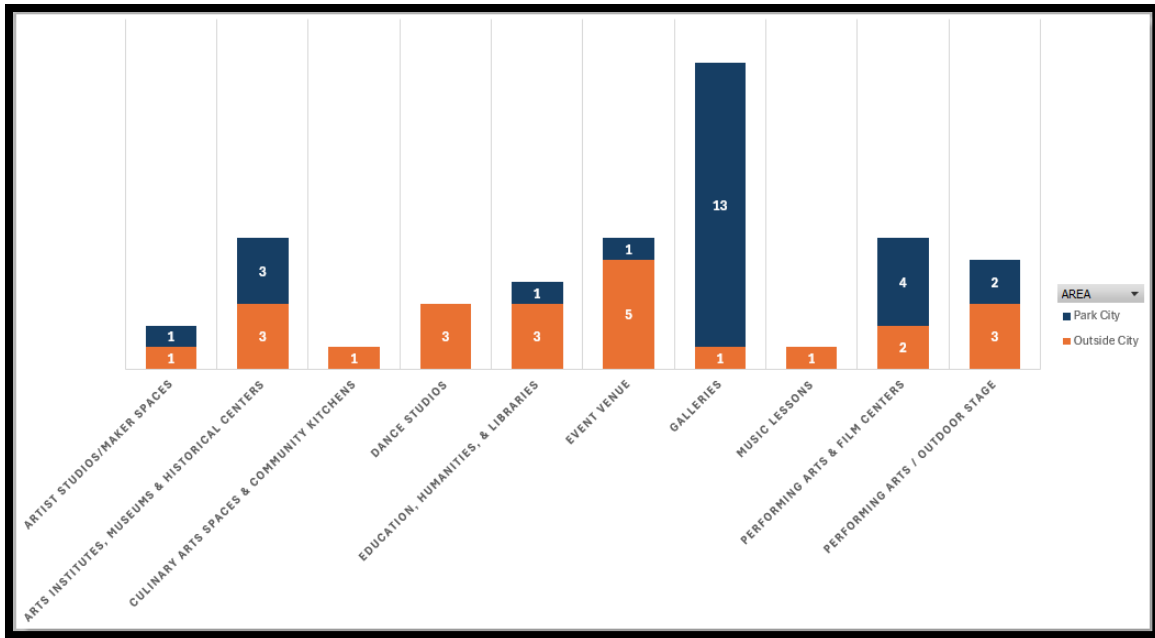


Figure 3: A&C Venues in Park City and Summit County (Outside City)

The venues are managed by nonprofit, for-profit, government, and public education organizations. These 25 venues (Table 1) in 84060 support the arts through a variety of functions:

- **Artist Studios:** Spaces for creation, exhibition, and sales of visual art.
- **Dance Studios:** Offering classes, rehearsals, and performances.
- **Art Institutes:** Providing structured arts education and programs.
- **Galleries and Event Spaces:** Showcasing local and regional artists and hosting performances and community events.
- **Outdoor Stages:** Enabling public performances and cultural gatherings.
- **Artist Maker Spaces:** *Only one venue currently provides a dedicated maker space for artists.*

Type	Number of Venues	Venues
Nonprofit	6	Create PC (artist maker space), Kimball Art Center, PC Museum, Egyptian Theatre
For-Profit	14	All Galleries, Deer Valley Amphitheater, & Utah Film Studio
Government	4	Park City Library, Miners Hospital, Jim Santy Auditorium, and City Park Bandstand
Public / Education	1	Eccles Center & Theater

Table 1: A&C Venues by Type located in 84060 Zip Code

On December 14, 2017, a Staff Report (page [67](#), minutes page [8](#)) presented a preliminary strategy for the visioning, programming, public outreach, and business planning of an arts and culture district in Park City, prepared by Webb Management Services. Although much has changed since then, including Sundance's withdrawal from Park City and the relocation of Kimball Arts Center to Kimball Junction, some of the conclusions prepared by Webb Management Services remain relevant and aligned with the Arts Council's vision for Park City's 5-Acre development, including:

1. There is a market for additional cultural programs and facilities in Park City given the size, growth, and characteristics of the full-time, seasonal, and visiting market segments.
2. There is demand for various types of arts and cultural spaces on the part of local and regional organizations, emerging organizations, presenters, educators, and individual artists and entrepreneurs.
3. There are gaps in the current inventory of cultural facilities serving Park City.

Background on City Facilities

The Jim Santy Auditorium (at Park City Library) supports a diverse mix of uses, including live performances, presentations, film screenings, and community events. Stage-based productions are primarily used by groups such as ballet and opera; however, the opera's attempt to stage a full production revealed several space limitations related to dressing rooms, restroom access, and backstage space.

- Film screenings remain the auditorium's primary use, mainly driven by Park City Film, with additional shows hosted by the Library, often before or in partnership with Park City Film. This does not include screenings held during the Sundance Film Festival, when the auditorium is reserved almost entirely for festival use over the course of a month. The space is also occasionally rented for documentary premieres and private movie nights.
- The Park City Song Summit represents one of the most comprehensive uses of the facility, utilizing the full space and installing custom lighting and rigging to meet production standards. In contrast, most other events are lower-tech, requiring only basic lighting and microphone setups. Common examples include Park City Municipal needs such as leadership meetings, Council retreats, and Planning Department sessions, as well as community events like writer conferences, trainings, and nonprofit meetings.
- Events without stage use typically include presentations or large meetings that rely on the projector screen and apron area for speakers. The Library also uses the auditorium for programs that don't require the full technical amenities, such as community gatherings or educational sessions. The Jim Santy Auditorium, compared to other venues in town, hosts both municipal functions and community events. This usage affects scheduling, maintenance, and operations, making careful planning essential.

The Community Center (at City Park) renovation will significantly contribute to the City's recreation programming capacity. However, the new design creates a versatile facility that supports a wide range of arts, cultural, and recreational programs. With three adaptable areas, the Center can host multiple activities simultaneously, ranging from birthday parties, craft workshops, dance classes, and wellness sessions to cultural performances, exhibitions, and community art projects. The kitchen and exterior doors

opening to City Park will broaden the types of uses that the facility can support. However, similar to the Library, it will not have dressing rooms or backstage space. The goal is for the Center to operate seven days a week for 12 hours or more daily, blending City-led programs with space rentals for community members, arts and culture groups, nonprofits, and community partners. Designed for flexibility, the facility will adapt to community needs, ensuring it remains a vibrant year-round destination.

Conclusion

The proposed Multi-Disciplinary Art Space directly addresses the City's identified cultural development objectives. At approximately 1,800 square feet, the space is designed for flexibility and adaptability, capable of hosting workshops, dance performances, spoken word events, and small-scale shows. By incorporating a shared programming calendar, the facility ensures efficient use and cross-organizational collaboration.

This project responds to the market demand generated by Park City's full-time, seasonal, and visiting populations. It also provides the type of space sought by local and regional cultural providers, including youth theater groups, music ensembles, independent artists, and educators, who currently face barriers to access. Ultimately, it strategically fills a gap in the existing cultural facility inventory, providing a range of spaces that support emerging organizations and community programming without duplicating larger institutional venues.

Bottom line, Brinshore's proposed Multi-Disciplinary Art Space advances the City's cultural objectives by creating a nimble, accessible, and community-focused resource. It is an intentional venue, ensuring Park City continues to strengthen its cultural infrastructure in alignment with community input, market demand, and policy direction.

City Council Staff Communications Report

Subject: Bonanza Park 5-Acre Development - Housing Analysis

Author: Sara Wineman and Ian Joyce

Department: Economic Development and Housing

Date: October 13, 2025

Summary

During the Bonanza 5-Acre Work Session held on September 24, 2025, the City Council directed Housing Staff to review Brinshore's proposed unit mix for the Bonanza 5-Acre Development, comparing it against Park City's existing housing inventory, workforce housing needs, and consultant recommendations. Based on this analysis, Staff finds that the proposal aligns with the City's housing goals and is a significant step towards meeting the diverse and balanced range of workforce housing options the City needs. Staff recommends that the City Council approve the proposed unit mix for the Bonanza 5-Acre development.

Background and Policy

Park City has a long-standing commitment to ensuring that members of its workforce can live within the community they serve. This commitment is reflected in decades of housing policy, beginning with the City's early affordable housing obligations and continuing through current Housing Resolutions, the General Plan, the Moderate Income Housing Plan, and Public-Private Partnerships. Recognizing the increasing pressures on housing affordability and the evolving dynamics of the local workforce, the City has grounded its housing strategies in data-driven analysis and professional expertise. These market and workforce conditions underscore the importance of ensuring that new developments, including the Bonanza 5-Acre project, are evaluated against documented metrics, established demand, and adopted policy objectives.

To guide future housing efforts, the City commissioned two major consultant studies: (1) the 2021 Housing Needs Assessment¹ and (2) the 2023 Park City Affordable Housing Analysis². Both studies reaffirm the importance of the 2014 Park City General Plan³, which calls for "a diversity of primary housing opportunities by offering a mix of housing stock at varying price ranges, sizes, and designs." This goal is continued in the 2025 Park City General Plan⁴. The consultants emphasized that maintaining a balanced mix of unit types and price points is critical to sustaining a stable, inclusive, and accessible workforce population. The Kem C. Gardner Policy Institute further recommended that Park City continue expanding its range of housing types to ensure that residents, including young professionals, families, and retirees, can remain in the community throughout different stages of life.

Analysis of Current Inventory

The Economic Development and Housing Team conducted a review of Brinshore's proposed unit mix for the Bonanza 5-Acre Development presented at the Work Session held on September 24, 2025 (Figure 1), and compared it against Park City's existing housing inventory, workforce housing needs, and consultant recommendations.

¹ [2023 Park City Affordable Housing Analysis by Kem C. Gardner Policy Institute at the University of Utah](#)

² [Park City's Housing Needs Assessment 2021 by James Wood](#)

³ [Park City General Plan 2014](#)

⁴ [Park City General Plan 2025](#)

	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom	TOTAL
30% AMI	3	4	1	1	9
40% AMI	2	5	2	1	10
50% AMI	9	8	4	1	22
60% AMI	9	10	6	1	26
70% AMI	3	6	2	1	12
80% AMI	1	6	2	1	10
Unrestricted	7	10	5	1	23
TOTAL	34	49	22	7	112 (226 BRs)

Figure 1: Brinshore's Proposed AMI Unit Mix by Bedroom Size

To provide context for affordable housing distribution across Park City, Staff analyzed and mapped the current inventory (Figure 2) and prepared a unit breakdown by unit type for the municipal boundaries (Figure 3).

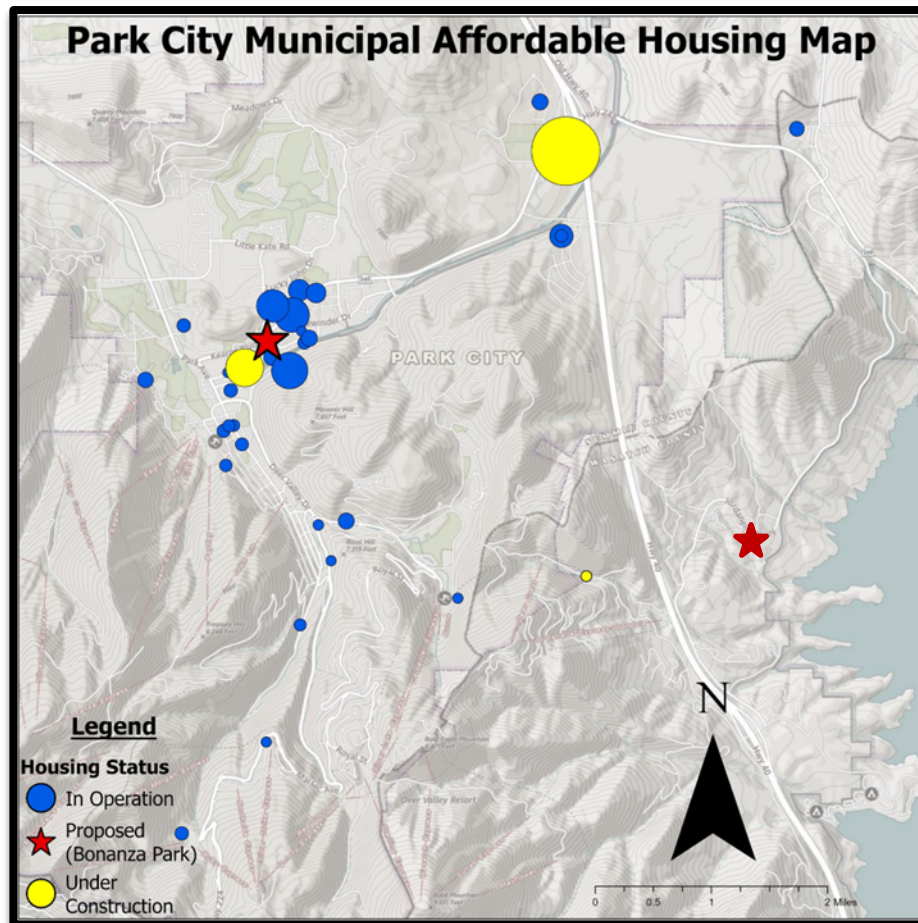


Figure 2: Park City Municipal Affordable Housing Map

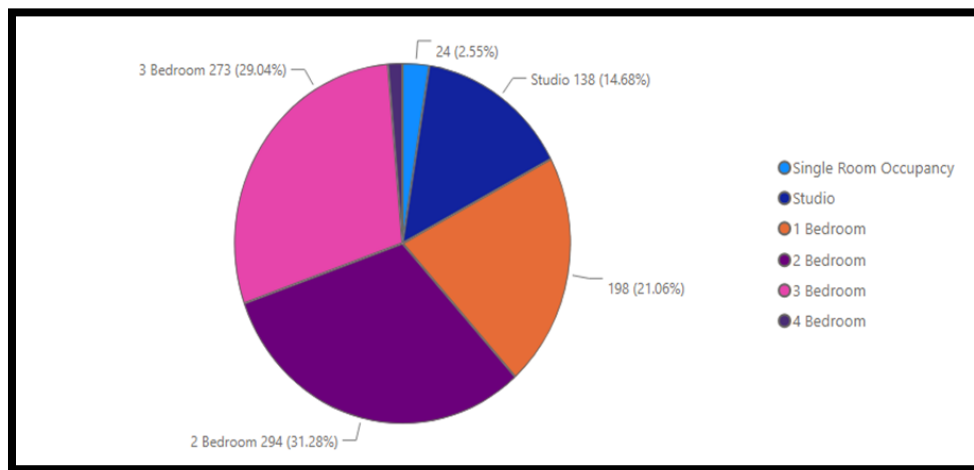


Figure 3: Park City Municipal Affordable Housing Unit Type Breakdown

Referencing the existing housing inventory by unit type in the Bonanza Park and adjacent Prospector neighborhoods (Figure 4), Staff's analysis supports allocating approximately:

- 30% of Bonanza 5-Acre units as 1-bedrooms. One-bedroom units are currently underrepresented in the neighborhood inventory, making additional units a priority to meet workforce demand.
- 44% of Bonanza 5-Acre units as 2-bedrooms. Two-bedroom units are highly flexible, accommodating couples, small families, or roommates, and they consistently lease quickly with low vacancy rates, providing stability for the workforce.
- 20% of Bonanza 5-Acre units as 3-bedrooms. Three-bedroom units address the needs of working families, supporting neighborhood stability, local schools, and overall community cohesion.
- Including a limited number of Bonanza 5-Acre units as 4-bedroom units adds family-serving options where they are currently lacking, further enhancing the diversity of the housing stock in Bonanza Park and Prospector (Figure 4).

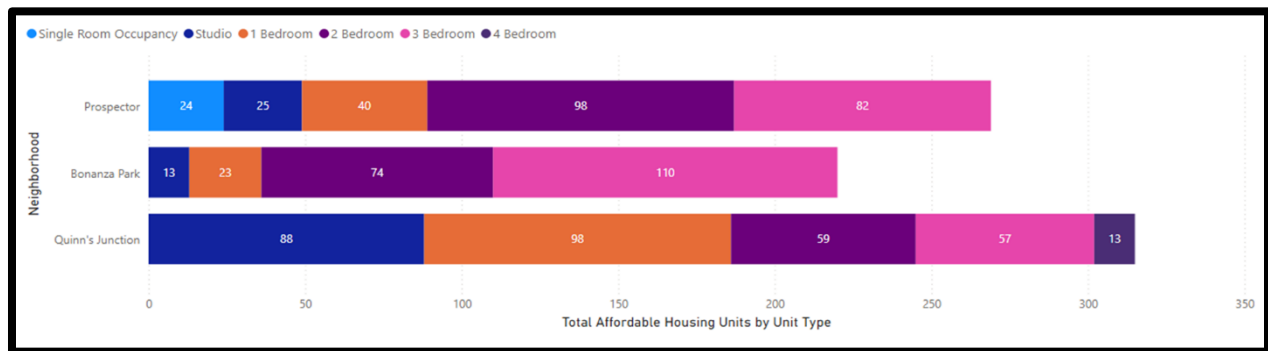


Figure 4: Park City Municipal Total Affordable Housing Units by Neighborhood and Housing Type (existing)

Park City's long-term community and economic vitality depend on maintaining a workforce that can live locally, participate in civic life, and contribute to the City's success. The City's housing strategy, supported by consultant analyses and reaffirmed in the General Plan, emphasizes a balanced and diverse housing mix as the most effective means of achieving this goal. Brinshore's proposed unit mix for the Bonanza 5-Acre Development aligns closely with these objectives, providing a well-balanced approach that meets documented workforce housing needs, addresses existing inventory gaps, advances progress toward the City's workforce housing targets, and remains consistent with adopted housing policy.