PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
September 9, 2026

The Planning Commission of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online and may have options to listen, watch, or participate virtually.
Zoom Link: https://us02web.zoom.us/j/86137534714

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. MINUTES APPROVAL

2.A. Consideration to Approve the Planning Commission Meeting Minutes from August 26, 2026

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4. PUBLIC COMMUNICATIONS

5. WORK SESSION

5.A. **Five-Acre Site – Subdivision, Master Planned Development, and Conditional Use Permits** – The Applicant Proposes to Redevelop the Five-Acre Site at the Southwest Corner of Kearns Boulevard and Bonanza Drive with a Mixed-Use Development Including 106 Residential Units, Over 30,000 Square Feet of Commercial and Multidisciplinary Art Space, Community Green Space, and an Underground Parking Garage. Open to the public, but no public comments will be taken during the work session; comments may be sent to planning@parkcity.gov. A future public hearing and potential action will be subsequently noticed. (180 mins.)
MPD PL-26-06914; CUPs PL-26-06915, PL-26-06917; Subdivision PL-26-06920.

6. REGULAR AGENDA

6.A. **2667 Aspen Springs Drive – Plat Amendment** – Application Withdrawn.

6.B. **268 Main Street – Plat Amendment** – The Applicant Proposes to Remove Interior Lot Lines to Create One 8,104-Square-Foot Lot to Reflect Existing Conditions of a Significant Historic Site in the Historic Commercial Zoning District. PL-26-07019 (15 mins.)
(A) Public Hearing; (B) Action

6.C. **555 King Road – Conditional Use Permit** – The Applicant Proposes to Construct a 639-Square-Foot Outdoor Swimming Pool in the Estate Zoning District and Sensitive Land Overlay. PL-26-06995 (20 mins.)
(A) Public Hearing; (B) Action

7. 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.gov at least 24 hours prior to the meeting.

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

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

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
AUGUST 26, 2026

COMMISSIONERS IN ATTENDANCE: Christin Van Dine (Chair), Rick Shand, John Frontero, Grant Tilson, Adam Strachan, Matthew Day, Seth Beal

EX OFFICIO: Rebecca Ward, Planning Director; Alec Barton, Senior Planner; Mark Harrington, Senior City Attorney

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1. ROLL CALL

Chair Christin Van Dine called the Planning Commission Meeting to order at 5:30 p.m. She reported that all Commissioners are present and are attending the meeting in person.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from August 12, 2026.

MOTION: Commissioner Shand moved to APPROVE the Planning Commission Meeting Minutes from August 12, 2026. The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Commissioner Adam Strachan disclosed that former Mayor, Dana Williams, approached him last week. He was informed that the City bought the Five-Acre Site but never intended to put a park there. This will not impact his decision on the agenda item.

A. Transportation Planning Project Updates.

It was noted that there is an update on transportation planning projects in the Meeting Materials Packet. This Staff Communication has been reviewed by all Commissioners.

4. PUBLIC COMMUNICATIONS

Charlotte O'Connell gave her zip code 84060 and shared comments about Bonanza Drive and Kearns Boulevard. She suggested that the gas station area be removed. It could be paved and there could be dedicated right-turn lanes. This would allow the traffic to continue to flow even when there are vehicles that want to make a right turn.

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Mary Olszewski stated that her zip code is 84060. Her impression is that the City Council and Planning Commission are ignoring the taxpayers. There is no logic in compounding what is already a severely problematic intersection in Park City, especially when there are alternatives. Larry H. Miller, who has 1,000 acres at Richardson Flat, stated that there is a willingness to build affordable housing there. Ms. Olszewski reported that 30,000 vehicles come through Kimball Junction to Park City and 20,000 come from Highway 40 into Park City. She expressed concerns about what is proposed for the Five-Acre Site.

Ms. Olszewski shared a map of the Five-Acre Site and stated that there are eleven structures rather than the six that have been discussed. She mentioned the Holiday Ranch Homeowners Association ("HOA"), which has approximately 200 taxpayers. Those taxpayers go through the intersection fairly often and do not want the Five-Acre Site to move forward, because it will make the existing traffic issues in the area worse.

There were no further public communications.

5. REGULAR AGENDA

A. Five-Acre Site – Subdivision, Master Planned Development, and Conditional Use Permits – The Applicant Proposes to Redevelop the Five-Acre Site at the Southwest Corner of Kearns Boulevard and Bonanza Drive with a Mixed-Use Development Including 106 Residential Units, Over 30,000 Square Feet of Commercial and Multidisciplinary Art Space, Community Green Space, and an Underground Parking Garage. The Planning Commission Will Review the Applicant's Traffic Impact Study, Transportation Demand Management Plan, Parking Analysis, and Proposed Building Height Exceptions. MPD: PL-26-06914, CUP: PL-26-06915, CUP: PL-26-06917, Subdivision: PL-26-06920.

Senior Planner, Alec Barton, presented the Staff Report and explained that this item is related to the Five-Acre Site, which has been reviewed by the Planning Commission multiple times. He reported that the application includes the following items:

- PL-26-06914: Master Planned Development;
- PL-26-06915: Conditional Use Permit;
- PL-26-06917: Conditional Use Permit;
- PL-26-06920: Subdivision.

On June 24, 2026, the Planning Commission conducted a comprehensive review of the proposed Five-Acre Site redevelopment. There was a review of the proposed density, open space, parking, building height, land uses, and other components of the Master Planned Development ("MPD"), Conditional Use Permit ("CUP"), and Subdivision applications. The Planning Commission determined that the requested building height exceptions and additional parking spaces were key items that required further review.

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The Planning Commission continued their review of the project on July 8, 2026, where there was additional information about building height and parking provided. The Housing Mitigation Plan was also reviewed by the Commission at that time. During the August 12, 2026, Planning Commission Meeting, there was a review of the following items:

- Building Height Exceptions;
- Proposed Open Space;
- Sustainability Plan;
- Parking Management Plan;
- Traffic Impact Study.

At the August 12, 2026, meeting, the Planning Commission requested the following:

- Reduce Building Heights;
- Specify Traffic Delays at Key Intersections;
- Update Transportation Demand Management Strategies.

The applicant has responded with several updated materials. Planner Barton reported that those updated materials are included as exhibits in the Meeting Materials Packet.

Background information was shared. The Five-Acre Site is located in the General Commercial Zoning District with portions of the site in the Frontage Protection Zone ("FPZ"). The building height in the General Commercial Zoning District is 35 feet with allowed exceptions up to 40 feet for screened mechanical equipment. Since this is an MPD greater than two acres, there is a perimeter setback of 25 feet that applies to the entire project. Portions of the project are in the FPZ. No development is permitted within 30 feet, and a CUP is required for construction activity within the 100-foot protection zone.

The applicant team prepared revised concepts for Commissioner review. While there were example concepts prepared for Building Two and Building Five, the applicant has indicated that these concepts could apply to other buildings on the site as well, depending on the feedback received during the Planning Commission Meeting. The revised building concepts feature reduced building heights, with 35 feet and requested exceptions for rooftop mechanical equipment and screening elements. In addition, there is a simple architectural design and exterior building materials similar to what was reviewed previously by the Commission. The gable element in these concepts is a 4:12 roof pitch.

Planner Barton reiterated that the submitted concepts are for Building Two and Building Five, but the applicant has indicated that it could also be applied to Buildings Two through Six. The applicant continues to request height exceptions for Building One, which is proposed to remain a four-story building. Building One would be located at the southwest corner of the site, adjacent to Munchkin Road. Planner Barton shared an image with the Planning Commission and pointed out the dashed turquoise line that represents the

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existing grade. The dashed purple line represents 35 feet above existing grade. The elements above the dashed purple line are where height exceptions have been requested. The area in blue reflects the shift in building alignment that has been proposed to comply with the façade variation requirements. Concepts for Buildings Two and Five were reviewed.

The purpose of an MPD is to provide the flexibility necessary for well-planned mixed-use developments that are compatible with the surrounding neighborhood. Planner Barton reported that the code specifically encourages development that provides the following:

- Net positive contribution of amenities;
- Variety of housing types;
- Highest value of open space;
- Mixed-use, walkable, and sustainable redevelopment that is innovative and energy-efficient;
- Economic diversification and development.

The applicant has also provided updated materials related to traffic and parking. The Land Management Code ("LMC") requires 208 parking spaces for this development, and the applicant is proposing 280 parking spaces in an underground parking garage. This is approximately 35% higher than what the code requires. The LMC provides guidance for the Planning Commission as part of the MPD and CUP processes. The Commission reviews traffic considerations, including the capacity of existing streets in the area. The Commission also reviews the MPD to confirm that the proposal addresses and mitigates traffic generated by the project. The LMC provides seven criteria that the Planning Commission must review when an applicant requests more or less parking than required.

Planner Barton reported that the applicant provided an updated parking narrative, which responds to the second criterion. There is now a comparison of similar projects for the Planning Commission to review. At the Planning Commission Meeting on August 12, 2026, there were several requests made by Commissioners. This includes the following:

- Report delays in Level of Service tables in seconds;
- Provide additional information about Transportation Demand Management strategies;
- Consider reserving some additional parking for rideshare and carshare vehicles.

Planner Barton highlighted the Transportation Demand Management ("TDM") strategies the applicant has proposed for the Five-Acre Site. The proposed strategies include:

- Active street-level uses;
- Trail and sidewalk connections;
- Dedication of space for possible BRT lanes;
- On-site amenities;

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- Centralized delivery of goods;
- Management of service and delivery vehicles;
- Car and bike share programs;
- On-site childcare;
- Employee incentives for transit, vanpool;
- Parking management;
- Shared parking
- Unbundled residential parking;
- Enhanced crosswalk elements;
- Pedestrian and transit amenities; and
- End-of-trip bicycle facilities.

The applicant team shared presentation slides with the Planning Commission. Steve Swisher from GTS Development introduced himself. He explained that Lisa Dove-Swisher from GTS Development and David Brint from Brinshore Development are also present at the Planning Commission Meeting. Since the last Planning Commission Meeting, there has been a lot of work done to accommodate Commissioner requests.

Mr. Swisher acknowledged that there were Commissioner concerns about the proposed building heights. The overall building heights have been reduced 13.6 feet from the original proposal. This was accomplished by reducing the 12:12 roof pitch to 4:12, removing some of the interstitial space, reducing the apartment heights to 8 feet, and reducing the retail heights to 10 feet. Mr. Swisher reminded those present that the design was based on the goals that were outlined in the Bonanza Park Small Area Plan.

Since the last Planning Commission Meeting, there were design revisions made to certain buildings, including Building One, Building Two, and Building Five. If the Planning Commission is supportive, corresponding changes can be made to Buildings Three, Four, and Six. Mr. Swisher shared a Typical Building Section drawing and explained that the building height has been reduced to 40 feet overall. It is 35 feet to the parapet with 5 feet dedicated to mechanical screening. The screening is set back significantly from the edge of the building. From most locations, it will not be possible to see the screening.

Mr. Swisher reported that there is a slope on the site, which creates some challenges. The site slopes up on one side and down on the other, which leaves a portion of the building higher than 40 feet. It could be between 1 and 4 feet, depending on the amount of slope. Once there is additional feedback is received, the exact numbers for each building will be determined. He shared the elevation for Building Two, which faces Kearns Boulevard. The building is proposed to be three stories with a mix of exterior materials. On the left side of the elevation, it states that the building parapet height is 36.7 feet above existing grade. It is slightly above in that specific section due to the slope of the ground.

When the roof pitch was shifted from 12:12 to 4:12, some changes needed to be made to achieve the necessary façade variation. Mr. Swisher reported that there was a 15-foot

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setback in the façade added, which can be seen in the presentation slides in blue. In order to achieve this façade variation, the apartment layouts were changed. With this layout, the number of dwelling units and bedrooms remains the same as previously proposed. He next shared a drawing of the lease spaces on the lower floor of the building.

Mr. Swisher shared a rendering of Building Five, which faces Bonanza Drive. There is a slightly larger slope on this portion of the site. The finished floor is below grade on the left-hand side and is slightly above grade on the right-hand side. The breezeway is 35 feet with an additional 5 feet for the 4:12 roof pitch. He shared an elevation to indicate how the slope on the site will impact this particular building. Another rendering was provided to illustrate the façade variation. Covered bicycle parking has been incorporated in the offset area, so there is useful space at grade level. Bonanza Drive is curved, so the setbacks vary across the face of the building, with almost 35 feet at one end. With this building, when the offset was put in, the plans were changed enough that the number of two-bedroom units had to be reduced and replaced with one-bedroom units.

Information about Building One was shared. Mr. Swisher reminded the Planning Commission that this is the four-story building that has been proposed. There was an exercise conducted where the apartment heights were reduced to 8-foot ceilings and the retail heights were reduced to 10 feet. The overall height from the existing grade to the top of the mechanical screening is 49.4 feet. From the existing grade to the parapet is 40.4 feet. Since all of the building heights on the site have been reduced, the hope is that the Planning Commission will be supportive of some additional height for Building One. There have been some changes made to the materials to support the required façade variation. The same number of units and bedrooms are proposed within the four-story building.

Mr. Swisher shared photographs that inspired some of the exterior materials. The intention is to create a contemporary vernacular design, which does not copy a specific historical style or building, but incorporates elements of the local style. The shops on Main Street were used as inspiration, as well as the miner cabins and mining architecture. There is stone proposed to differentiate the retail uses on the ground level. Above that, there is metal siding proposed, some of which has a wooden appearance. The metal siding is long-lasting and does not need to be repainted on a regular basis. A lot of building character will come from the accents, signage, and details around the doors.

Additional information about proposed materials was provided. Mr. Swisher reiterated that different kinds of metal siding are proposed. There are color and texture differences to create some visual variation throughout. Stone is the basis of the design in the retail area. He explained that this is a durable material that adds a lot of character to the overall design. He shared presentation slides focused on window frames and door frames.

There are several accents proposed, including ornamental steel railings, steel canopies with timber bracing, blade signs, and wood-look trellis. There is also public realm

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furnishing, such as benches, bicycle racks, trash cans, and streetlights. Additionally, there are opportunities for artful furnishings. These accents will add artistic character.

Josh Gibbons from Hales Engineering introduced himself to the Planning Commission and shared information about the Traffic Impact Study ("TIS"). The TIS looked at the trip generation and how much traffic the development will add to the road network. Reductions in development traffic were assumed due to internal capture, multi-modal use, and retail pass-by. There were lower reductions assumed than what would be justified in order to be conservative in the analysis. This has resulted in higher traffic numbers. As for new traffic added to the road network, the following estimates were shared:

- 1,238 daily trips;
- 104 morning peak hour trips; and
- 112 evening peak hour trips.

There is approximately one car entering and one car exiting per minute during peak hours. Mr. Gibbons shared daily traffic impact information with the Planning Commission and explained that the development traffic will be a small percentage of all daily traffic in the area. He clarified that the TIS focuses on peak hour conditions. Mr. Gibbons reviewed a map that shows the average daily traffic on different roads. It shows the percentage of traffic the development would account for on each road. There are percentages shown that range from 0.4% to 3.7%. Mr. Gibbons next shared an image from the study that looks at the Trip Assignment – AM Peak Hour. This looks at the specific movements expected from the development traffic. The numbers shown in white represent the new trips added to the roads and the numbers shown in yellow represent the pass-by trips. He highlighted some of the numbers on the Trip Assignment – AM Peak Hour image.

Mr. Gibbons next reviewed the Trip Assignment – PM Peak Hour information. He reported that there are similar numbers seen in the AM and PM Peak Hours. The study also looked at the Delay and Level of Service ("LOS"). The average delay per vehicle is measured at each intersection and turn/thru movement. The LOS is based on the delay.

At the last meeting, there were questions about specific delays. Exhibit G in the Meeting Materials Packet shows the delays of each movement. This information came out of the Appendix of the Hales Engineering study. The exhibit outlines the 2037 Background and 2037 Plus Project conditions. It looks at the impact of the development on delays. He shared an example from the exhibit at Kearns Boulevard and Bonanza Drive – Morning Peak Hour. The highest increase in delay is estimated to be 19.3 seconds. The intersection averages out well, but delays are expected on that single movement.

Commissioner Rick Shand believed that in morning peak hours, it is anticipated that there will be six left-hand turns from Kearns Boulevard onto Bonanza Drive. Mr. Gibbons confirmed this. He clarified that the six left-hand turns are associated with the development. There are more left-hand turns than that overall, but the six listed are the

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ones directly associated with the development. Mr. Gibbons reported that there are other intersections included in Exhibit G, such as Bonanza Drive and Prospector Avenue – Morning Peak Hour. This is an example of a stop-controlled intersection. He explained that stop-controlled intersections operate poorly today because of the existing queues and delays on the roadways. One example is Prospector Avenue, where it is difficult to turn left to move south. The delays increase even if a small amount of traffic is added.

Commissioner Strachan asked how the traffic study arrived at the numbers shown. Mr. Gibbons explained that part of it is based on the existing counts and part of it is based on the destinations that people on the site would travel to. Commissioner Seth Beal asked to further review the Kearns Boulevard and Bonanza Drive image in the presentation slides. Mr. Gibbons reported that the road network shown comes directly from the traffic model. There is a simulation model that is run. Essentially, the vehicles fill up the left turn queue and then block the thru lane. If there is a lot of left turn demand, it could block the other lanes. He explained that this has been accounted for in the traffic study.

Mr. Gibbons reviewed the TDM strategies that are mentioned in the traffic study:

- Bike share program;
- Additional bike parking;
- Pedestrian connections;
- Vanpool/carpool program;
- Bus loading zone for future BRT system; and
- Paid parking in garage for retail use.

All of the TDM strategies are expected to reduce traffic demand and parking demand. There was a reduction applied to both the traffic study and parking study based on the outlined strategies. Mr. Gibbons reported that the proposed strategies are strong, especially when compared to other developments that have been seen across the State.

Mr. Gibbons shared information about the impact of the Munchkin Road extension. When Munchkin Road connects to the west, it is expected that the development traffic will be able to reroute in that direction. This will assist some of the other locations, as there will be less development traffic crossing the existing intersections. Chair Van Dine asked if there was a plan for pedestrian crossings across Bonanza Drive. Mr. Swisher reported that this is still being studied and discussed. There has been talk of a mid-block crosswalk that ties bus stops together. This could be located near the curb cut into Park City Plaza.

Mr. Swisher reported that at the last meeting, there were some questions about the amount of parking proposed for the project. There are 106 units and 206 bedrooms proposed. The intention is to have enough parking spaces, so it is possible to be flexible. If there is unbundled parking, some of the three-bedroom units can have an additional parking space. The parking has been arranged so there are assigned spaces for

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residential use. If residents are not using all of the available residential spaces, those spaces can become flex spaces that are used for overflow parking for special events.

Mr. Swisher reiterated that the proposed number of units is 106 and the proposed number of bedrooms is 206. However, these numbers might change slightly due to the new designs, which will create the necessary façade variation. He shared additional information about the proposed parking. By unbundling parking, residential units are not required to have a parking space. However, it is important to give tenants the opportunity to have a parking space within the development. The goal is not to have any parking from the Five-Acre Site spill over into neighboring areas. The TDM Plan and Parking Management Plan are organized to encourage the use of transit and active mobility.

Commissioner Shand noted that the LOS tables have two main columns: 2037 Background and 2037 Plus Project. For the last several meetings, his assumption was that the 2037 Background reflected current conditions. Mr. Gibbons explained that it includes the current conditions as well as increased traffic levels due to regional growth and local development. There is a regional model that Summit County works on with other planning organizations to estimate future growth in the County. That is represented in the 2037 Background column, as it includes the background growth information.

Commissioner Shand believed the 2037 Plus Project column projects growth in the next 10 years with the addition of the Five-Acre Site. Mr. Gibbons reported that the background growth and development numbers determined the numbers in that column.

Commissioner John Frontero asked what would happen if the 280 parking spaces proposed were reduced to 208 parking spaces. He wanted to know if there would be a reduction in the intersection delays. Mr. Gibbons stated that parking, traffic, and trips are related in certain ways. Studies show that retail uses need a certain amount of parking, and that is what the study was based on. Reducing the available supply of parking could result in parking issues if the development is under-parked. People will look for places to park elsewhere, which could cause the parking to overflow into other areas.

Commissioner Frontero believed that reducing the amount of available parking will encourage visitors to find alternative ways to access the site. There are many options available, such as transit, active transportation, and rideshares. He would prefer to see 208 parking spaces on the site. Mr. Gibbons pointed out that without adequate parking available, visitors might not frequent the site as much. Commissioner Frontero pointed out that there are approximately 206 bedrooms proposed. He asked how many parking spaces are proposed per bedroom. Mr. Swisher explained that the parking requirements in the LMC are not based on the number of bedrooms, but on square footage. The parking requirement of 118 is based on the square footage of the residential uses. He stated that there is one parking space needed per unit, but the idea is to have additional parking spaces available to accommodate some of the two- and three-bedroom units.

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Commissioner Frontero asked for additional information about the proposed parking spaces. Mr. Swisher explained that there is a desire to have an additional 12 parking spaces for the two-bedroom and three-bedroom units. The remaining parking spaces will be dedicated to the other uses on the site. This includes parking spaces for the retail and daycare employees as well as the visitor spaces. There is a need to have parking for the programming and events on the site. Commissioner Frontero expressed concerns about building permanent underground parking for potential future events. Events will be infrequent and there should likely be a different strategy employed to move people to and from the site. His concern is that the community will realize there is a lot of parking available within the development and will use that parking rather than take public transportation. He does not want to encourage visitors to drive to the development.

Mr. Swisher acknowledged the concerns shared by Commissioner Frontero. He explained that there will be paid parking, which will discourage visitors from driving to the site. The rates can vary based on the time of day and the overall parking demand. He pointed out that all of the parking surrounding the site is surface parking. One of the challenges facing the businesses on this site is that visitors need to be willing to park underground. In addition, there might be a cost to park on the site depending on the intended length of the stay. He does not want to discourage visitors from coming there.

Chair Van Dine asked about the housing distribution. She wanted to know if there is a plan for where the market rate units will be located. This was denied. Mr. Swisher reported that there is a desire to have those units distributed throughout the project. The units will still be below market rate and will hopefully address 80% to 120% AMI. He explained that these units will be approximately 10% below market rate.

Commissioner Strachan requested an exhaustive list of all the TDM strategies. He mentioned some of the outlined strategies, including pedestrian and trail connections. Mr. Gibbons confirmed that two of the strategies can be combined, if desired by the Planning Commission. The strategy that mentions the breezeways has to do with internal connections. Commissioner Strachan reiterated the need for an exhaustive strategy list.

Chair Van Dine opened the public hearing.

Chair Van Dine reviewed the public comment guidelines. She asked those making comments to state their full name, sign in, limit comments to three minutes or less, direct comments to the Planning Commission, and remain civil during the comment process. All of the written comments submitted have been reviewed by the Planning Commission.

Dean Brooks stated that he lives on Meadows Drive. He wanted to understand why the Planning Commission will not answer questions during the public hearing. He assumes that a lot of residents have questions about the proposal that have not been covered during the last several Planning Commission Meetings. Senior City Attorney, Mark Harrington, explained that there is not a direct back and forth exchange between residents

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and the Planning Commission during the public hearing, but residents are able to pose questions. Those questions may be answered by the Planning Commission, City Staff, or the applicant during the discussion portion of the meeting or in future Staff Reports.

Betsy Wallace gave her zip code as 84060 and shared comments about traffic and soil. She mentioned the traffic study information that was presented during the meeting. There are many locations on the corner of Bonanza Drive and Kearns Boulevard that have an F rating. There was nothing proposed that would solve or improve the existing conditions. Ms. Wallace wanted to know whether the numbers in the study were based on winter conditions or were based on summer conditions. During the winter, the conditions are more difficult than in the summer. She would like to see the winter numbers in the area.

Ms. Wallace next shared comments about soil toxicity. She was with Sundance when the Sundance Film Festival was looking to build headquarters there. Two phases of study were done, and she spoke to the City Manager at that time. Ms. Wallace wants to understand how those studies are being moved forward. She wants to ensure that the airborne toxins will not negatively impact the health of Park City residents or visitors.

Jessica Kjar explained that she is the Community Manager for Wasatch Advocates for Livable Communities. She asked the Planning Commission to support the Five-Acre Site proposal. Ms. Kjar reported that this project would create 88 deed-restricted affordable units in a community where workforce housing is desperately needed. Many of the people who work in Park City cannot actually afford to live in Park City. 88 affordable units is a meaningful step toward keeping the workforce in Park City. Ms. Kjar pointed out that the Planning Commission decision about the Five-Acre Site should not be driven by the number of comments in opposition. The decision should be driven by the needs of the community. She reiterated that there is a clear need for affordable housing in Park City.

Ms. Kjar asked Commissioners to consider who is not in the room. The people this project would house are largely working people who manage the daily task of getting by in an expensive area. Those people do not always have the time or flexibility to attend a Planning Commission Meeting. Their absence in this discussion does not mean the project is unimportant to them. Ms. Kjar asked the Planning Commission to remember those people during future conversations about development on the Five-Acre Site.

Jim Offerdahl gave his zip code as 84060. He shared comments about Bonanza Drive and explained that it is a difficult area even without development on the Five-Acre Site. Whatever moves forward on the site will increase the traffic levels in the area. Mr. Offerdahl felt any plan that moves forward must include the right-of-way in order to reconfigure Bonanza Drive. He does not want to see the bottleneck situation worsen. There is an opportunity to reconfigure Bonanza Drive and address existing traffic issues.

Katherine Fagin stated that her zip code is 84060. She asked the Planning Commission to have independent third-party evaluations conducted. There are five areas of the plan

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she believes need to be evaluated by people who know the community firsthand. She asked that realistic traffic impacts be evaluated as well as the useable open space calculations, the proposed modifications on Bonanza Drive for additional bus lanes and pull-offs, the affordable unit types, and overall compatibility with existing architecture.

Charlotte O'Connell gave her zip code as 84060. She reported that there is an opportunity with the proposal from Larry H. Miller at Richardson Flat. Information about 21st and 21st in Salt Lake City was shared. Ms. O'Connell expressed concerns that the Five-Acre Site will result in something similar. She suggested that Commissioners look into this.

Pamela Ross gave her zip code as 84060 and expressed support for the project. She acknowledged that there is still important work to be done before anything is approved. The residents of Park City value open space and the mountain character, but she worries that the slogan, "more park, less city," creates a false choice. Preserving community is about more than just preserving land. It also involves preserving the ability for people to live, gather, and create in the community. This project includes significant community benefits, including affordable housing, arts and culture space, public gathering areas, childcare, and green space. These are needs that Park City has continually identified.

Ms. Ross stated that the current design can still be improved. There are legitimate questions about traffic, connectivity, and integration with the existing area. She is not asking the Planning Commission to overlook concerns, but to address those concerns without losing the substantial community benefits this project can provide to the area. Park City has always cared deeply about preserving what makes this place special. She hopes that it also includes people, connections, arts, and community gathering spaces.

Katy Leslie stated that her zip code is 84060. She was a fortunate recipient of Mountainlands housing and lives in deed-restricted housing after being on the list for three years. She is a single mother and business owner in Park City. Ms. Leslie stressed the importance of affordable housing in the community, but she is concerned that the project is catering to people who do not currently live in the City. The people who live and work here need to be able to get around. She is concerned that the development will make that even more difficult and asked the Planning Commission to consider current residents.

Tim Noonan stated that he is an 11-year resident of Park City. He recalled a similar proposal in 2025, which had affordable housing, green space, and parking. It was denied by the Planning Commission. He asked the Planning Commission to consider whether the Five-Acre Site proposal would be denied if it was a private development. Mr. Noonan pointed out that this proposal has only 64% of the units at 60% AMI or less. He feels this is a commercial real estate project engineered to receive certain tax credits. Mr. Noonan asked the Planning Commission to deny the application for the Five-Acre Site.

Craig Elliott gave his zip code as 84060. This is something that the City has been working on for a long time and there have been different people involved over the years, so he

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wanted to add some context to the discussion. The Five-Acre Site is located in the General Commercial Zoning District. He pointed out that there is not a large General Commercial Zone. It is important to maintain the zone, because it is intended to support the local residents. He shared information about the MPD process that was established. Mr. Elliott asked Commissioners to think about how the proposal will support the City, how it will work within the General Commercial Zone, and what the impacts will be.

Peter Tomai stated that his zip code is 84098, but there were technical difficulties and his comments could not be heard. Chair Van Dine suggested that there be a comment made by one of the in-person attendees while the technical difficulties are addressed.

Jim Hailey gave his zip code as 84060 and shared comments about the underground parking. He wants to make sure the soil concerns are addressed as well as the higher water level that might be encountered. He asked for additional budget information.

Martha Macomber expressed support for the Five-Acre Site proposal. She shared stories with those present to highlight the need for this housing type in Park City. She encouraged the Planning Commission to say yes to the proposal, even if it is imperfect, because it will make the community better. She wants to live in a place that has people of all ages and abilities. When she hears comments about "more park, less city," what she hears is coded exclusionary language. There are many residents in Park City who applaud the efforts of the Planning Commission and City Council to retain as much vitality as possible.

Rich Wyman reported that his zip code is 84060. 30 years ago, he was in the first Park City leadership class, and on the City tour, a question was asked: "What does Park City want to be?" There was no desire to become another Vail, Aspen, or Jackson. Instead, there was a desire expressed for Park City to remain Park City. He believes the City is at a crossroads. Sundance has left, and the Kimball Arts Center is leaving. The cost of living and visiting Park City has become excessively high. A decision will now be made about 5.25 acres of publicly owned land. There is a once-in-a-generation opportunity to come together as a community and create something extraordinary. He wants to see an arts and culture district that gives people reasons to create, learn, and gather together.

Mr. Wyman explained that he supports affordable workforce housing as part of this project, but the design, density, and placement must be revised so the housing complements rather than overwhelms the larger vision for an arts and culture district. He understands that there are limits on the Planning Commission authority. However, if there are Commissioner concerns about the proposed design, scale, placement, density, or even the balance between housing and the arts, then those concerns need to be heard.

It was noted that a member of the public received a text message from Peter Tomai. The message was read aloud for the public record. It stated that Bonanza Park is a generational opportunity to build the community necessary to sustain Park City. Park City

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is rapidly becoming a hollow retirement community that is lacking a sufficient full-time working population that can sustain and energize the community. This Five-Acre Site stands to be the anchor of a desperately needed, locally focused, neighborhood that would accommodate and attract the full-time working population needed to sustain the soul of Park City. Mr. Tomai stated that previous Park City leaders secured and preserved meaningful open space. The centrally located Five-Acre Site is an ideal workforce neighborhood. He encouraged the Planning Commission to find a path forward.

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

Chair Van Dine reported that written comments can be submitted to planning@parkcity.gov. There will be additional opportunities for residents to comment.

Commissioner Matthew Day noted that there have been several questions about whether the people living in the affordable housing will be from Park City or will work in Park City. He asked that this question be addressed. Mr. Brint explained that under the fair housing laws, there cannot be a preference for locals. It is possible to have locals be on the waitlist, but normally, locals end up renting the affordable apartment units. Someone does not have to work in Park City in order to qualify to rent one of the apartment units.

Mr. Swisher reported that there was outreach conducted with the property manager who handles a lot of affordable housing in Summit County. Less than 1% of the units had someone who commuted elsewhere for work. Even affordable housing in Park City will be more expensive than the cost of housing in other areas. It is unlikely that someone would pay more to commute to a city where the rent is less. However, there is not a requirement that someone who rents in Park City actually has to work in Park City. Commissioner Day asked if some data could be provided to the Commission in future. Mr. Brint is not certain there is published data, but there is a report from the property manager. He offered to look into this and see what can be provided to the Commission.

Planner Barton posed some questions about building heights to the Planning Commission:

- If the applicant meets the six criteria (LMC 15-6-5(F)), does the Planning Commission find justification to grant a building height exception based on site-specific analysis that meets the overall purpose of the MPD code, including site design flexibility necessary for well-planned, mixed-use development compatible with the surrounding neighborhood?
- If not, what modifications does the applicant need to make to meet the six criteria?

Chair Van Dine appreciated that the applicant team came back with lowered building heights. She does not see Building One as an issue as far as a height exception given the fact that all of the other building heights have been significantly reduced. Chair Van Dine believes the six criteria in LMC 15-6-5(F) have been met. Commissioner Strachan

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also appreciated the building height reductions that have been presented. He stated that the criteria have been met for consideration of a height exception. There are other impacts that still need to be mitigated, but building heights, as proposed, are appropriate.

Commissioner Shand liked that the buildings are now proposed to be 35 feet plus an additional 5 feet for mechanical screening. Where it fails is in mass and scale mitigation. These are long buildings and someone passing by will not be aware that there is open space. As a result, he does not believe what is proposed meets the six criteria.

Commissioner Day stated that it meets the criteria, but that does not necessarily mean that the Planning Commission will grant the additional height that has been requested. Now that the roof pitch is proposed to be 4:12 rather than 12:12, it appears to have more mass than before. He pointed out that 12:12 is more commonly seen in Park City. While he appreciates the height reduction, he feels the 12:12 roof pitch would be preferable.

Commissioner Beal also preferred the 12:12 roof pitch but noted that it was important to reduce the overall building heights. He expressed appreciation that the ceiling heights in the commercial and residential space were lowered. He would be more comfortable with the 12:12 roof pitch and the lower ceiling heights. Commissioner Beal wondered how the slope of the site would impact the design of the other buildings within the development. He is still not certain about the proposal for Building One and requested more information. From a design perspective, he feels it is important for the buildings to fit into Park City. The newer plans do not look like Park City to him compared to the previous designs.

Commissioner Frontero respects the opinions of his fellow Commissioners that the 12:12 roof pitch looks better. That being said, he is not convinced the 12:12 roof pitch should be pursued when it will impact the mountain views. He finds the 4:12 roof pitch to be a strong middle ground. Commissioner Frontero is not in favor of a 12:12 roof pitch. Chair Van Dine asked about a 12:12 roof pitch on the current design, which has reduced heights. Commissioner Frontero is open to seeing what that would look like. Mr. Brint suggested the 12:12 roof pitch be on Bonanza Drive only rather than on Kearns Boulevard. Commissioner Beal would like to see different options brought back for consideration. He asked that additional drawings and renderings be provided in future. Commissioner Day wanted to know if it would be possible to see a 7:12 roof pitch as well.

Commissioner Frontero expressed concerns about the overall mass that is proposed. There is green space in the middle, but people who are not familiar with the site might not be aware that there is open space available to use. Commissioner Frontero appreciated that reduced heights were brought back to the Planning Commission, because five of the six buildings meet code height or almost meet code height. As for Building One, he would like additional information to be shared. He acknowledged that it is set back further.

Commissioner Grant Tilson confirmed that the height reductions are a step in the right direction. He is not in favor of allowing more height for decorative roof elements, as it

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could potentially block views. The Five-Acre Site is not in the Historic District, so attempting to mimic the look of the Historic District with non-historic materials does not make sense to him. He would be open to considering a more imaginative roof concept.

Commissioner Shand asked to review the Site Plan and shared comments about the massing and open space. If Building Four was removed, it would change the appearance of the project dramatically. There would be a clear view into the open space and some of the massing would be reduced. He explained that Building Four closes off the project. It might be possible to locate Building Four between Building One and Building Six instead. Discussions were had about the view into the site and the building layout.

Mr. Swisher explained that the idea is to allow some view into the space, so people are aware of the open area, but there is also a desire to create a noise barrier. There is a balancing act when determining the placement of the buildings. He shared information about some of the previous layouts. Mr. Swisher shared information about the square footage that is needed for the retail and residential components. It is not possible to remove one of the buildings and have the development remain financially viable.

Chair Van Dine asked if there was a desire to have additional building positionings brought back to the Planning Commission. Commissioner Shand recognized that every ask from the Planning Commission results in time and effort from the applicant team. He added that there are still traffic and parking issues that need to be addressed. Mr. Swisher explained that the strategy from the start was to create protected open space in the center and then use the buildings as a barrier to the high traffic streets and noise.

Mr. Swisher reviewed the Landscape Plan and pointed out the outdoor covered areas. There are renderings that can be shared during the next Planning Commission Meeting. Commissioner Tilson asked if there were balconies or rooftop deck elements included in the plan. Mr. Swisher confirmed this and shared several renderings. Commissioner Tilson wanted to know if the areas at the end of the buildings are for public use. Mr. Swisher reported that one of the balconies above the clubhouse will be used primarily by tenants, but the other areas are open to members of the public. The two-story balcony facing south at the end of Building Six is intended to be part of the restaurant.

Planning Director, Rebecca Ward, summarized the Planning Commission conversation about building height. It sounds like the majority of the Commission is supportive of considering the proposed height for Building One. There is consensus that the applicant has moved in the right direction by decreasing the interior heights, reducing the overall height exception, and having small exceptions for the sloping areas. She asked for clarification about the roof forms the Planning Commission is most interested in. There has been a discussion about 4:12, 7:12, and 12:12. She wanted to know what the Commission would like to see at the September 9, 2026, Planning Commission Meeting.

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Chair Van Dine believed there is a desire to see the 4:12, 7:12, and 12:12 options on one of the buildings. It would be helpful to know what those might look like in the development. Commissioner Shand agreed. He understands the earlier comments from Commissioner Day about the roof pitches and the lower part of Main Street. That look and roof pitch is appropriate on Main Street, but he is open to different roof pitch options in this location. Mr. Swisher confirmed that it is possible to bring back renderings for 4:12 and 7:12. He explained that the difference between a 4:12 and 12:12 roof pitch is approximately 6 feet.

Mr. Swisher reported that the slope varies between 1 and 4 feet, depending on the building. Most of them are between 1 and 2 feet, but because of the grade, there is a variation of approximately 4 feet on Building Six. He clarified that these variations will not add height to the inside of the building. Mr. Swisher informed the Commission that there will not be renderings created for all of the buildings ahead of the next Planning Commission Meeting, but there will be some additional renderings provided. Chair Van Dine stated that Building Three, Building Four, and at least one of the buildings that fronts Bonanza Drive should be brought back for Planning Commission consideration.

The Commission was asked to consider the following questions about traffic and parking:

- Does the Planning Commission find the applicant's updated submittals mitigate the traffic generated by the site?
    - LMC 15-1-10(E)(2) - Traffic considerations, including capacity of existing streets in the area.
    - LMC 15-6-6(P) - Addresses and mitigates traffic generated by the project.
- Does the Commission find the applicant's updated submittals adequately address the seven criteria to qualify for parking that exceeds the recommendations in the Land Management Code?
    - LMC 15-6-5(E) - Off-street parking.

Chair Van Dine stated that the applicant team has done a better job of providing traffic mitigation information. She understands that there is a desire to see the intersections improved, but that is not necessarily the responsibility of the developer. It is important to focus on mitigation strategies and limit the traffic impacts as much as possible. A lot of strategies have been brought forward, but she agrees with Commissioner Strachan that those strategies should be concisely laid out. It seems the application has moved in the right direction, though she is still uncertain about the amount of parking proposed.

Commissioner Tilson thought it would be useful to understand the commercial tenant mix, because the uses can impact traffic levels at different times of the day. Mr. Brint stated that it is possible to share information about what has been discussed. There is no way to know what the exact commercial tenant mix will be at this point. Commissioner Day asked for additional information about the proposed parking. Mr. Gibbons explained that there is not solid data to determine the impact of providing less parking. The traffic studies and parking studies are based on land uses. Those land uses are classified to fit the

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context of the area. For example, if a use is close to transit, there can be adjustments made to the land use assumptions. There are certain variables when it comes to estimating parking and traffic demand. The results of this work are shown in the study.

Mr. Swisher pointed out that parking management is also a factor. All of the parking spaces do not need to be available all of the time. It is possible to control when the spaces are available and how many are available at any given moment. When the parking study was conducted and all of the public amenities were considered, it was determined that all of the proposed parking spaces were needed. Mr. Gibbons shared information about Munchkin Road and what has been included in the study.

Commissioner Shand believed the delays measured in seconds are for specific intersections, which was confirmed. The challenge is that an additional 60 second delay backs up traffic into other areas. He would like to look at the traffic studies in more detail.

Planner Barton believed there is general support to return with a concise list of TDM strategies proposed by the applicant as well as information about the anticipated impacts those strategies would have. Commissioner Frontero would like to see specific information about unbundled parking. He wants to know how that strategy would be implemented on the site. This project will introduce 1,200 additional daily trips, which is a concern. He is not sure there are mitigation strategies that will help to alleviate the number of additional trips. Some of the proposed strategies appear to be lacking.

Mr. Gibbons reported that in the study, there was a time-of-day analysis conducted to see how the demand would fluctuate. Overnight is when the parking demand is expected to hit a low point. The peak of the parking demand is expected to be in the middle of the day, which is because of the retail uses that are proposed to be on the site. Those conditions led to the recommendation for a certain number of stalls in the development.

Additional discussions were had about parking and the number of spaces proposed. Commissioner Beal stated that he will struggle to approve the additional parking on the site. He believes that less available parking is what will change visitor behaviors.

Planner Ward noted that during the General Plan update process, approximately 71% of respondents to the statistically valid survey stated that traffic is the number one challenge in Park City. She acknowledged that there are existing LOS challenges. Park City Forward established goals for each neighborhood specifically in order to shift modes of transportation, increase transit ridership, increase the bike and pedestrian network, and decrease single-occupancy vehicles. As part of that plan, there is a monitoring and reporting component. The recommendation for the General Plan was to track and monitor the number of incoming vehicles, LOS, and overall TDM strategies Citywide. The intention is to manage some of the traffic and congestion challenges during peak periods. There could be a recommendation that reporting and monitoring be considered or evaluated in conformance with some of these adopted long-range transportation plans.

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MOTION: Commissioner Strachan moved to CONTINUE the Five-Acre Site – Subdivision, Master Planned Development, and Conditional Use Permits, and the public hearing to a date uncertain. The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

The Planning Commission took a short break before hearing the remaining agenda items.

B. 3228 American Saddler Drive – Conditional Use Permit – The Applicant Proposes to Demolish an Existing Single-Family Dwelling (SFD) and Construct a New SFD with a 349-Square-Foot Swimming Pool and 122-Square Foot Hot Tub on an Upper-Story Deck in the Residential Development (RD) Zoning District. PL-25-06752.

Planner Barton presented the Staff Report and explained that this is a CUP application for 3228 American Saddler Drive. This is Lot 50 of the Risner Ridge Subdivision. The applicant is proposing to demolish an existing single-family dwelling and construct a new single-family dwelling. The reason this item is before the Planning Commission is because there is a 349 square foot swimming pool and 122 square foot hot tub proposed. These are defined in the code as private recreational facilities and require a CUP.

Planner Barton shared a rendering that was provided by the applicant. The rendering illustrates what the swimming pool and hot tub would look like after completion of construction. This proposal complies with the Residential Development Zoning District requirements. He noted that the applicant is proposing to remove 15 trees to accommodate construction of the single-family dwelling. Those are proposed to be replaced at a 1:1 ratio. This proposal has been reviewed by the Forestry Board and there is a Condition of Approval to ensure that the replacement trees comply with the Wildland Urban Interface requirements in the code. There are also Conditions of Approval related to outdoor lighting, noise, and off-street parking. In addition, there is a requirement for this plan to be reviewed by the Snyderville Basin Water Reclamation District.

Staff recommends the Planning Commission review the proposed CUP at 3228 American Saddler Drive, conduct a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter.

The applicant representatives, Andrew Foster and Ben Walker, explained that they are from Drift Studio. Mr. Foster shared information about the design intent. He stated that it is fairly common to push the public spaces of the home to the second level to enhance view corridors. The idea is to have the swimming pool on the same family gathering level of the home. There is a desire to have increased privacy by using the building itself to screen the pool. The existing and future landscaping will create a more private experience on the second level as well. He offered to answer Commissioner questions.

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Commissioner Shand asked about the rendering that was provided by the applicant representatives. He pointed out the garage entrance underneath the swimming pool and asked what the three boxes are. Mr. Foster explained that those are windows. There are three bedrooms located underneath the swimming pool, so there is livable space.

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

Commissioner Frontero was expecting to see more screening around the swimming pool. Mr. Foster shared the street view rendering. If the swimming pool was in the front yard and at grade, it would be a lot more visible. The mechanical room for the swimming pool in the flat roof portion of the home will protect the neighbor to the west. Along the property line to the east, there are existing trees proposed to remain in order to protect and screen. There will be no direct views from either neighboring property to the swimming pool.

Commissioner Day asked about a fence. Mr. Foster clarified that there is no fence proposed around the swimming pool. The pool level deck does not have a traditional handrail. The Building Department was approached with some ideas to create a trough. The trough itself meets the handrail code. Nothing has been submitted for Building Permit approval at this time, but the submittals to the Building Department met the handrail code.

MOTION: Commissioner Shand moved to APPROVE the Conditional Use Permit at 3228 American Saddler Drive, based on the following:

Findings of Fact:

1. Pursuant to LMC § 15-2.13-2(B)(35), swimming pools are Private Recreation Facilities and require a Conditional Use Permit (CUP) in the RD Zoning District. Planning Staff follow an internal policy dictating that hot tubs larger than 120 square feet also require a CUP.

2. 3228 American Saddler Drive is Lot 50 of the Risner Ridge Subdivision.

3. The original subdivision approval included a condition of approval limiting the square footage of dwellings which was omitted from the recorded plat.

4. The City Council adopted Ordinance No. 90-28 adding previously approved language to the Risner Ridge Subdivision Plat limiting square footage of houses: “The maximum floor area of any structure shall be 5500 square feet and shall be calculated as follows: The floor area is the area of a building that is enclosed by surrounding exterior walls, excluding a 600 square foot allowance for garages. Basements will be considered floor area whether finished or unfinished. Porches, balconies, patios and decks will not be considered floor area.”

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5. The City Council adopted Ordinance No. 10-32 requiring Setbacks for the Risner Ridge Subdivision that are more stringent than the Setbacks in the underlying RD Zoning District: “All buildings and structures on all lots shall be set back at least 15 feet from the from the side lot lines, 20 feet from the rear lot line, and a minimum of 30 feet from the front lot line.”

6. The City Council adopted Ordinance No. 14-14 memorializing the established limitations on house size in Risner Ridge through the approval of an amended plat.

7. The proposed outdoor pool and hot tub comply with the RD Zoning District requirements in LMC Chapter 15-2.13 and with the Risner Ridge Subdivision Plat, as amended.

    a. Front Setback: 30 feet.
        i. Complies. The proposed SFD meets a minimum Front Setback of 64 feet, 11 inches.
    b. Rear Setback: 20 feet.
        i. Complies. The proposed SFD meets a minimum Rear Setback of 20 feet, 5 inches.
    c. Side Setback: 15 feet.
        i. Complies. The proposed SFD meets a minimum Side Setback of 15 feet.
    d. Height: 28 feet from Existing Grade.
        i. Complies. The Applicant submitted a June 1989 site plan for a Building Permit showing grade established by a US Geological Survey. The Applicant proposes a SFD with a maximum height of 28 feet from Existing Grade.
    e. Maximum House Size: 5,500 square feet.
        i. Complies. The proposed SFD is 5,461 square feet, excluding a 600-square-foot allowance for a garage as well as porches, balconies, patios, and decks, as defined by the Second Amended Plat of the Risner Ridge Subdivision.
    f. LMC § 15-2.13-10 states “The Property Owner must protect Significant Vegetation during any Development activity.”
        i. Complies. The Applicant proposes to remove 15 trees to accommodate construction of the new SFD. The Applicant proposes planting 15 trees that comply with the Wildland-Urban Interface regulations in Municipal Code of Park City (MCPC) § 11-21-1.
        ii. The Forestry Board reviewed the Applicant’s submittal and supports removal of the trees, subject to the project’s compliance with home hardening and vegetation clustering

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requirements in MCPC Chapter 11-21. The Applicant must submit a full landscape plan compliant with Wildland-Urban Interface and Water Wise regulations for review and approval by the Building Department prior to construction.

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

   a. Size and location of the Site.
      i. Complies. 3228 American Saddler Drive is a 0.47-acre Lot in the Risner Ridge Subdivision. Surrounding properties are primarily other SFDs. An open space parcel owned by the City is north of the Lot. The proposed swimming pool and hot tub exceed the required 30-foot Front Setback by approximately 35 feet.
   b. Traffic considerations including capacity of the existing Streets in the Area.
      i. Complies. At the time of the Applicant's submittal, proposed developments or redevelopments generating 25 or more net new vehicle trips during the weekday AM or PM peak hour were required to prepare a Traffic Impact Study (TIS) consistent with the City's adopted TIS Guidelines.
      ii. The proposed swimming pool and hot tub will not generate additional traffic beyond the property's primary Use as an SFD. The pool and hot tub will be used by the property owner and their guests.
   c. Utility capacity, including Storm Water run-off.
      i. Complies. The Development Review Committee (DRC) reviewed the proposal on July 21, 2026, and confirmed the proposal conforms with their requirements.
   d. Emergency Vehicle Access.
      i. Complies. The DRC reviewed the proposal on July 21, 2026, and confirmed the proposal conforms with their requirements.
   e. Location and amount of off-Street parking.
      i. Complies. LMC § 15-3-6(A) requires two Off-Street Parking Spaces per Dwelling Unit for an SFD.
      ii. For Private Recreation Facilities, including swimming pools, LMC § 15-3-6(B) requires one Off-Street Parking Space per four persons maximum rated capacity.
      iii. The maximum rated capacity of the swimming pool and hot tub is approximately 16 people. Therefore, the proposed project requires four additional off-street parking spaces. The proposed 1,126- square-foot garage can accommodate more than four vehicles.

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f. Internal vehicular and pedestrian circulation system.
   i. Complies. The property is accessed from American Saddler Drive. The Applicant does not propose changes to the driveway, and the proposed swimming pool and hot tub do not impact vehicular or pedestrian circulation.

g. Fencing, Screening, and landscaping to separate the Use from adjoining Uses.
   i. Complies. The proposed swimming pool and hot tub are set back nearly 65 feet from the public right-of-way behind a row of mature evergreen and deciduous trees in the Front Setback. The property also includes mature trees in the Side Setbacks. The Applicant proposes to remove 15 trees and replace them with new plantings at a 1:1 ratio (see Finding of Fact 7.f). The swimming pool and hot tub are not visible from the north because of the proposed SFD's roofline.

h. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots.
   i. Complies. SFDs within Risner Ridge are limited to 5,500 excluding a 600-square-foot garage. The Applicant proposes a 5,461-square-foot SFD with a swimming pool and hot tub on an upper-story deck. The proposed Structure is three levels, including a partially underground garage floor, a main level providing access to the swimming pool and hot tub, and an upper level.

i. Useable Open Space.
   i. Complies. The proposed swimming pool and hot tub are incorporated into an upper-story deck and do not decrease the amount of Open Space for the property.

j. Signs and Lighting.
   i. Condition of Approval recommended. No signs or exterior lighting are proposed with this application. If outdoor lighting is proposed to be installed, it must comply with the City's outdoor lighting requirements in LMC § 15-5-5(J) and requires review and approval by Planning Staff.

k. Physical Design and Compatibility with Surrounding Structures.
   i. Complies. The proposed SFD complies with the Maximum House Size, Setbacks, and Building Height requirements of the RD Zoning District and Risner Ridge Subdivision. The proposed swimming pool and hot tub are screened from neighboring properties and the public Right-of-Way.

l. Noise, vibration, odors, steam, or other mechanical factors.
   i. Condition of Approval recommended. The proposed project must comply with Municipal Code of Park City Chapter 6-3 Noise.

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m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas.
   i. Complies. Vehicles for service and maintenance of the outdoor pool and hot tub will access the property form the private driveway and American Saddler Drive.
   ii. All trash and recycling areas are within the SFD. No additional trash or recycling areas are proposed.

n. Expected Ownership and management.
   i. Complies. 3228 American Saddler Drive is under private ownership. The proposed swimming pool and hot tub are for the Use of the property owner and guests.

o. Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site.
   i. Complies. 3228 American Saddler Drive is not within the Sensitive Land Overlay (SLO) or Soils Ordinance Boundary. The property does not have any physical mine hazards or historic mine waste. The proposed SFD is outside of Steep Slopes in the property's Front Setback.

p. Reviewed for consistency with the goals and objectives of the Park City General Plan.
   i. Complies. The General Plan encourages preserving the neighborhood character of Park Meadows.

q. Radon mitigation.
   i. Condition of Approval recommended. The proposed SFD shall include the installation of a basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes.

9. The Development Review Committee reviewed the proposal on July 21, 2026, and the Forestry Board reviewed the proposal on August 6, 2026, and require Conditions of Approval.

   a. Prior to construction or the removal of any trees, the Forestry Board requires the Applicant to submit a full landscape plan that complies with Wildland-Urban Interface and Water Wise regulations for review and approval by the Building Department.
   b. Snyderville Basin Water Reclamation District requires the Applicant to submit a swimming pool drainage plan for review and approval at the Building Permit phase.

Conclusions of Law:

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1. The proposed swimming pool and hot tub comply with the LMC requirements pursuant to Section 15-1-10 *Conditional Use Review Process*, Chapter 15-2.13 *Residential Development (RD) District*, and Chapter 15-3 *Off-Street Parking*.

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

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

Conditions of Approval:

1. Final building plans and construction details shall reflect substantial compliance with the final plans dated August 5, 2026, submitted to the Planning Department and reviewed August 26, 2026, by the Planning Commission.

2. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director prior to construction.

3. Prior to construction or the removal of any trees, the Applicant shall submit a full landscape plan that complies with Wildland-Urban Interface and Water Wise regulations for review and approval by the Building Department.

4. The Applicant shall adhere to Municipal Code of Park City Chapter 6-3 Noise.

5. If outdoor lighting is proposed to be installed, it shall comply with the City's outdoor lighting requirements in LMC § 15-5-5(J) and shall be reviewed and approved by Planning staff prior to installation.

6. The Applicant shall submit a swimming pool drainage plan for review and approval by Snyderville Basin Water Reclamation District at the Building Permit phase.

7. The swimming pool and hot tub shall not be rented out separately from the property's primary Use of a Single-Family Dwelling.

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8. The proposed SFD shall include the installation of a basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes.

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

C. 2868 American Saddler Drive – Conditional Use Permit – The Applicant Proposes a 300-Square-Foot Swimming Pool Located in the Residential Development Zoning District and Fairway Meadows Subdivision. PL-26-06993.

Planner Barton presented the Staff Report and explained that this is a CUP application for 2868 American Saddler Drive. This is Lot 4 in the Fairway Meadows Subdivision. There is an existing single-family dwelling, and the applicant is proposing to construct a 300 square foot swimming pool in the rear yard. The proposal complies with the Residential Development Zoning District requirements. There will be no removal of significant vegetation, and the proposal meets the setback requirements. Planner Barton reported that there is existing vegetation to the north and south that screens the proposed swimming pool from neighboring single-family dwellings. There is also an existing fence between the property and golf course. Staff does not recommend additional screening. There are Conditions of Approval related to outdoor lighting and noise. In addition, there is a drainage requirement for review by the Snyderville Basin Water Reclamation District.

Staff recommends the Planning Commission review the proposed CUP at 2868 American Saddler Drive, conduct a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter.

Commissioner Strachan believed the neighboring property has a swimming pool. He asked if that was added at a later date. The applicant, Whitney Olch, introduced herself to the Planning Commission and confirmed that the neighboring pool was added later.

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

MOTION: Commissioner Strachan moved to APPROVE the Conditional Use Permit application for 2868 American Saddler Drive, based on the following:

Findings of Fact:

1. The Applicant is proposing a 300-square-foot outdoor swimming pool at 2868 American Saddler Drive in the Residential Development (RD) Zoning District.

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2. 2868 American Saddler Drive is Lot 4 in the Fairway Meadows Subdivision developed with a Single-Family Dwelling (SFD).

3. The proposed outdoor swimming pool is at the rear of the SFD, 15 feet from the Rear Lot Line and 44 feet from the nearest Side Lot Line.

4. An existing five-foot Fence along the Rear Lot Line and portions of the Side Lot Lines will partially screen the outdoor swimming pool.

5. The proposed outdoor swimming pool complies with the Residential Development Zoning District requirements outlined in Land Management Code Chapter 15-2.13.

    a. Land Management Code (LMC) § 15-2.13-2(B)(35) establishes a Private Recreation Facility, including outdoor swimming pools, as a Conditional Use in the RD Zoning District.
    b. LMC § 15-2.13-3(D) requires a 15-foot Rear Setback.
        i. The proposed outdoor swimming pool is a minimum of 15 feet from the Rear Lot Line.
    c. LMC § 15-2.13-3(F)(1) requires a minimum 12-foot Side Setback.
        i. The proposed outdoor swimming pool is a minimum of 44 feet from the nearest Side Lot Line.

6. 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.
        i. The proposed outdoor swimming pool is located outside the Setbacks and is in the Rear of the SFD, so it is not visible from the Right-of-Way.
    b. Traffic considerations including capacity of the existing Streets in the Area.
        i. At the time of this application submittal, the Transportation Impact Study Guidelines stated that a study is required when a proposed development or redevelopment will generate 25 or more net new vehicle trips during the weekday AM or PM peak hour or other analysis hour at the discretion of Park City Staff.
        ii. The proposed outdoor swimming pool will not generate any additional traffic beyond the property's primary use as a SFD as it will be used by the property owner and their guests.
    c. Utility capacity, including Storm Water run-off.
        i. The Development Review Committee (DRC) reviewed the proposal on July 21, 2026, and requires a Condition of

PENDING APPROVAL

Approval: “The Applicant shall coordinate pool drainage with Snyderville Basin Water Reclamation District at the Building Permit phase.

d. Emergency vehicle Access.
   i. The Development Review Committee (DRC) reviewed the proposal on July 21, 2026, and confirmed the proposal conforms with their requirements.

e. Location and amount of Off-Street Parking.
   i. LMC § 15-3-6(A) requires two Parking Stalls for the SFD. There is an existing two-car Garage, with the SFD.
   ii. LMC § 15-3-6(B) requires a minimum of one Space per four persons at the maximum rated capacity for Private Recreation Facilities. The maximum rated capacity for the proposed outdoor swimming pool is 20, establishing a requirement of five Off-Street Parking stalls.
   iii. Outside the Garage there is a large existing concrete Driveway capable of parking at least four vehicles, one short of the requirement.
   iv. LMC § 15-3-7(A) allows the Planning Commission to reduce the parking requirement for CUPs to prevent excessive parking and paving.
   v. Considering this is a private outdoor swimming pool for a private residence, it is unlikely that the parking demand will exceed four spaces. Requiring additional parking would lead to further paving of the SFD’s front yard, creating excessive parking and paving.

f. Internal vehicular and pedestrian circulation system.
   i. The proposed outdoor swimming pool does not change the vehicular circulation of the Lot and there are adequate areas for pedestrian circulation around the outdoor swimming pool.

g. Fencing, Screening, and landscaping to sperate Use from adjoining Uses.
   i. The proposed pool is screened from view of SFDs to the north and south of the property by existing vegetation. The property abuts Park Meadows Golf Course to the west. Fencing along the Rear Lot Line includes a transparent mesh that provides limited Screening.
   ii. Because Park Meadows Golf Course is a recreational Use that is unlikely to be impacted by the proposed private pool, staff does not recommend additional screening along the Rear Lot Line.

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

PENDING APPROVAL

i. The proposed outdoor swimming pool is in the Rear of the property and outside the Setbacks, maximizing its distance from other Structures and Uses.

h. Usable Open Space.
i. The proposed outdoor swimming pool is outside the Setbacks. There is no Open Space requirement for individual Lots in the Fairway Meadows Subdivision.

j. Signs and Lighting.
i. No signage is proposed and any Outdoor Lighting must comply with the City's outdoor lighting requirements.

k. Physical Design and Compatibility with Surrounding Structures.
i. The proposed outdoor swimming pool is set into the ground, which limits its ability to be seen and ensures it is compatible with the surrounding Landscaping.

l. Noise, Vibration, Odors, Steam, or Other Mechanical Factors.
i. The property must adhere to the City's Noise Ordinance.

m. Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash and Recycling Pickup Areas.
i. Vehicles for service and maintenance of the outdoor swimming pool will access the property from the private Driveway. All trash and recycling areas are inside the SFD.

n. Expected Ownership and Management.
i. The property is under private ownership, and the outdoor swimming pool will be used by the owner and guests.

o. Within and Adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mining Waste, and Park City Soils Ordinance, and Appropriateness of the Proposed Structure to the Existing Topography of the Site.
i. The property is not within the Sensitive Land Overlay, Park City Soils Ordinance Boundary, or a location with historic mining waste or mine hazards.

p. Reviewed for Consistency with the Goals and Objectives of the Park City General Plan.
i. The General Plan recommends preserving the Park Meadows neighborhood character. The proposed pool is limited in size and is located at the rear of the property for use of the property owner and their guests.

q. Radon Mitigation.
i. The proposed outdoor swimming pool is not an enclosed Structure and does not require radon remediation.

Conclusions of Law:

PENDING APPROVAL

1. The proposed outdoor swimming pool complies with LMC § 15-1-10 *Conditional Use Review Process*, Chapter 15-2.13 *Residential Development (RD) District*, and Chapter 15-3 *Off-Street Parking*.

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

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

Conditions of Approval:

1. Final building plans and construction details shall reflect substantial compliance with the final plans dated June 11, 2026, submitted to the Planning Department and reviewed August 26, 2026, by the Planning Commission.

2. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director prior to construction.

3. The Applicant shall adhere to Municipal Code of Park City Chapter 6-3 Noise.

4. If outdoor lighting is proposed to be installed, it shall comply with the City's outdoor lighting requirements in LMC § 15-5-5(J) and shall be reviewed and approved by Planning Staff prior to installation.

5. The Applicant shall submit a swimming pool drainage plan for review and approval by Snyderville Basin Water Reclamation District at the Building Permit phase.

6. The outdoor swimming pool shall not be rented separately from the property's primary Use of a Single-Family Dwelling.

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

6. WORK SESSION

A. Land Management Code Amendments – Detached Accessory Dwelling Units – The Planning Commission Will Conduct a Work Session

PENDING APPROVAL

Regarding Proposed Amendments to Detached Accessory Dwelling Unit Regulations. PL-26-06866.

Director Ward shared information about proposed LMC Amendments. She explained that these are related to detached accessory dwelling units ("D-ADU"). The intention is for the Planning Commission to forward a recommendation to the City Council. Director Ward explained that accessory dwelling units ("ADU") in Park City have traditionally been called accessory apartments. Those allowances still remain in the LMC. In 2021, there was comprehensive policy research conducted, a community survey, Planning Commission Work Sessions, and City Council discussions related to accessory apartment regulations. Those regulations were overhauled so there was more of an incentive to build.

In 2021, the State created an internal accessory dwelling unit ("I-ADU") preemption or allowance where in a single-family home, it is possible to have an I-ADU. The State does not have size regulations. That is something municipalities are prohibited from requiring, so in effect, single-family homes can essentially become a duplex under the I-ADU code.

Director Ward explained that this year, the State enacted D-ADUs. On all residential lots that are 11,000 square feet or larger, a D-ADU is now allowed. The only size regulation on the D-ADUs is that they cannot be larger than the home. The State allows cities to enact some regulations for D-ADUs. Staff recommends that the most restrictive code for D-ADUs be drafted ahead of a public hearing and recommendation to the City Council.

For the single-family dwelling lots that meet the 11,000 square foot minimum, there could be D-ADUs that are capped at an 18-foot building height. This is currently the building height in residential zones for detached accessory structures. The language would require the D-ADU to be in an area of disturbance. It would also provide clarification about parking. There would need to be additional review if there was a home that qualified in a Historic District. In addition, there would be a deed restriction that was recorded against the property to state that the minimum rental term would be 90 days. Courtesy notices would be required to an HOA, if applicable. There would be an Administrative Permit process allowed, which means these applications would be reviewed by Staff. Director Ward clarified that there would still be a public hearing on these applications.

The Staff recommendation is to enact the most restrictive language possible. She clarified that this will not change the underlying accessory apartment allowances. Those allowances are intended to create more affordable rental units throughout the community.

When the accessory apartment code was overhauled in 2021, there were approximately 40 permitted ADUs in the City. Since the adoption of the accessory apartment code that made it easier for these to be built and the I-ADU creation by the State, there have only been seven permitted in the last five years. Director Ward explained that several communities have established pilot programs with pre-approved plan sets. In addition, there are loan programs and technical assistance programs that could be considered.

PENDING APPROVAL

Director Ward clarified that the proposed LMC Amendments have been brought forward as a Work Session item. The intention is to return on September 23, 2026, with a draft ordinance that there can be public feedback on. A recommendation can then be made to the City Council. She asked for Planning Commission input on the amendments.

Commissioner Shand asked if the seven applications indicate that there is not a lot of demand. Director Ward stated that there could be a number of possible explanations. Commissioner Shand mentioned an applicant who wanted to build an accessory unit in the Fairway Meadows Subdivision but ended up canceling the application. Some of the neighbors approached him about the feasibility. The suspicion was that the owner of the property was calling something an accessory unit but planned to enlarge the size of their home. He asked what kind of protections are available. Director Ward explained that the State requires that the property owner lives on site as a primary resident for both I-ADUs and D-ADUs. There are no requirements about the use of the ADU other than it must meet the long-term rental requirement. She added that the State recently amended the code so there are enforcement mechanisms allowed on the deed restriction.

Commissioner Beal wanted to know if there is a requirement that an ADU be rented. This was denied. He pointed out that someone could build a D-ADU and never rent the space. He is interested in incentivizing the creation of units, but only if the units are actually rented. Commissioner Shand mentioned Page 4 of the Staff Report, which states that there are 829 affordable housing units. The City goal is to maintain at least 15% of the workforce living in town by 2032. The Staff Report states that an additional 1,035 units are needed. He believed there was an error with the numbers presented in the report. It seems the total number of affordable units needed are 1,035. Attorney Harrington reported that the numbers will be verified before the next amendment discussion.

Commissioners expressed support to review the most restrictive language possible for the proposed LMC Amendments. Director Ward reported that this will be drafted and brought back to the Planning Commission for consideration at a future meeting.

7. ADJOURNMENT

MOTION: Commissioner Shand moved to ADJOURN. There was no second. The motion passed with the unanimous consent of the Commission.

The Planning Commission Meeting adjourned at approximately 8:47 p.m.

PENDING APPROVAL

FIVE-ACRE SITE

August 26, 2026

PL-26-06914 | Master Planned Development
PL-26-06915 | Conditional Use Permit
PL-26-06917 | Conditional Use Permit
PL-26-06920 | Subdivision

August 12 Meeting

Reviewed:

- Building Height Exceptions
- Proposed Open Space
- Sustainability Plan
- Parking Management Plan
- Traffic Impact Study

Requested:

- Reduce Building Heights
- Specify Traffic Delays at Key Intersections
- Update Transportation Demand Management Strategies

Zoning District

General Commercial

- Building Height (35 feet, 40 feet with roof exceptions)
- Setbacks (Perimeter 25 Feet)

Frontage Protection

- Kearns Boulevard 100’
- Setback (30 Feet)
- Construction Activity Requires CUP



Building Height

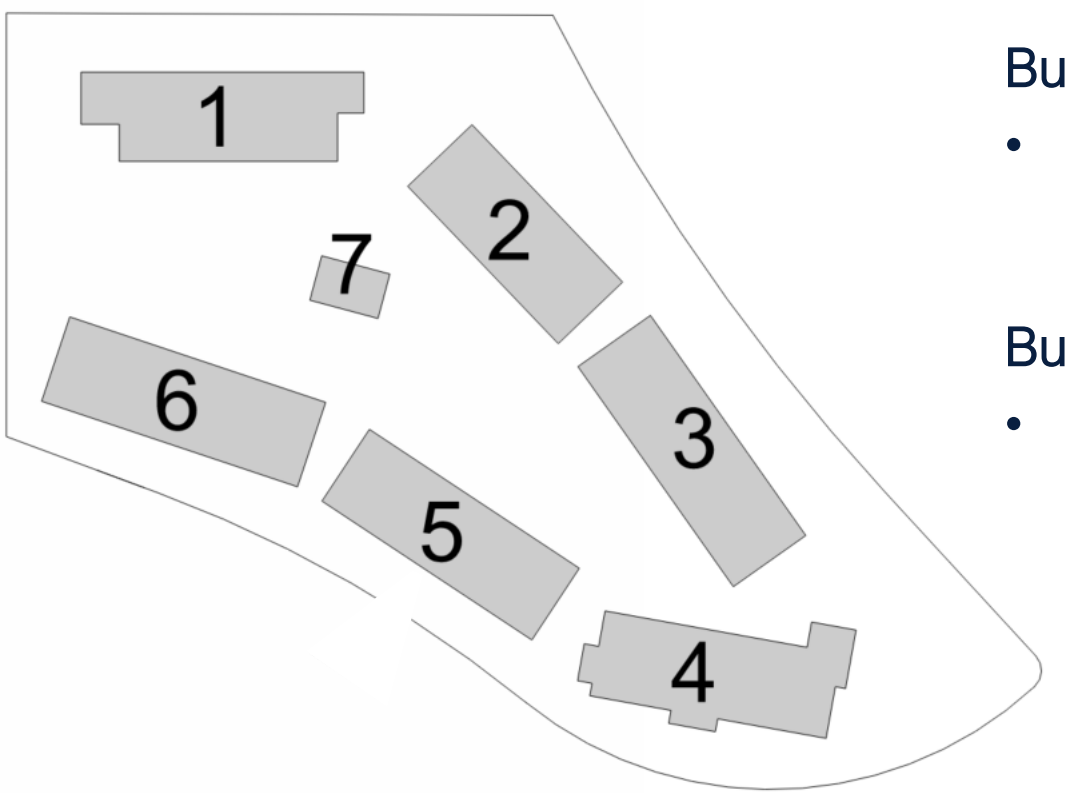




Revised Example Concepts

- Buildings Two and Five
- Reduced Building Height
- Simple Architectural Design
- Exterior Building Materials

Building Height



Buildings Two Through Six

- Could be Reduced to 35 Feet in Height

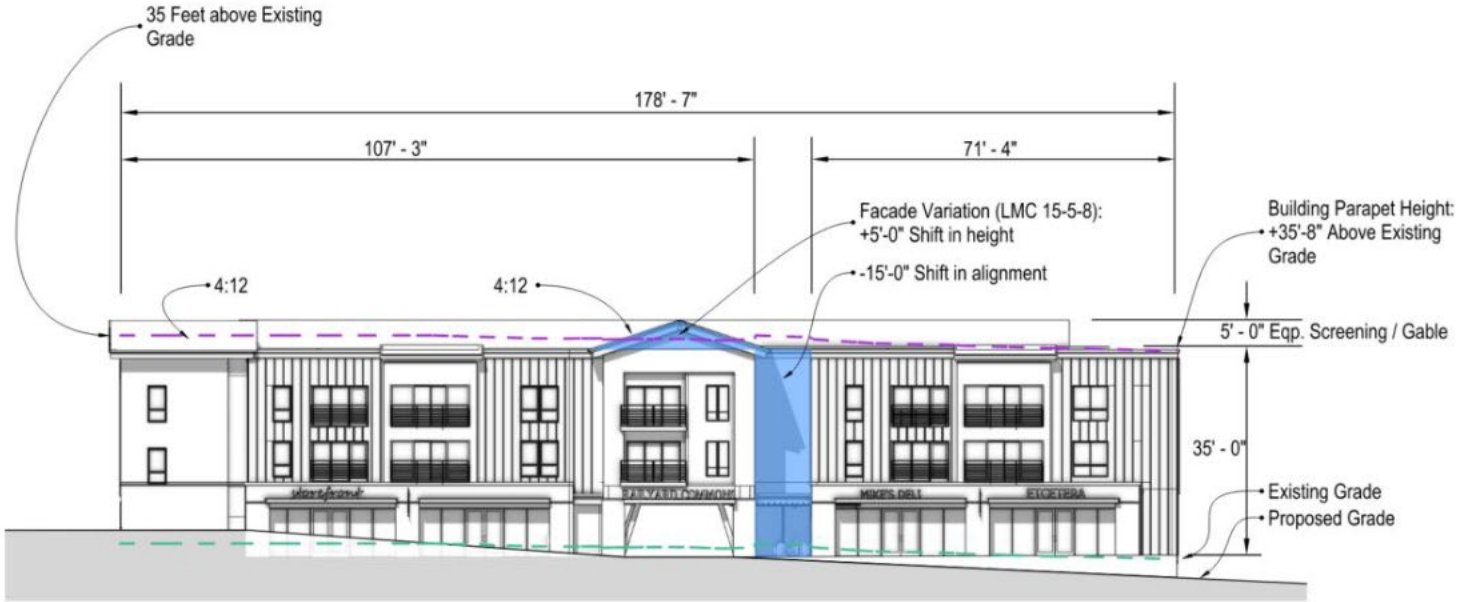
Building One

- Proposed to Remain a Four-Story Building.

Building Height



Building Height



Building Height

MPD Purpose:

- Provide flexibility necessary for well-planned mixed-use developments that are compatible with the surrounding neighborhood
- Encourage development that provides:
  - Net positive contribution of amenities
  - Variety of housing types
  - Highest value of open space
  - Mixed-use, walkable, and sustainable redevelopment that is innovative and energy-efficient
  - Economic diversification and development

Traffic & Parking

Use	Code Requirement	Proposal	Number of Required Spaces
Residential Uses			
Apartment ≤1,000 sq ft	1 space / unit	82 units	82
Apartment >1,000 and <2,000 sq ft	1.5 spaces / unit	24 units	36
		SUBTOTAL:	118
Non-Residential Uses			
Child Care Center	1 per on-shift employee	4 on-shift employees	4
Resident Leasing Office	3 spaces / 1,000 sq ft	2,188 sq ft	6.56
Non-Profit Arts Spaces	1 space / 1,000 sq ft	8,080 sq ft	8.08
Retail	3 spaces / 1,000 sq ft	10,251 sq ft	30.71
Café	3 spaces / 1,000 sq ft	2,220 sq ft	6.6
Restaurant	1 space / 100 sq ft	3,360 sq ft	33.6
		SUBTOTAL:	89.55
		TOTAL REQUIRED PARKING:	208
		PROPOSED PARKING:	**280*** (+72)

NOTE
*The project includes 280 parking spaces in an underground garage. An additional nine surface parking spaces are proposed adjacent to Munchkin Road. Because they require backing onto an adjacent roadway, these spaces do not comply with LMC § 15-3-3(G) and are not included in this analysis.

Traffic & Parking

- Traffic considerations, including capacity of existing streets in the area
- Proposal addresses and mitigates traffic generated by the project

Traffic & Parking

1. Proposed number of vehicles required by the occupants of the project based upon the **proposed Use and occupancy**.
2. A Parking **comparison of projects** of similar size with similar occupancy type to verify the demand for occupancy Parking.
3. Parking needs for **non-dwelling Uses**, including traffic attracted to Commercial Uses from Off-Site.
4. An analysis of time periods of Use for each of the Uses in the project and opportunities for **shared parking** by different Uses.
5. A plan to **discourage the Use of motorized vehicles** and encourage other forms of transportation.
6. Provisions for **overflow Parking** during peak periods.
7. Evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

PARK CITY 1884

Traffic & Parking

August 12 – Commission Requests

- Report delays in Level of Service (LOS) tables in seconds
- Provide additional information about transportation demand management strategies
- Consider reserving some of the additional parking for rideshare and carshare vehicles

Traffic & Parking

- Active street level uses
- Trail and sidewalk connections
- Dedication of space for possible BRT lanes
- On-site amenities
- Centralized delivery of goods
- Management of service and delivery vehicles
- Car and bike share programs
- On-site childcare
- Employee incentives for transit, vanpool
- Parking management
- Shared parking
- Unbundled residential parking
- Enhanced crosswalk elements
- Pedestrian and transit amenities
- End-of-trip bicycle facilities

Building Height

- *If the Applicant meets the six criteria (LMC § 15-6-5(F)), does the Planning Commission find justification to grant a Building Height exception based on site-specific analysis that meets the overall purpose of the MPD code, including site design flexibility necessary for well-planned, mixed-use development compatible with the surrounding neighborhood?*

- *If not, what modifications does the Applicant need to make to meet the six criteria?*

Traffic & Parking

- *Does the Planning Commission find the Applicant's updated submittals mitigate the traffic generated by the site?*
  - *LMC § 15-1-10(E)(2) – Traffic considerations, including capacity of existing streets in the area*
  - *LMC § 15-6-6(P) – Addresses and mitigates traffic generated by the project*

- *Does the Commission find the Applicant's updated submittals adequately address the seven criteria to qualify for parking that exceeds the requirements of the Land Management Code?*
  - *LMC § 15-6-5(E) – Off-street parking*

Building Height

1. The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Facade variation and design, but rather provides desired architectural variation, unless the increased square footage or Building volume is from the Transfer of Development Credits;
2. Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site specific analysis;
3. There is adequate Landscaping and buffering from adjacent Properties and Uses;
4. Increased Setbacks and separations from adjacent projects are proposed;
5. The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible;
6. The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review.

August 26, 2026

Park City: 5 Acre Site

Traffic Impact Study

Josh Gibbons, PE, PTOE, RSP1
Scottie Duclos, PE, PTOE

Hales

Trip Generation

How much traffic will the development add to the road network?

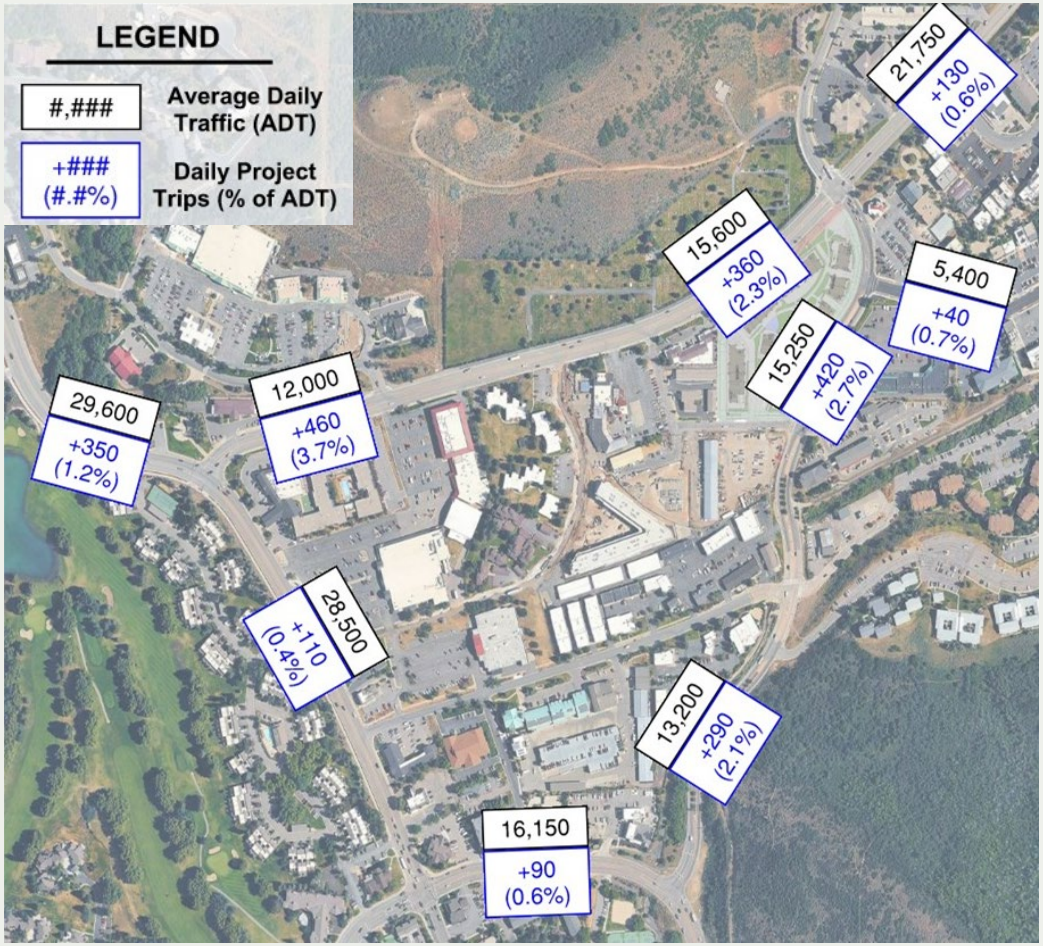
- Reductions in development traffic assumed due to internal capture, multimodal use, and retail pass-by
  - Lower reductions assumed than what is justified to be conservative in the analysis, resulting in higher traffic numbers
- New traffic added to the road network:
  - 1,238 daily trips
  - 104 morning peak hour trips
  - 112 evening peak hour trips
    - ~1 car entering and ~1 car exiting per minute during peak hours

Hales

Daily Traffic Impact

- Development traffic is a small percentage of all daily traffic

- Traffic impact study focuses on peak hour conditions

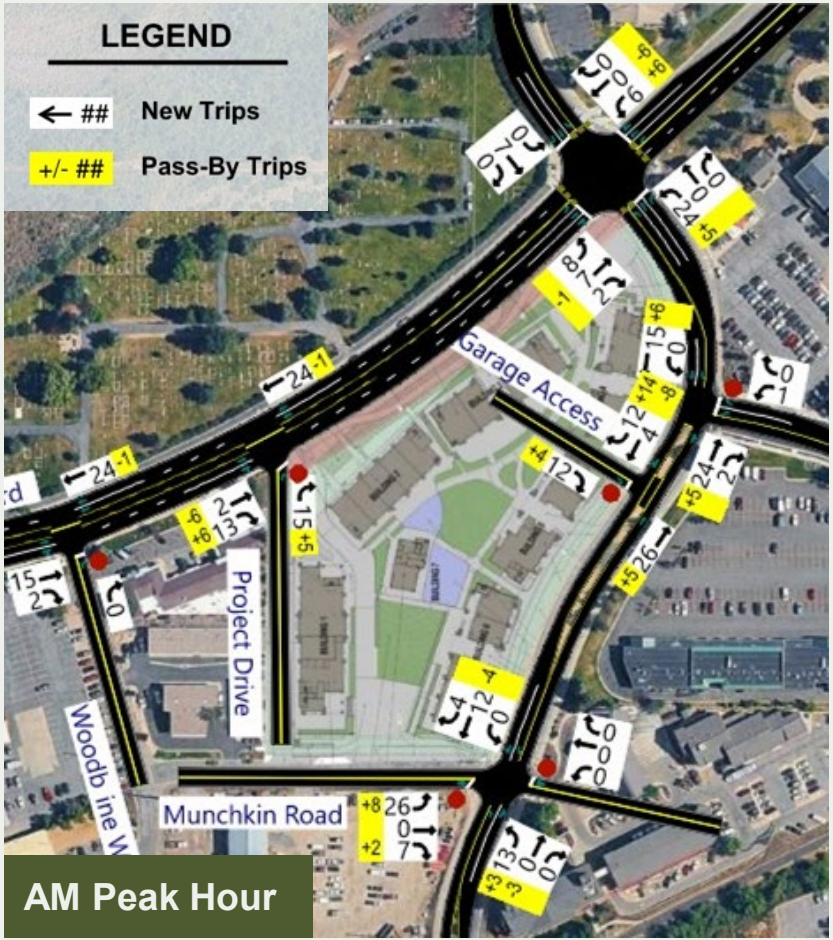


Hales

Trip Assignment – AM Peak Hour

What specific movements do we expect development traffic to make?

- New trips represent new development traffic added to the roads
- Pass-by trips represent existing traffic that reroutes to enter the development site before continuing to original destination

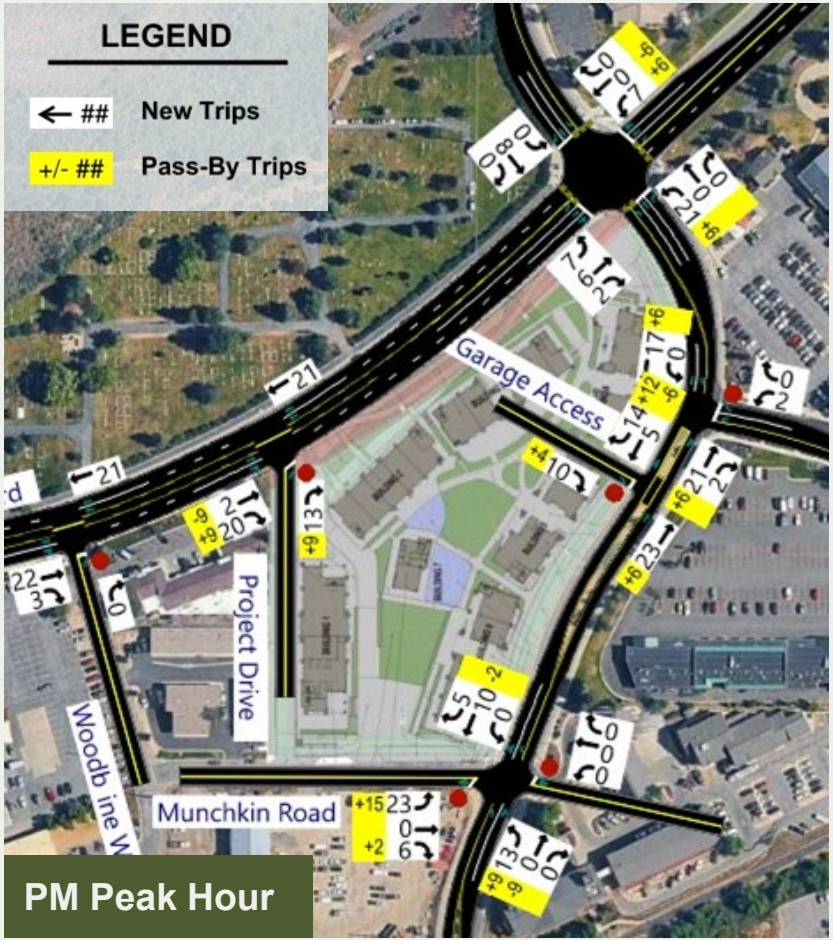


Hales

Trip Assignment – PM Peak Hour

What specific movements do we expect development traffic to make?

- New trips represent new development traffic added to the roads
- Pass-by trips represent existing traffic that reroutes to enter the development site before continuing to original destination



Hales

Delay and Level of Service

- Average delay per vehicle measured at each intersection and turn/thru movement
- Level of service (LOS) is based on the delay

LOS	Traffic Conditions	Average Delay (seconds/vehicle)	
		Signalized	Other
A	**Free flow** Insignificant delay; drivers are unimpeded	≤ 10	≤ 10
B	**Stable operations** Minimum delays; occasional short waits	10–20	10–15
C	**Stable operations** Acceptable delays; maneuvering is restricted	20–35	15–25
D	**Approaching unstable flows** Tolerable delays; queues form and clear	35–55	25–35
E	**Unstable operations** Significant delays; at capacity	55–80	35–50
F	**Forced flows** Unpredictable flows and excessive delays	> 80	> 50

Delay and Level of Service

- Exhibit G in packet shows delay comparison in 2037 between background (no development) and plus project/development scenarios



- Kearns Blvd / Bonanza Dr: Primary delay increase is the left-turn from Bonanza to Kearns

Kearns Boulevard & Bonanza Drive - Morning Peak Hour						
		2037 Background		2037 Plus Project		
Approach	Movement	Avg Delay per vehicle (seconds)	Level of Service	Avg Delay per vehicle (seconds)	Level of Service	Change
Northwest	Left	66.8	E	86.1	F	19.3
	Straight Through	55.4	E	56.5	E	1.1
	Right	4.7	A	4.8	A	0.1
	Subtotal	30.9	C	39.0	D	8.1

Hales

Delay and Level of Service

- Stop-controlled intersections operate poorly today
- Delay tends to increase exponentially even with small amounts of traffic added when one of these intersections is blocked by a queue from a traffic signal

- Prospector Ave / Bonanza Dr: Steep increase in delay with 1 vehicle added plus 50 vehicles on Bonanza
  - ~3% increase in traffic on Bonanza; however delay increases exponentially because of queues on Bonanza Drive



Bonanza Drive & Prospector Avenue - Morning Peak Hour						
		2037 Background		2037 Plus Project		
Approach	**Movement**	**Avg Delay per vehicle (seconds)**	**Level of Service**	**Avg Delay per vehicle (seconds)**	**Level of Service**	**Change**
Northbound	Straight Through	1.4	A	1.5	A	0.1
	Right	1.1	A	1.0	A	-0.1
	Subtotal	1.3	A	1.4	A	0.1
Southbound	Left	5.1	A	5.7	A	0.6
	Straight Through	1.5	A	1.6	A	0.1
	Subtotal	2.0	A	2.1	A	0.1
Westbound	Left	271.0	F	402.0	F	131.0
	Right	71.9	F	134.2	F	62.3
	Subtotal	215.1	F	326.4	F	111.3
Total		29.5	D	37.8	E	8.3

Hales

Transportation Demand Management Strategies

- Bike share program
- Additional bike parking
- Pedestrian connections
- Vanpool/carpool program
- Bus loading zone for future bus rapid transit (BRT) system
- Paid parking in garage for retail use

Bonanza 5-Acre Site Redevelopment

BRINSHORE GTS DEVELOPMENT SERVICES method studio ALLIANCE ENGINEERING DESIGNWORKSHOP

Small Area Plan defined this site as the key location to set the stage for future redevelopment.



BONANZA PARK SMALL AREA PLAN

- Community Gathering Space
- Setbacks and Landscape
- Mixed-use
- View Corridors
- Arts Integration
- Sustainability
- Transit Enhancement
- Active Mobility
- Multi-use Trails
- Affordable Housing
- Underground Parking
- Dedicated Arts Spaces

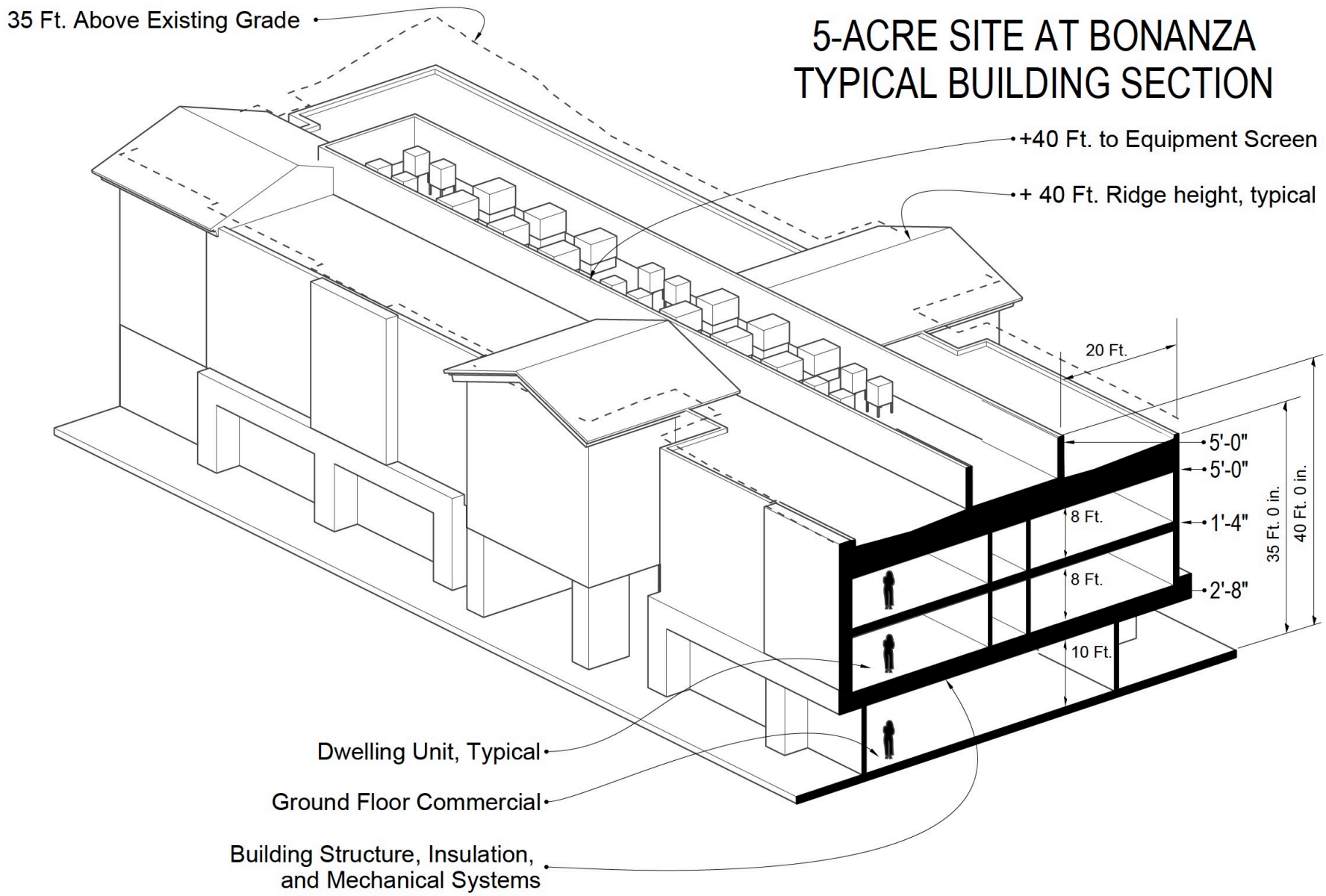
BONANZA | LANDSCAPE PLAN



DESIGNWORKSHOP

*Depth below finish floor from proposed building to lowest point of existing adjacent grade.
8/26/2026

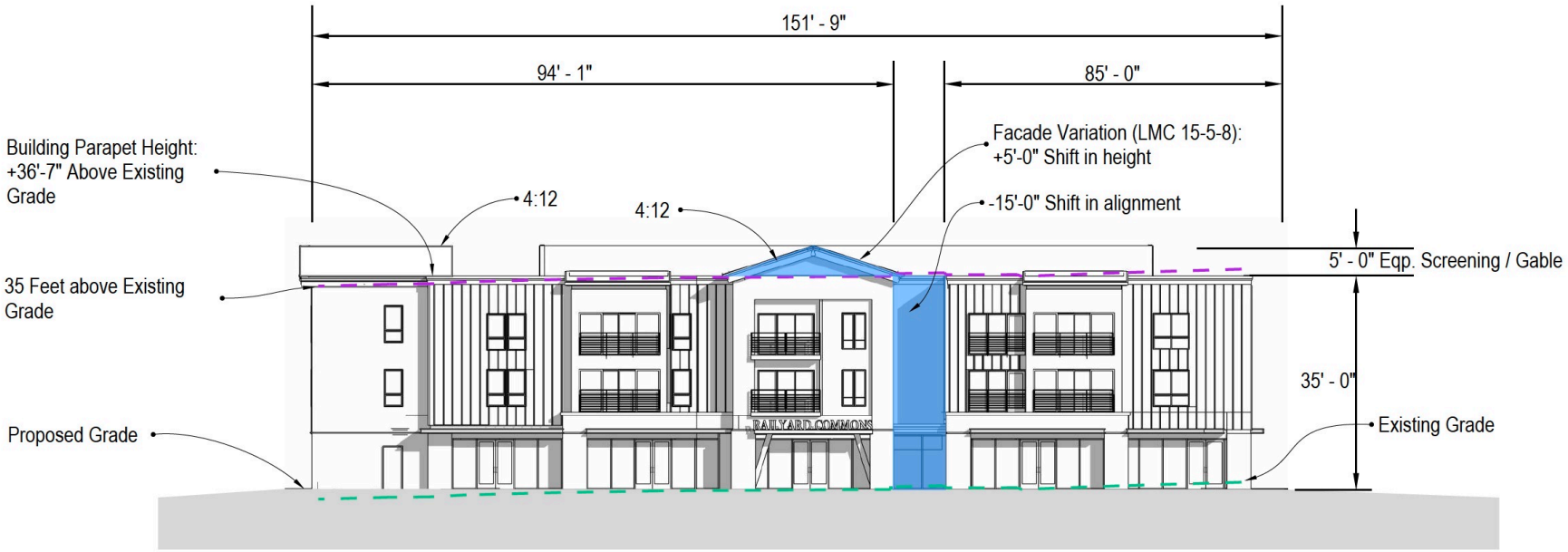
5-ACRE SITE AT BONANZA
TYPICAL BUILDING SECTION





Bonanza 5-Acre Redevelopment
Building 2
North / Northwest Elevation viewed from Kearns Blvd.

method studio



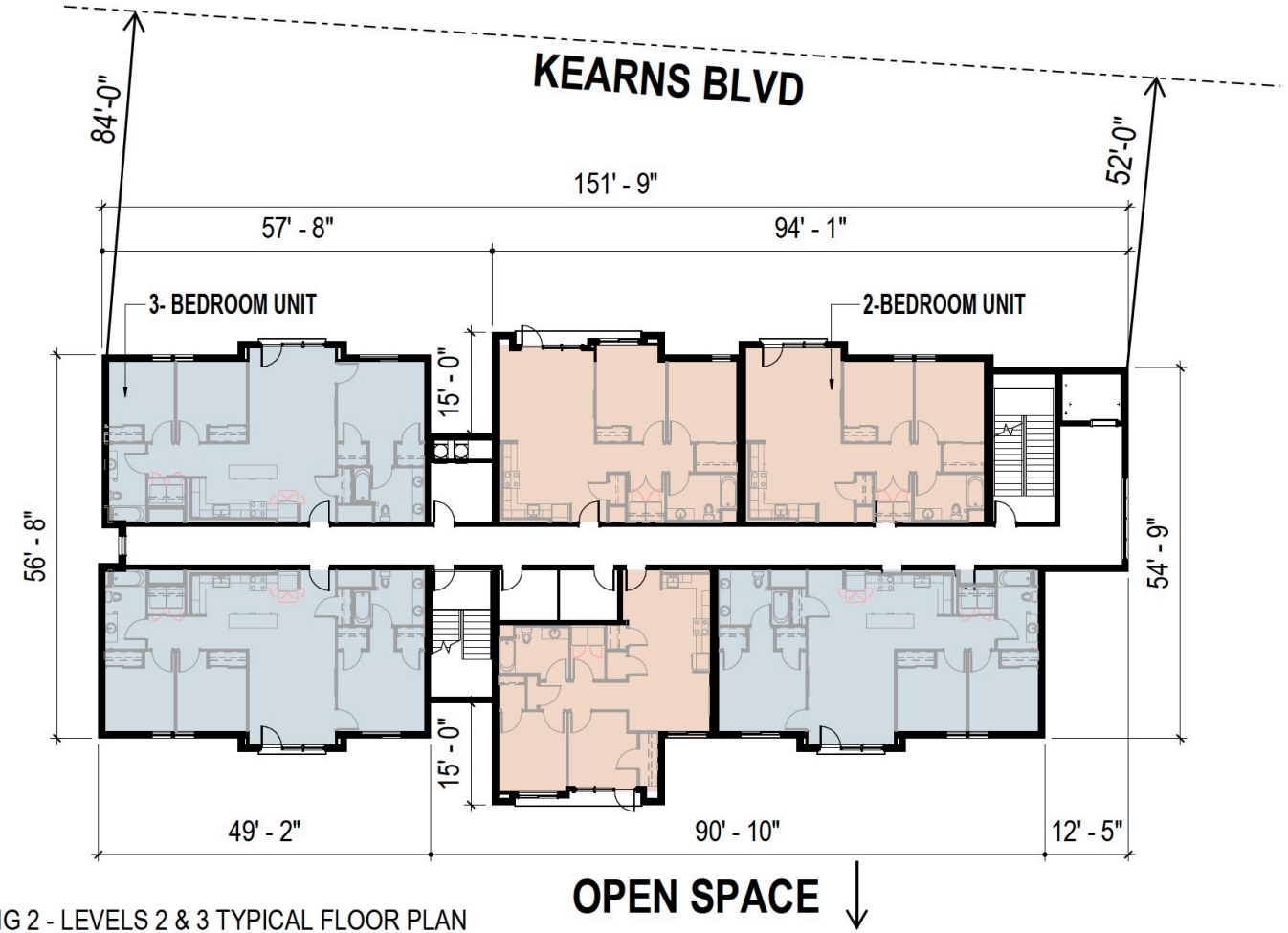
BUILDING - 2 - KEARNS BLVD ELEVATION

method studio



Bonanza 5-Acre Redevelopment
Building 2
North / Northwest Elevation viewed from Kearns Blvd.

method studio



BUILDING 2 - LEVELS 2 & 3 TYPICAL FLOOR PLAN

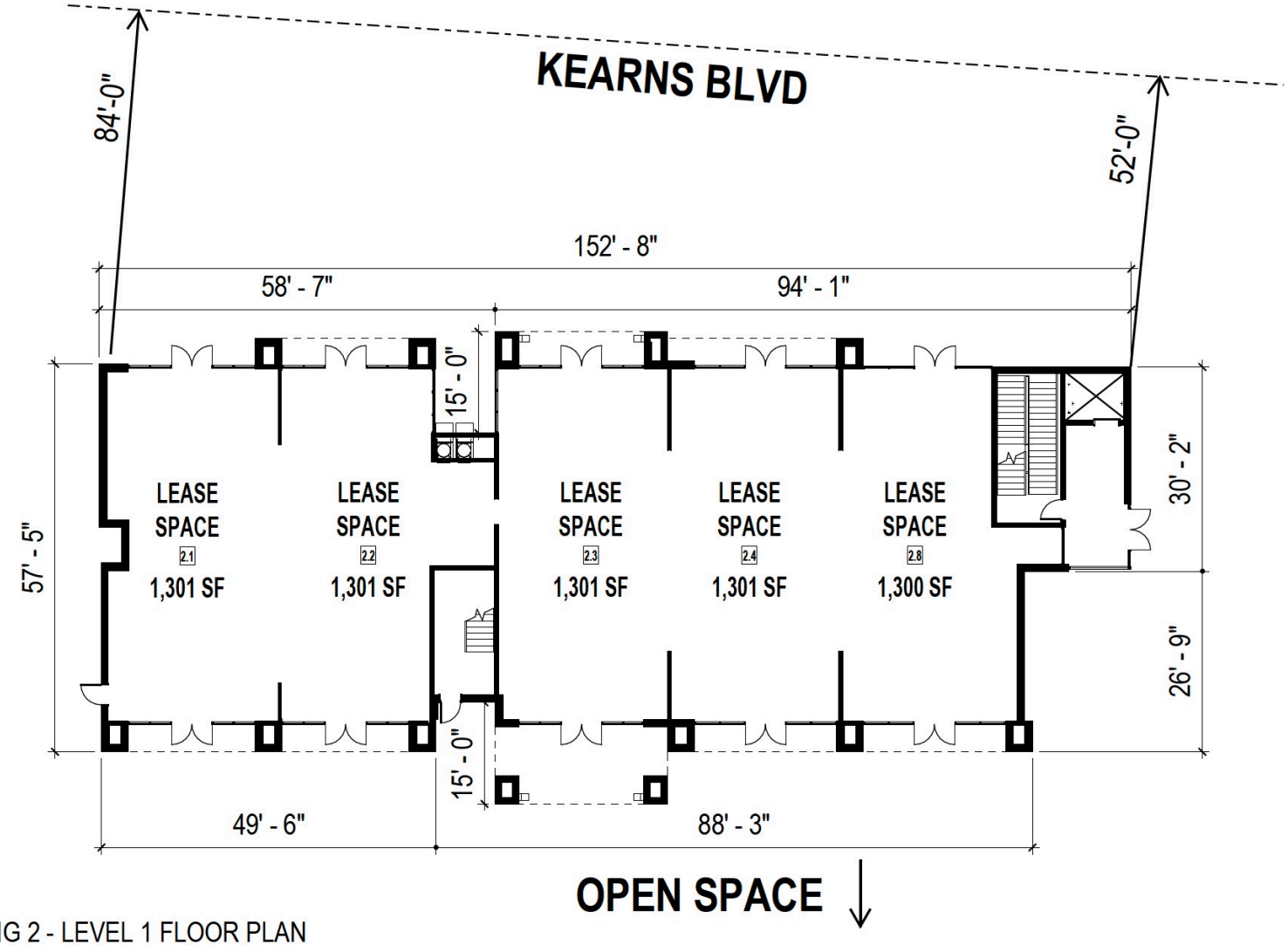
BUILDING 2		
Dwelling Unit Type	Quantity	Prev. Qty.
1 Bed 1 Bath	0	0
2 Bed 1 Bath	6	6
3 Bed 2 Bath	6	6
Total Units:	12	12

method studio



Bonanza 5-Acre Redevelopment
Building 2
View of Southeast Elevation from the Commons Open Space

method studio



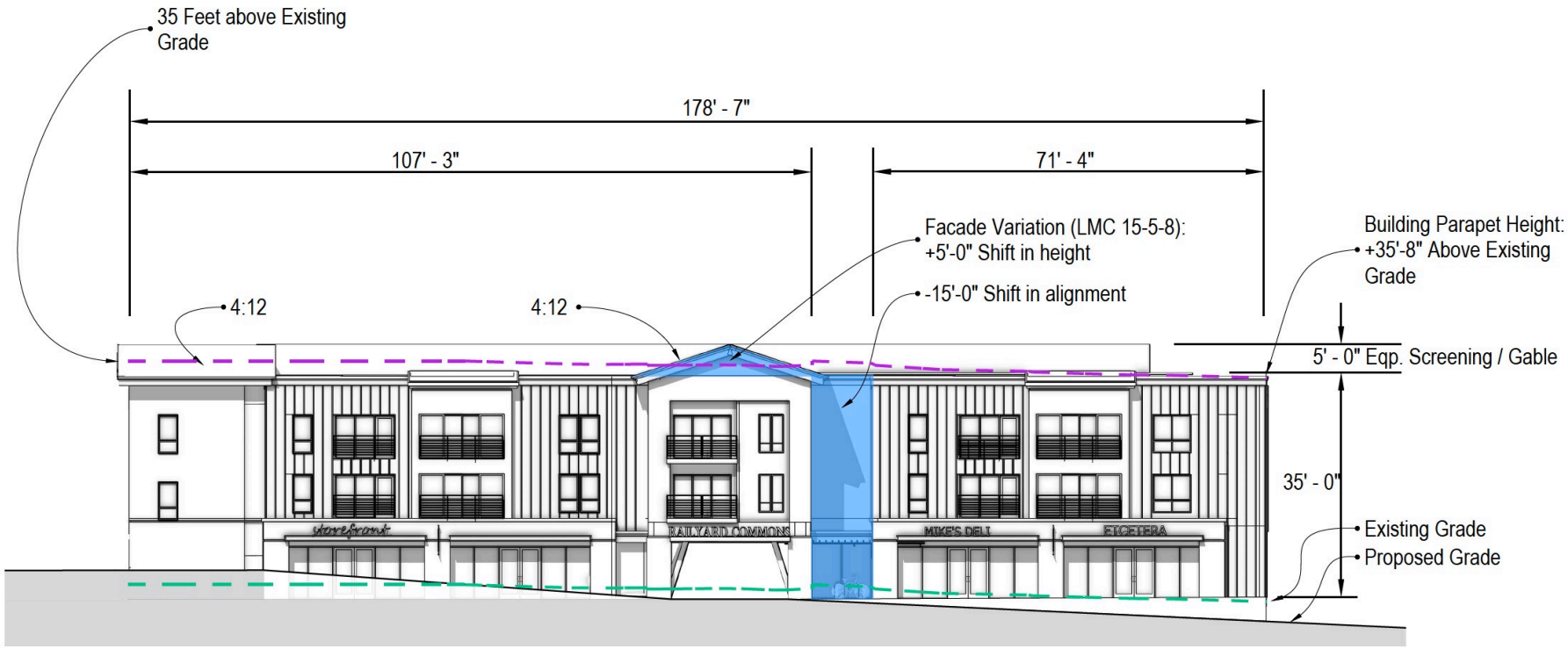
BUILDING 2 - LEVEL 1 FLOOR PLAN

methodstudio



Bonanza 5-Acre Redevelopment
Building 5
East Elevation along Bonanza Drive

method studio



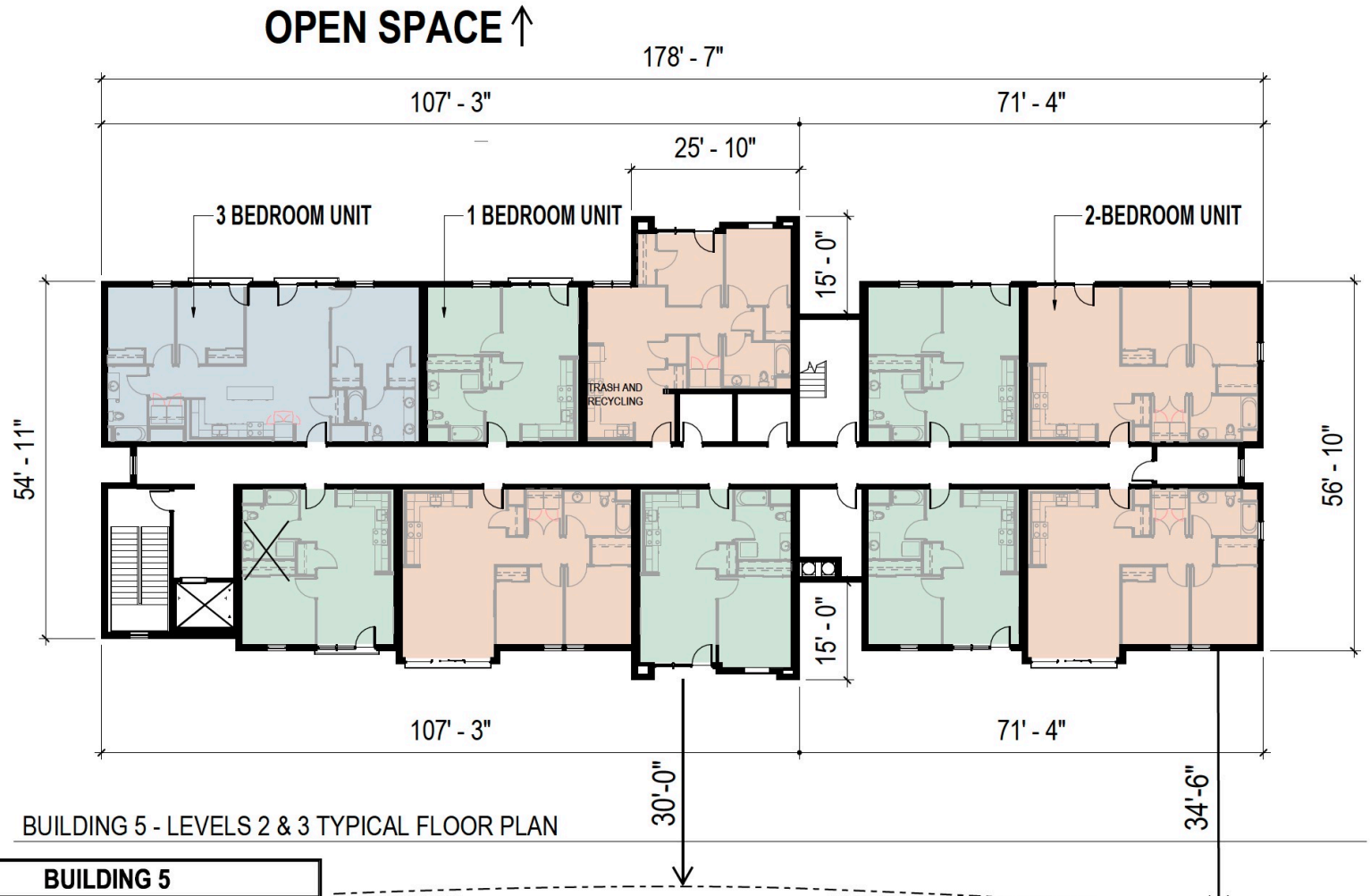
BUILDING 5 - EAST ELEVATION

method studio



Bonanza 5-Acre Redevelopment
Building 5
East Elevation along Bonanza Drive - Detail view at shift in facade alignment

method studio



BUILDING 5 - LEVELS 2 & 3 TYPICAL FLOOR PLAN

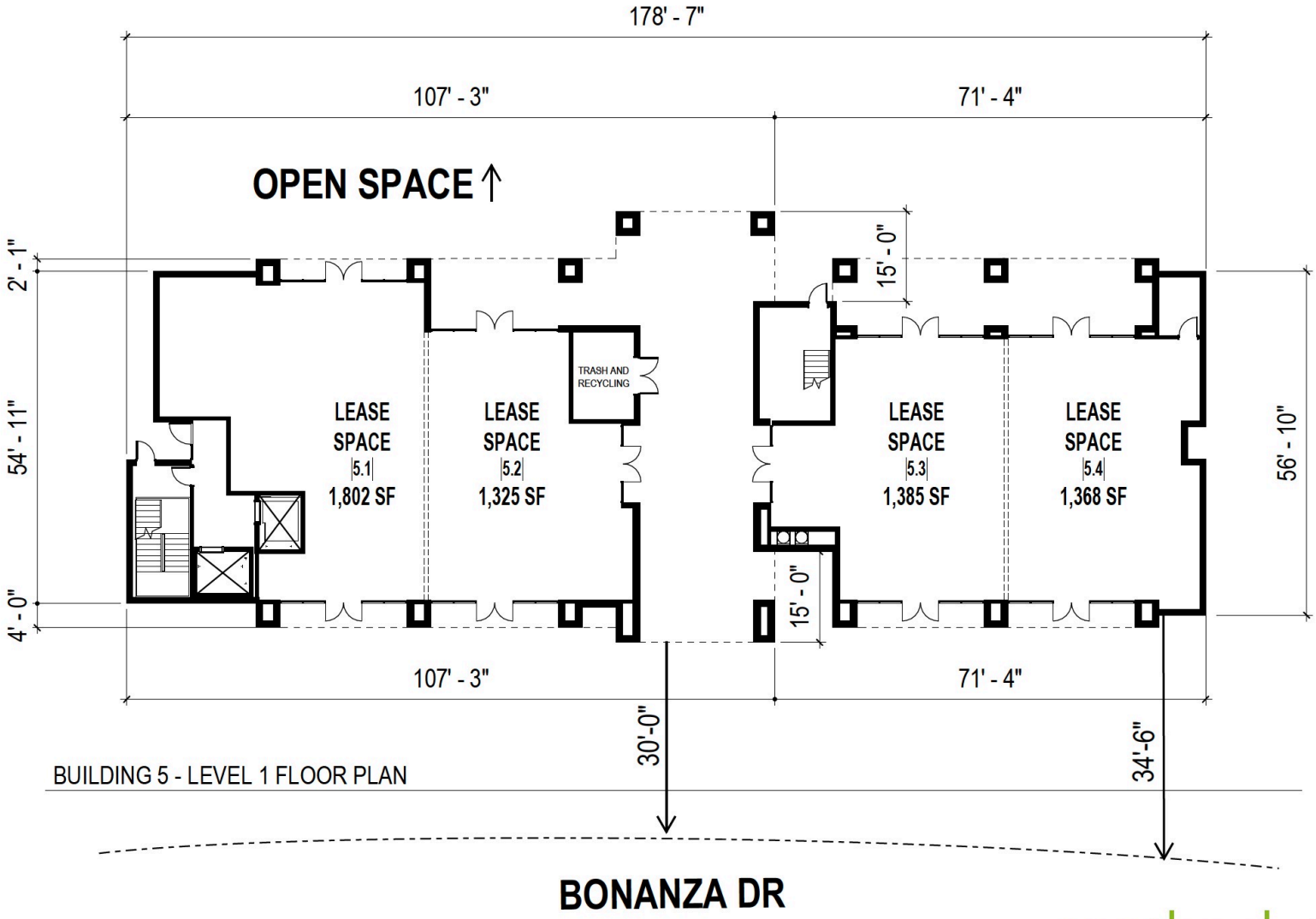
BUILDING 5		
Dwelling Unit Type	**Quantity**	Prev. Qty.
1 Bed 1 Bath	**10**	12
2 Bed 1 Bath	**8**	6
3 Bed 2 Bath	**2**	2
Total Units:	**20**	20

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Bonanza 5-Acre Redevelopment
Building 5
West Elevation as viewed from the open space

method studio

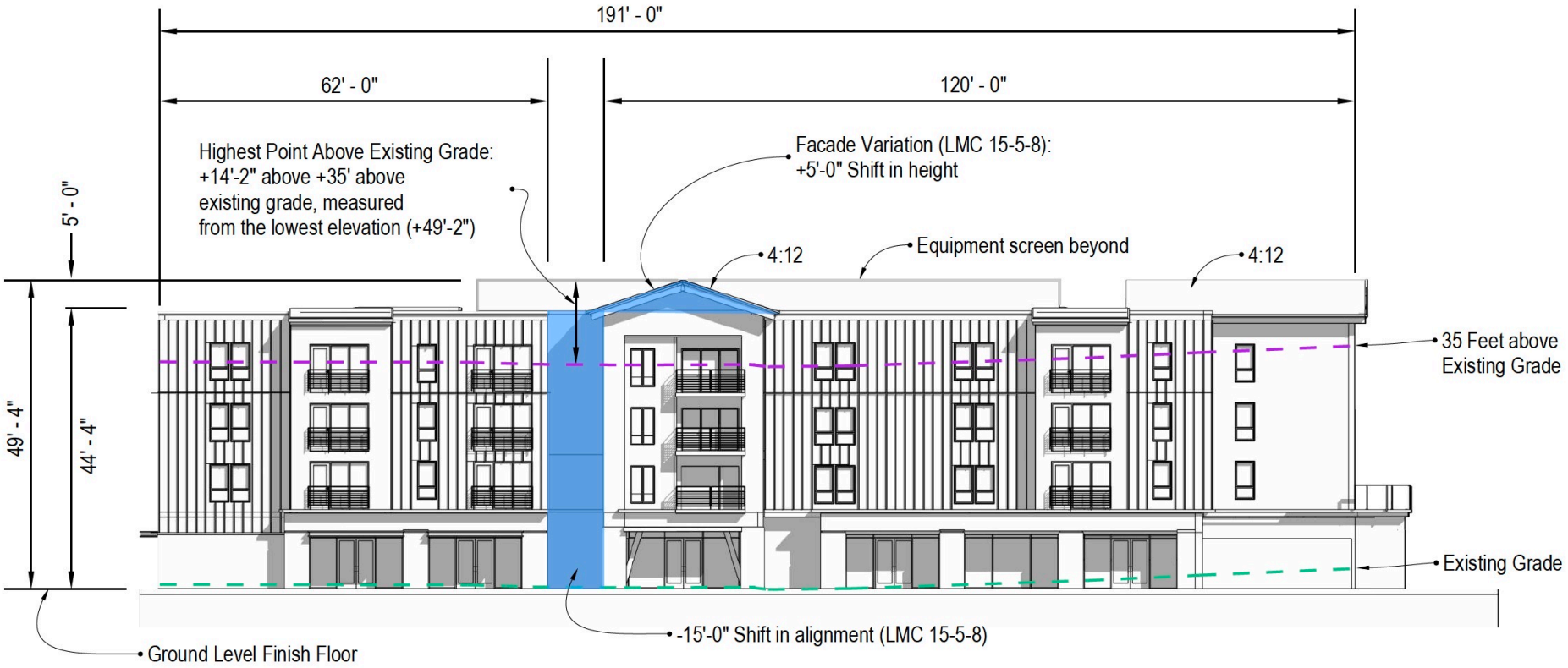


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Bonanza 5-Acre Redevelopment
Building 1
Viewing West Elevation from Kearns / Adjacent Commercial Parking Lot

method studio



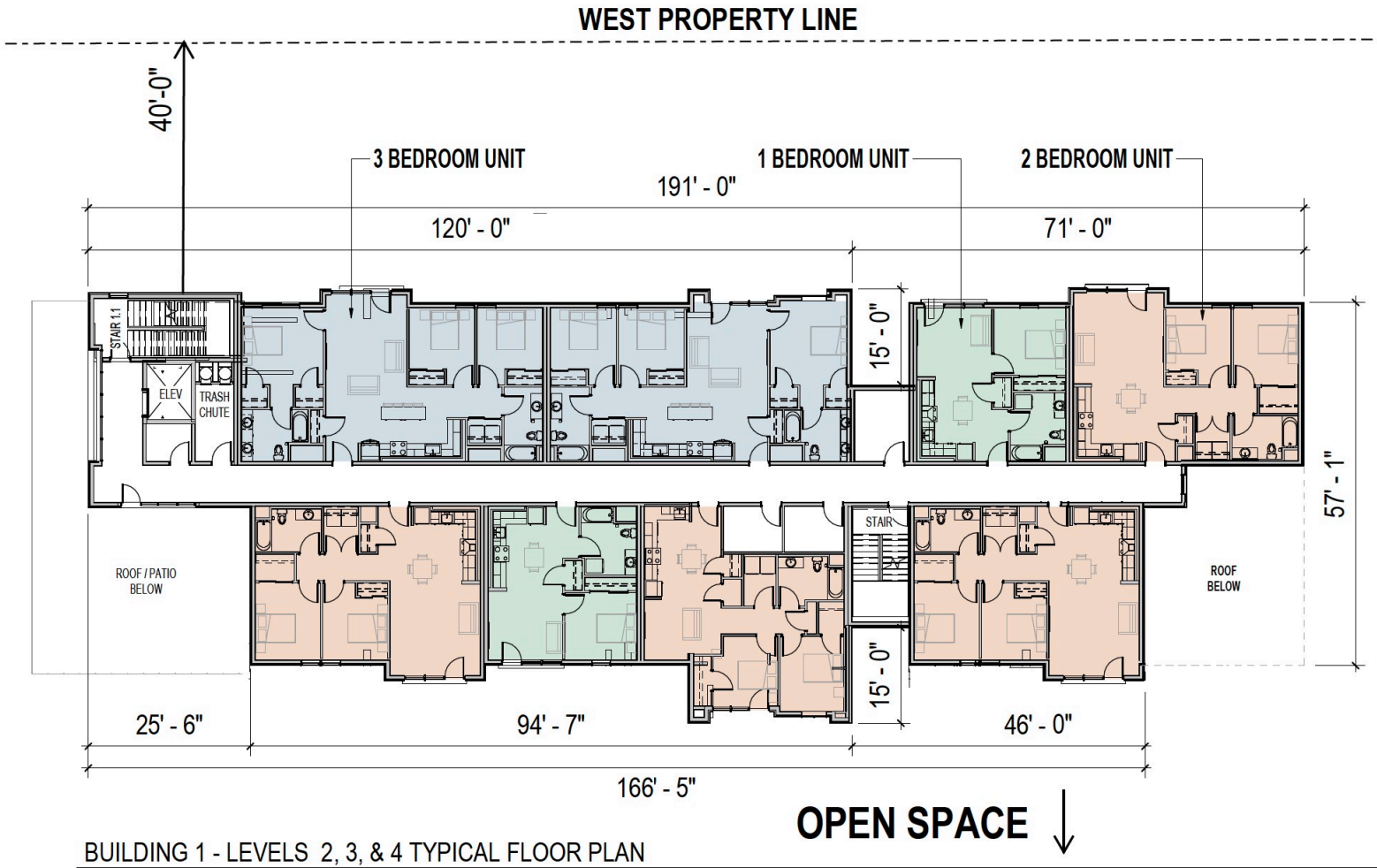
BUILDING 1 - WEST ELEVATION

method studio



Bonanza 5-Acre Redevelopment
Building 1
Viewing East Elevation from Amphitheater

method studio



BUILDING 1 - LEVELS 2, 3, & 4 TYPICAL FLOOR PLAN

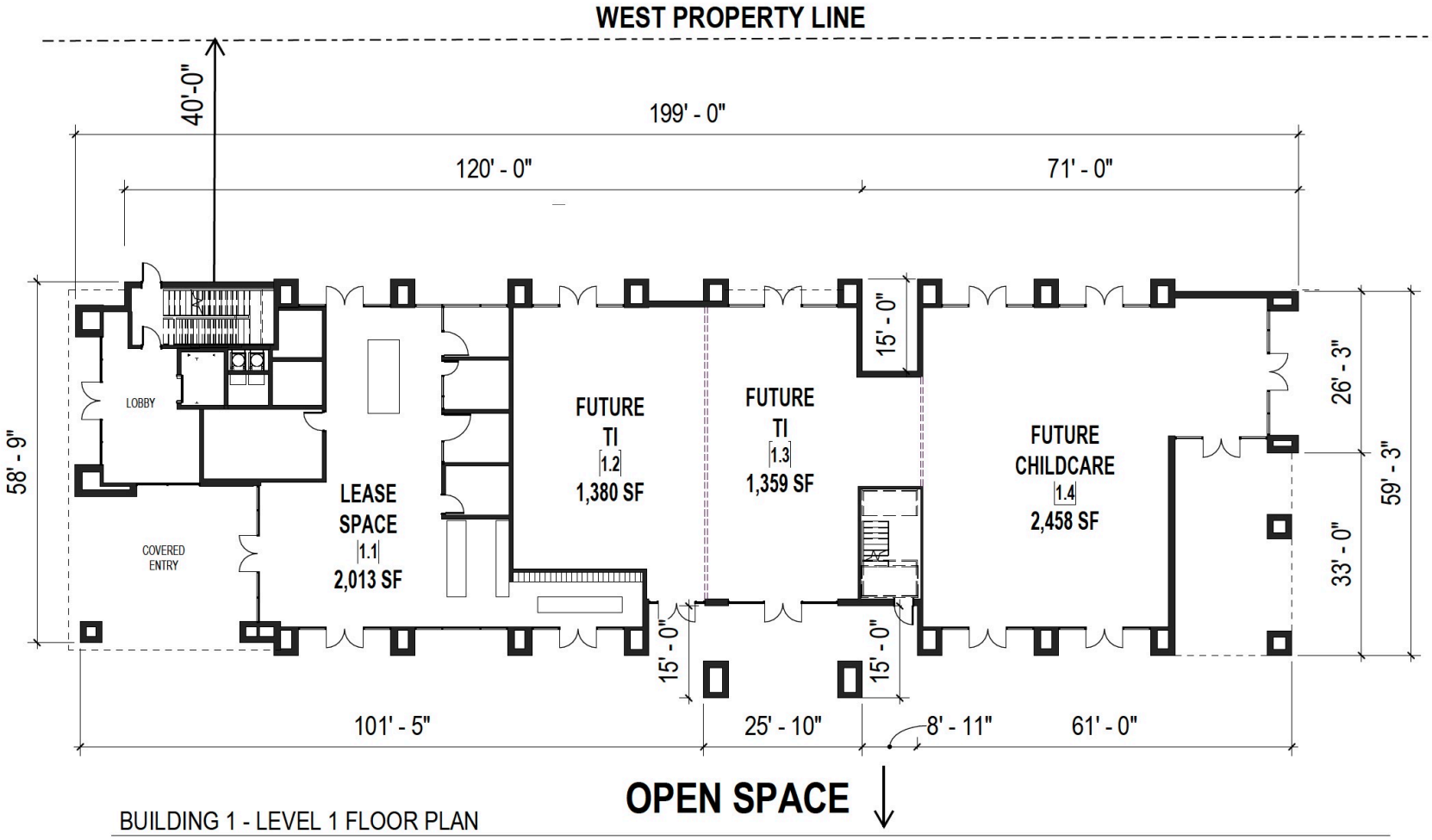
BUILDING 1		
Dwelling Unit Type	**Quantity**	Prev. Qty.
1 Bed 1 Bath	**6**	6
2 Bed 1 Bath	**12**	12
3 Bed 2 Bath	**6**	6
Total Units:	**24**	24

method studio



Bonanza 5-Acre Redevelopment
Building 1
Viewing East Elevation from Flex Plaza

method studio



BUILDING 1 - LEVEL 1 FLOOR PLAN

method studio



Bonanza 5-Acre Redevelopment
Building 1
Viewing East Elevation from Flex Plaza

method studio

EXTERIOR MATERIAL PRECEDENT AND INSPIRATION











Bonanza 5-Acre Redevelopment
Building 5
East Elevation along Bonanza Drive

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1) PRIMARY WALL/SURFACES MATERIALS



BONANZA 5-ACRE REDEVELOPMENT:
ARCHITECTURAL CONCEPT-MATERIAL PALLETTE

method studio

PRIMARY MATERIAL #1: METAL SIDING



WOOD LOOK METAL SIDING



PREFINISHED METAL SIDING

BUILDING 1

Textured Gallery Blue
26GA/28GA



Light Oak
26GA

BUILDING 2
BUILDING 4
BUILDING 6

Textured Dark Red
26GA

BUILDING 3
BUILDING 5

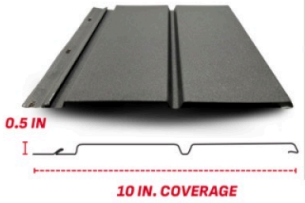
Textured Dark Green
26GA/28GA



Textured Ash Gray
26GA



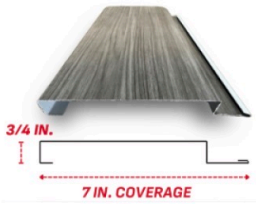
METAL AXIS
SOFFIT AND SIDING



METAL BATTEN
SIDING



REVEAL PLANK
STEEL SIDING



BONANZA 5-ACRE REDEVELOPMENT:
ARCHITECTURAL CONCEPT-MATERIAL PALLETTE

method studio

PRIMARY MATERIAL #2: STONE MASONRY





BASIS OF DESIGN: BROWNS
CANYON SANDSTONE
QUARRY BLEND RUSTICATED
CUT STONE VENEER

MOUNTAIN VALLEY STONE

BONANZA 5-ACRE REDEVELOPMENT:
ARCHITECTURAL CONCEPT-MATERIAL PALLETTE

method studio

EXTERIAL OPENINGS

UPPER FLOORS: VINYLE WINDOWS

GROUND FLOOR: ALUMINUM STOREFRONT



BASIS OF DESIGN PRODUCTS:





BONANZA 5-ACRE REDEVELOPMENT:

ARCHITECTURAL CONCEPT-MATERIAL PALLETTE

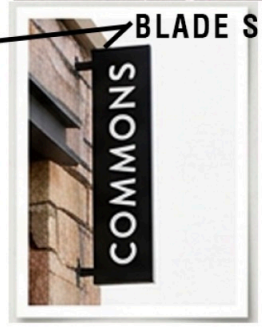
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EXTERIOR ARCHITECTURAL DETAILS





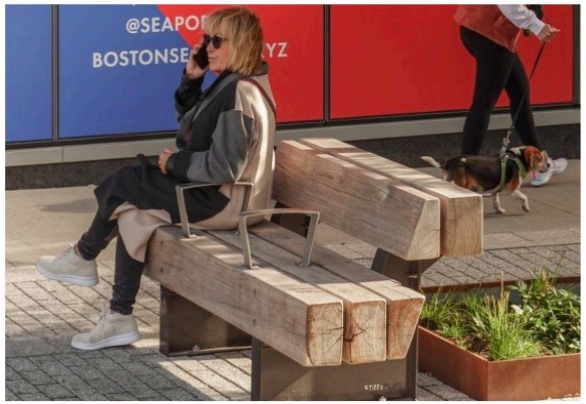




BONANZA 5-ACRE REDEVELOPMENT:
ARCHITECTURAL CONCEPT-MATERIAL PALLETTE

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Standard Public Realm Furnishings





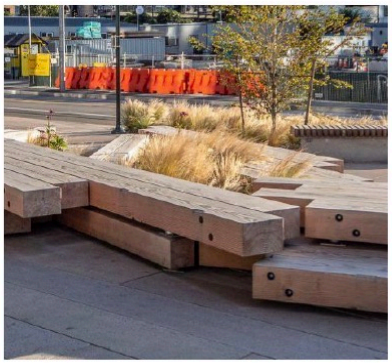








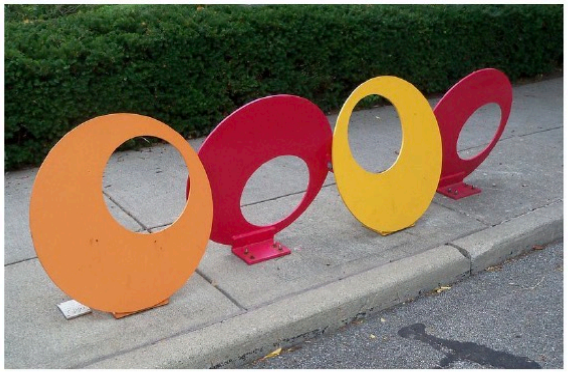
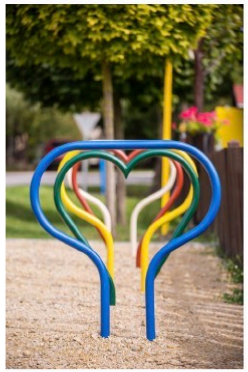




Opportunities for Artful Furnishings










C1 STREET PARKING PLAN
1" = 40'-0"

*AS THIS IS A MASTER PLANNED DEVELOPMENT, THE PARKING RATIO IS DETERMINED BY PLANNING COMMISSION BASED ON THE PROPOSED USES. THE FOLLOWING RATIOS ARE FOR REFERENCE ONLY:

PARKING RATIO REQUIREMENTS (LMC 15-3-6):

MULTI-UNIT DWELLINGS:

BUILDING 1
UNITS <1,000 SF: 18 = 18 SPACES REQUIRED
UNITS > 1,000 SF: 6 = 9 SPACES REQUIRED

BUILDING 2
UNITS <1,000 SF: 6 = 6 SPACES REQUIRED
UNITS > 1,000 SF: 6 = 9 SPACES REQUIRED

BUILDING 3
UNITS <1,000 SF: 12 = 12 SPACES REQUIRED
UNITS > 1,000 SF: 4 = 6 SPACES REQUIRED

BUILDING 4
UNITS <1,000 SF: 18 = 18 SPACES REQUIRED
UNITS > 1,000 SF: 0 = 0 SPACES REQUIRED

BUILDING 5
UNITS <1,000 SF: 18 = 18 SPACES REQUIRED
UNITS > 1,000 SF: 2 = 3 SPACES REQUIRED

BUILDING 6
UNITS <1,000 SF: 10 = 10 SPACES REQUIRED
UNITS > 1,000 SF: 6 = 9 SPACES REQUIRED

TOTAL REQUIRED FOR MULTI-UNIT DWELLINGS: 118 SPACES*

PARKING RATIO REQUIREMENTS (LMC 15-3-6):

NON-RESIDENTIAL:

BUILDING 1		
CHILDCARE: 4,300 SF (LMC 15.4.9):	4.00	(1 PER SHIFT EMPLOYEE)
TENANT AMENITY SPACE: 1,249 SF:	0	N/A
RESIDENT LEASING OFFICE: 2,188 SF	6.56	(3 PER 1,000 SF)
BUILDING 2		
NOT-FOR-PROFIT COWORK ARTS STUDIO: 7,160 SF	7.16	(1 PER 1,000 SF)
BUILDING 3		
(RESIDENT AMENITIES, ONLY)	0	N/A
BUILDING 4		
RETAIL LEASE: 2,140 SF	6.42	(3 PER 1,000 SF)
CAFE LEASE: 2,200 SF	6.60	(3 PER 1,000 SF)
BUILDING 5		
RETAIL LEASE 5,516 SF	16.5	(3 PER 1,000 SF)
BUILDING 6		
RESTAURANT LEASE: 2,100 SF	21.0	(1 PER 1,000 SF)
RETAIL LEASE: 2,595 SF	7.79	(3 PER 1,000 SF)
BUILDING 7 PAVILION		
NOT-FOR-PROFIT ARTS WORKSHOP: 920 SF:	0.92	(1 PER 1,000 SF)

TOTAL REQUIRED FOR NON-RESIDENTIAL: 77 SPACES*

PARKING SUMMARY

REQUIRED RESIDENTIAL PARKING:	118	SPACES
REQUIRED NON-RESIDENTIAL PARKING:	77	SPACES
20% MIXED-USE & TOD PARKING REDUCTION:	62	SPACES (=77 - 20%)
REQUIRED PARKING:	180	SPACES REQUIRED
NON-REQUIRED PARKING:	101	SPACES PROVIDED
TOTAL PARKING PROVIDED:	281	SPACES PROVIDED
EV CHARGING STATIONS		
(5% OF TOTAL REQUIRED PARKING - SECTION 15-3-11.D)	10	EV SPACES REQUIRED
(50% OF FIRST 100 REQ'D; 5% FOR REQ'D SPACES ABV 100)	56	SPACES WITH INFRASTRUCTURE FOR FUTURE EV CHARGING
PARKING GARAGE GROSS AREA: 143,977 SF		(529 SF PER SPACE)

Vehicle Parking Count	
Parking Type	Count
Accessible Spaces	8
Non-Resident/Mixed-Use/TOD Garage Spaces	146
Resident Garage Spaces	118
Street Parking Spaces	9
Grand total: 281	

REQUIRED BICYCLE PARKING

COVERED OUTDOOR BICYCLE PARKING:	46
COVERED OUTDOOR 3'X10' FOR LARGE BIKES:	1
ENCLOSED EMPLOYEE BICYCLE PARKING:	14
ENCLOSED RESIDENT BICYCLE PARKING:	50
ENCLOSED 3'X10' FOR LARGE BIKES:	3
COMMUNITY BIKE SHARE SPACES:	14

56 ADDITIONAL SHORT TERM UNCOVERED OUTDOOR BIKE PARKING SPACES ARE PROVIDED.



A1 Garage Parking Plan
1" = 40'-0"

north

method studio
360 west aspen avenue
salt lake city utah 84101
801 532 4422

UNLESS A PROFESSIONAL SEAL WITH SIGNATURE AND DATE IS AFFIXED, THIS DOCUMENT IS PRELIMINARY AND IS NOT INTENDED FOR CONSTRUCTION, BIDDING PURPOSES, OR IMPLEMENTATION.

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project:
5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 05 / 12
revisions :

title:
GARAGE - VEHICLE AND BICYCLE PARKING DATA

sheet: RD-005
SD.G.01
SCHEMATIC DESIGN



3228 AMERICAN SADDLER
CONDITIONAL USE PERMIT

PARK CITY
1884


Meadows Dr
American Saddler Dr
Ashley Ave

3228 American Saddler

- Demolish existing single-family dwelling
- Construct new single-family dwelling
  - 349-square-foot swimming pool
  - 122-square-foot hot tub



3228 American Saddler



3228 American Saddler

- Complies with RD Zoning District Requirements
  - Forestry Board
- Complies with Conditional Use Permit Criteria
  - Outdoor lighting
  - Noise
  - Off-street parking
  - Drainage

Recommendation

(I) Review the proposed CUP at 3228 American Saddler Drive

(II) conduct a public hearing, and

(III) consider approving the proposal based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter

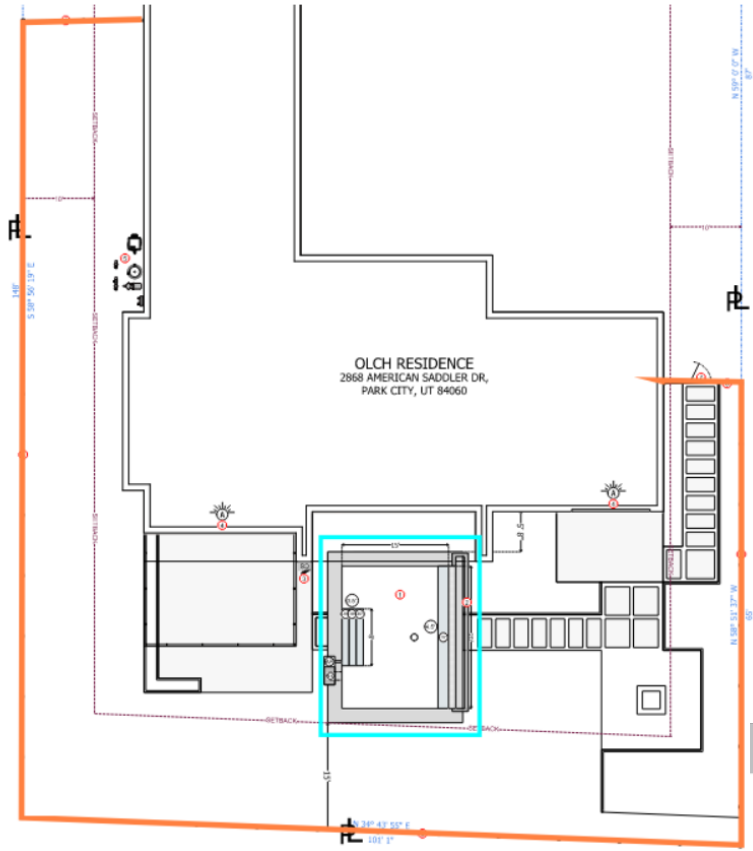
The Planning Commission may:
- Approve the CUP;
- Deny the CUP and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to a date certain.

2868 AMERICAN SADDLER
CONDITIONAL USE PERMIT


2856
2868
2880
2877
American Saddler Dr

2868 American Saddler

- Existing single-family dwelling
- Construct new swimming pool
  - 300 square feet
  - Rear yard



3228 American Saddler

- Complies with RD Zoning District Requirements
  - No removal of significant vegetation
- Complies with Conditional Use Permit Criteria
  - Outdoor lighting
  - Noise
  - Off-street parking
  - Screening
  - Drainage

Recommendation

(I) Review the proposed CUP at 2868 American Saddler Drive

(II) conduct a public hearing, and

(III) consider approving the proposal based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter

The Planning Commission may:
- Approve the CUP;
- Deny the CUP and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to a date certain.

Planning Commission
Staff Report

Subject: **Five-Acre Site**
Southwest Corner of Kearns Boulevard and Bonanza Drive
Applications: **PL-26-06914 – Master Planned Development**
PL-26-06915 – Conditional Use Permit
PL-26-06917 – Conditional Use Permit
PL-26-06920 – Subdivision
Authors: **Nan Larsen, Senior Planner**
Alec Barton, Senior Planner
Date: **September 9, 2026**
Type of Item: **Work Session**

Disclosure

Park City Municipal Corporation owns the Five-Acre Site and proposes a mixed-use redevelopment through a public-private partnership with Brinshore Development, LLC.

Recommendation

Review the revised components of the proposed Five-Acre Site mixed-use redevelopment and provide input and direction to the Applicant in preparation for a public hearing and possible Final Action on October 14, 2026.

Description

Applicant: Brinshore Development, LLC
Represented by Stephen Swisher

Location: The Five-Acre Site is composed of 10 metes-and-bounds Parcels and Lots totaling approximately 5.27 acres:

Parcel	Subdivision	Lot	Address	Acres
PCA-110-G-1-X	*NA*	*NA*	1401 Kearns Blvd	1.0
KBC-A-X	Kearns Business Center	A	1409 Kearns Blvd	0.59
KBC-B-X	Kearns Business Center	B	1415 Kearns Blvd	0.54
PSA-46-A-X	Prospector Square	46-A	1635 Bonanza Dr	0.43
PSA-46-RE-B-X	Prospector Square Lot 46 Resub	46-RE-B	1665 Bonanza Dr	1.01
PSA-46-RE-C-X	Prospector Square Lot 46 Resub	46-RE-C	1685 Bonanza Dr	0.42
PSA-46-RE-D-X	Prospector Square Lot 46 Resub	46-RE-D-X	1705 Bonanza Dr	0.37
SA-109-G-X-X	*NA*	*NA*	*NA*	0.03

PCA-110-G-3-X	*NA*	*NA*	1490 W Munchkin Rd	0.56
PCA-110-G-2-A-X	*NA*	*NA*	1420 W Munchkin Rd	0.32

Zoning District: General Commercial
Frontage Protection Zone

Adjacent Land Uses: North – Park City Cemetery
East – Prospector Square, Park City Plaza
South – Park City Mountain Munchkin Lot
West – The Emporium and Com-Park Plaza

Reason for Review: The Planning Commission reviews, conducts a public hearing, and takes Final Action on Conditional Use Permits,[1] Subdivisions,[2] and Master Planned Developments.[3]

CUP	Conditional Use Permit
DRC	Development Review Committee
FPZ	Frontage Protection Zone
GC	General Commercial
LMC	Land Management Code
MCPC	Municipal Code of Park City
MPD	Master Planned Development
ROW	Right-Of-Way
TDM	Transportation Demand Management
TIS	Traffic Impact Study
UDOT	Utah Department of Transportation

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § 15-15-1.

Summary

Park City owns metes-and-bounds Parcels and Lots at the southwest corner of Kearns Boulevard and Bonanza Drive, collectively known as the Five-Acre Site, currently vacant.

[1] LMC § 15-1-10
[2] LMC Chapter 15-7.1
[3] LMC § 15-1-8(G)



Figure 1. Vicinity map with Five-Acre Site highlighted in red.

The City is partnering with Brinshore Development to redevelop the Site with a mixed-use project consisting of seven Buildings. The Applicant's initial submittal featured significant Building Height exceptions for six of the seven buildings and a total floor area of 185,512 square feet. The Applicant continues to refine the proposal based on Planning Commission input. As a result, the number of residential units and bedrooms and the amount of commercial floor area may vary in the submittal provided with a request for Final Action. The current proposal includes:

- 88 affordable housing rental units
- 18 unrestricted housing rental units
- Over 30,000 square feet of retail, restaurant, café, and non-profit arts spaces
- A Child Care Center
- Underground parking structure with 280 parking spaces
- Community green spaces and plazas
- An amphitheater
- A playground
- Public art and an arts pavilion
- Multi-use pathways.

Project Review

- **June 24, 2026 (Complete)** – Site visit and introductory work session (Agenda Packet, Item 5.A; Minutes, p. 1).
- **July 8, 2026 (Complete)** – Public hearing with review of the proposed Housing Mitigation Plan, Traffic Impact Study, and Building Height exceptions (Agenda Packet, Item 5.A; Minutes, p. 2).

- **August 12, 2026 (Complete)** – Public hearing with review of the Building Height exceptions, Frontage Protection Zone criteria, sustainability, parking, and traffic (Agenda Packet, Item 5.A; Minutes, p. 3).
- **August 26, 2026 (Complete)** – Public hearing with review of reduced Building Height exceptions, Frontage Protection Zone criteria, parking, and traffic (Agenda Packet, Item 5.A; Meeting Media)
- **September 9, 2026** – Work session to discuss in detail the project and submittal updates.
- **October 14, 2026** – Public hearing with project review and possible Final Action.
- **Additional meetings may be scheduled at the discretion of the Planning Commission**.

At the August 26 public hearing, the Planning Commission reached consensus on the items below and requested the Applicant return with additional information:

1. The Commission is open to considering additional Building Height for the four-story Building One in the southwest corner of the Lot along Munchkin Road and the private driveway access proposed for the site (see Figure 1).
2. The Applicant is moving in the right direction by reducing the Building Height of Buildings Two and Three along Kearns Boulevard within the Frontage Protection Zone and Buildings Four through Six along Bonanza Drive.
3. The Commission requested renderings of Buildings Three and Four and either Five or Six showing the reduced Building Heights and 4:12, 7:12, and 12:12 gable elements.
4. The Commission requested details regarding anticipated residents of affordable units.
5. The Commission requested a concise list of the Applicant's Transportation Demand Management (TDM) strategies and their anticipated impacts in mitigating traffic.

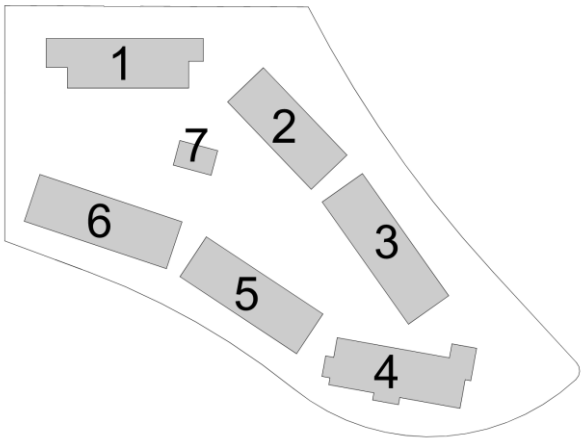


Figure 2: Proposed building layout. Buildings 2 and 3 are along Kearns Boulevard to the right (north); Buildings 4 through 6 are along Bonanza Drive to the east; Building 1 is along the internal north-south driveway proposed to connect Kearns Boulevard and Munchkin Road.

In response, the Applicant submitted the following for Commission review:

- Five-Acre Site Landscape Plan and Renderings (Exhibit A)
- 9.2.26 Housing Narrative (Exhibit B)
- 9.2.26 Parking Narrative (Exhibit C)
- 9.2.26 Parking Study (Exhibit D)

- 9.2.26 Traffic Narrative (Exhibit E)
- 9.2.26 Transportation Demand Management Plan (Exhibit F)
- 9.2.26 Applicant Response to Planning Commission Questions (Exhibit G)
- 9.2.26 EMG Property Management Letter (Exhibit H)

Analysis

The following analysis is provided for Planning Commission consideration:

I. Bonanza Park Small Area Plan
II. General Plan and Moderate Income Housing Plan
III. General Commercial and Frontage Protection Zone Regulations
IV. Subdivision Criteria
V. Conditional Use Permit Criteria
VI. Master Planned Development Criteria
VII. Additional Building Height requested through the Master Planned Development Review
VIII. Parking
IX. Traffic
X. Sustainability

(I) The proposal to redevelop the Five-Acre Site is aligned with the adopted Bonanza Park Small Area Plan.

The Five-Acre Site is within the 200-acre Bonanza Park neighborhood. On July 11, 2024, the City Council approved Ordinance No. 2024-17 adopting the Bonanza Park Small Area Plan as part of the General Plan. Redevelopment of the Five-Acre Site is anticipated in the Plan. Consistent with the Plan's vision of a walkable, connected, livable, and inclusive community for current and future Parkites of all ages, the Five-Acre Site is envisaged as:

- Complementary to the character of Bonanza Park (p. 44)
- A mixed-use district with housing, retail, and an arts center (p. 54)
- A landmark corner and gateway into the neighborhood poised for transformation (p. 54)

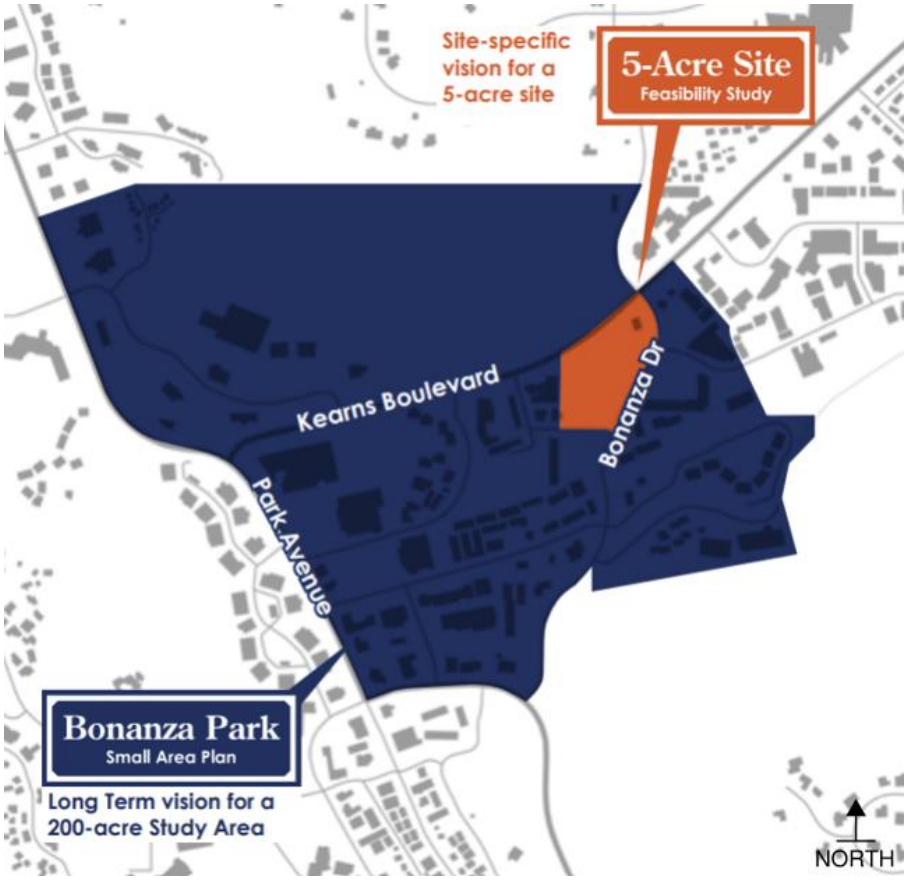


Figure 3. The Five-Acre Site within the Bonanza Park neighborhood (Bonanza Park Small Area Plan p. 19).

Redevelopment of the Five-Acre Site supports the broader goals and recommendations of the Bonanza Park Small Area Plan:

- **Mixed Use:** Create a mixed-use neighborhood with livability in mind.
    - Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale development that is contextual and sensitive to its environments.
- **Local:** Support locally owned business and entrepreneurship.
- **User-Friendly:** Create a safe and intuitive network for pedestrians, cyclists, and transit users.
    - When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.
    - Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods.
- **Inclusive:** Expand the availability of affordable and workforce housing units.
    - Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.
    - Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.
- **Green:** Create a more welcoming and sustainable community.

    - 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.
- **Cultural:** Weave arts and culture into the community fabric.
    - Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.

Concurrently with development of the Bonanza Park Small Area Plan, the City completed the 5-Acre Site Feasibility Study to determine the scale of redevelopment and types of uses appropriate for the Site. The Applicant reviewed the study results with the City Council, as outlined in the Background Section at the end of this report, prior to receiving direction to proceed with applicable Planning applications.

Question for the Planning Commission:

As part of the CUP criteria, the Planning Commission reviews projects "for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding."[4] Does the Planning Commission find the Five-Acre Site redevelopment is consistent with the goals and objectives of the General Plan and Bonanza Park Small Area Plan?

(II) The proposal includes 88 affordable housing units and is aligned with the General Plan and Moderate-Income Housing Plan.

The Planning Commission reviewed the Applicant's Housing Mitigation Plan on July 8, 2026 (Exhibit I). The Housing Team evaluated the Applicant's submittal and found the project requires 19.8 affordable unit equivalents (AUEs) totaling 17,820 square feet (Exhibit J). The Applicant is proposing 73,291 square feet for affordable units through 88 deed restricted units, far exceeding the City's affordable housing requirements (see Resolution 12-2025 *Affordable Housing Guidelines*).

During public hearings and in written comments, members of the public expressed a preference for affordable housing that serves people working in the City as opposed to surrounding communities in Summit County and the broader region. Funding for redevelopment of the Five-Acre Site is proposed to be provided in part by the Federal Low-Income Housing Tax Credit (LIHTC). While LIHTC requires that residents meet certain income qualifications, there are strategies that can be used to prioritize the local workforce while still complying with federal law. For example, a waterfall leasing process could be established for the project. This means that when units become available, they can first be marketed and offered to groups the City most wants to serve, such as people who work in town. If there are qualified applicants from the local workforce, they would have the first opportunity to lease available units.

Because LIHTC is a federally regulated program, Fair Housing Act laws prohibiting

[4] LMC § 15-1-10(E)(6)

discrimination against protected classes must be followed. This means someone cannot be excluded from renting based on characteristics such as race, religion, disability, familial status, or other protected class, no matter where they work. However, Fair Housing laws do not prevent the City from conducting targeted outreach and marketing to the workforce or from establishing a leasing process that gives local workers the first opportunity to apply, provided it is administered in a fair and legally compliant manner.

The 18 unrestricted units intended for tenants making 80 to 120 percent of area median income (AMI) are not funded with LIHTC money and are not subject to the same restrictions on local workforce preference, even though Fair Housing laws prohibiting discrimination still apply. The Planning Commission could consider a condition of approval requiring that unrestricted units are prioritized for individuals and families working in the City, both during the initial leasing of units and through the waitlist for units.

Project financing and final approval of the Housing Mitigation Plan is subject to City Council review.

The proposal aligns with Bonanza Park and the Moderate-Income Housing goals and strategies of the General Plan:

Moderate Income Housing Goal – *We will provide housing options for various groups, including workforce, seniors, and first-time home buyers.*

> ***Strategy 1A*** *– Provide a range of housing options at varying price levels that address a tiered approach (affordable, attainable) to provide diverse housing options for all ages and groups of the population.*
>
> > ***Action****: Evaluate existing incentives for construction of affordable and attainable housing. Focus on mixed-use node areas as identified in the Node Types Map.*

Bonanza Park Mobility Hubs/Corridor Infill – *Centralized locations that integrate multiple transportation modes, medium-density residential infill (within a ¼ mile radius), as well as basic services and retail. Focus on increasing walkability, aligning with the goals of the Bonanza Park Small Area Plan of creating a livable mixed-use neighborhood, where locally owned businesses and entrepreneurship will be incentivized, and affordable and workforce housing a part of new development.*

The proposal aligns with the Moderate-Income Housing Plan:

> **Goal I:** *Facilitate the production of a mix of new housing units to meet the needs of the local workforce, maintain vibrancy, and increase the diversity of the community.*
>
> > **Objective A:** *Work with public/private partnerships to build new units.*
> > **Objective C:** *Increase the diversity of housing stock to include various unit sizes and types.*

The proposed development includes 88 affordable rental units and 18 unrestricted rental units and will house a non-profit affordable Child Care Center. The Applicant states the project will "include a mix of housing types and sizes with rents designed as affordable for families ranging from the 40% to 80% of Area Median [Income, as] well as below-market unrestricted units for families ranging from the 80% to 120% of Area Median Income."

Question for the Planning Commission:

As part of the Master Planned Development (MPD) criteria, the Planning Commission must find the project "is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the application to be complete."[5] No modifications to the Affordable Housing requirements have been enacted since 2025 and the 2026 submittal of the application and determination that the application is complete. Based on the review of submitted materials, can the Planning Commission make this finding?

(III) The proposed redevelopment is subject to the requirements of (a) Land Management Code Chapter 15-2.18 *General Commercial District* and (b) Land Management Code Chapter 15-2.20 *Frontage Protection Zone*.

(a) Land Management Code Chapter 15-2.18 *General Commercial District*

The Five-Acre Site is within the General Commercial (GC) Zoning District, and the purpose of this Zoning District is to:

- Allow a wide range of commercial and retail trades and Uses, as well as offices, Business and personal services, and limited Residential Uses in an Area that is convenient to transit, employment centers, resort centers, and permanent residential Areas,
- Allow Commercial Uses that orient away from major traffic thoroughfares to avoid strip commercial Development and traffic congestion,
- Protect views along the City's entry corridors,
- Encourage commercial Development that contributes to the positive character of the City, buffers adjacent residential neighborhoods, and maintains pedestrian Access with links to neighborhoods and other commercial Developments,
- Allow new commercial Development that is Compatible with and contributes to the distinctive character of Park City, through Building materials, architectural details, color range, massing, lighting, landscaping, and the relationship to Streets and pedestrian ways,
- Encourage architectural design that is distinct, diverse, reflects the mountain resort character of Park City, and is not repetitive of what may be found in other communities, and
- Encourage commercial Development that incorporates design elements related

[5] LMC § 15-6-6(H)

to public outdoor space including pedestrian circulation and trails, transit facilities, plazas, pocket parks, sitting Areas, play Areas, and Public Art.[6]

The Applicant proposes Retail, Restaurant, Café, and Parking Structure Uses, which are permitted in the GC Zoning District.[7] The Applicant also proposes Multi-Unit Dwellings, outdoor events, and a non-profit arts space, which require Planning Commission approval of a CUP.[8] A summary and review of the CUP criteria are provided in Section V.

Building Height in the GC Zoning District is a maximum of 35 feet from Existing Grade; gable, hip, barrel, or other pitched roof forms may extend five feet above the maximum height (up to 40 feet) when the roof pitch is 4:12 or greater.[9] Screened rooftop mechanical equipment may also extend five feet above the maximum height (up to 40 feet).[10] The Applicant proposes additional Building Height through the MPD process, detailed in Section VII.

(b) Land Management Code Chapter 15-2.2 *Frontage Protection Zone*.

The proposed Five-Acre Site is within the Frontage Protection Zone (FPZ) along Kearns Boulevard, which extends 100 feet into the property. The purpose of the FPZ is to:

- Preserve Park City's scenic view corridors,
- Preserve and enhance the rural resort character of Park City's entry corridor,
- Provide a significant landscaped buffer between Development and highway Uses,
- Minimize curb cuts, driveways, and Access points to highways,
- Allow for future pedestrian and vehicular improvements along the highway corridors.[11]

The FPZ requires a 30-foot Setback for all Structures along Kearns Boulevard.[12] All Construction Activity within 30 to 100 feet from Kearns Boulevard requires a CUP and is subject to CUP[13] and architectural design review criteria.[14] See Sections V and VI.

The Applicant proposes electrical utility boxes and telecom pedestals and boxes within the FPZ. The installation of utilities requires screening and landscaping and is reviewed as an Administrative Permit by the Planning, Engineering, and Building Departments prior to building permit submittal.[15]

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[6] LMC § 15-2.18-1
[7] LMC § 15-2.18-2(A)
[8] LMC § 15-2.18-2(B)
[9] LMC § 15-2.18-4(A)(1)
[10] LMC § 15-2.18-4(A)(3)
[11] LMC § 15-2.20-1
[12] LMC § 15-2.20-4(A)
[13] LMC § 15-1-10
[14] LMC Chapter 15-5
[15] LMC § 15-2.20-4(D)

One of the purposes of the FPZ is to minimize curb cuts and vehicle access to Kearns Boulevard.[16] Presently, the Site includes three vehicle accesses onto Kearns Boulevard. The Applicant proposes reducing the number of vehicle access points to one along the west portion of the Site furthest from the Kearns Boulevard/Bonanza Drive intersection. The placement and number of access points onto Kearns Boulevard is consistent with the regulations of the FPZ.[17]

The Applicant does not propose fences within the FPZ. The multi-use trail in the FPZ doubles as emergency vehicle access, and the Applicant will continue to work with the City's Transportation Planning Department and the Fire District in the design and placement of emergency access features through the building permit process. The only other proposed encroachments in the 30-foot FPZ are pedestrian sidewalks.

Portions of Building Two (56.7%) and Building Three (79.6%) footprints are within the 100-foot FPZ (see Figure 4). The nearest portion of Building Two to the Front Lot Line is 51 feet 6 inches and portions of the building extend more than 87 feet from the Front Lot Line. The nearest portion of Building Three is more than 48 feet from the Front Lot Line, with portions extending to more than 60 feet from the Front Lot Line.

The Applicant proposes to reduce the Building Height of Buildings Two and Three within the FPZ from what was initially proposed. See Section VII for additional analysis.

[16] LMC § 15-2.20-4(E)
[17] LMC § 15-2.20-4(E)

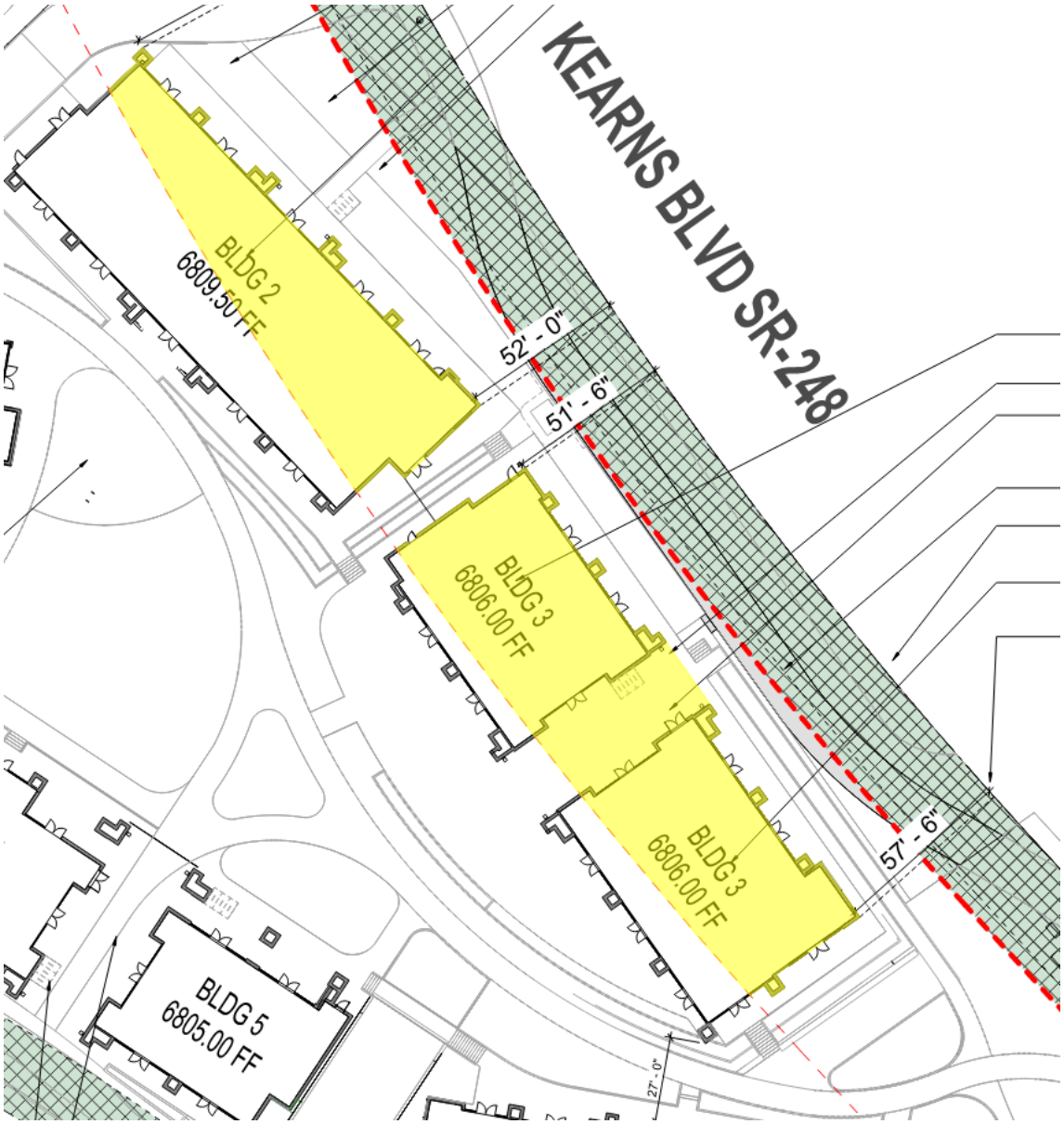


Figure 4. Applicant's site plan with portions of Buildings Two and Three in the 100-foot Frontage Protection Zone highlighted in yellow.

(IV) The Applicant proposes a single Lot Subdivision for the redevelopment of the Five-Acre Site.

The Applicant proposes to consolidate into a single Lot:

- Lot 46 of the Prospector Square Subdivision (Recorded 1974, Entry No. 125443), which was divided into four Parcels by the Resubdivision of Lot 46 Prospector Square (Recorded 1985, Entry No. 231818),
- Parcels A and B of the Kearns Business Center Subdivision (Recorded 1992, Entry No. 366123),
- Four metes-and-bounds Parcels.

The proposed Bonanza Park Subdivision Lot A will contain 5.27 acres (229,390 square feet), have frontage on three public Rights-of-Way (Kearns Boulevard, Bonanza Drive, and Munchkin Road), and provide emergency vehicle access easements along Kearns Boulevard and from Munchkin Road to Kearns Boulevard (Exhibit K; Figure 5).

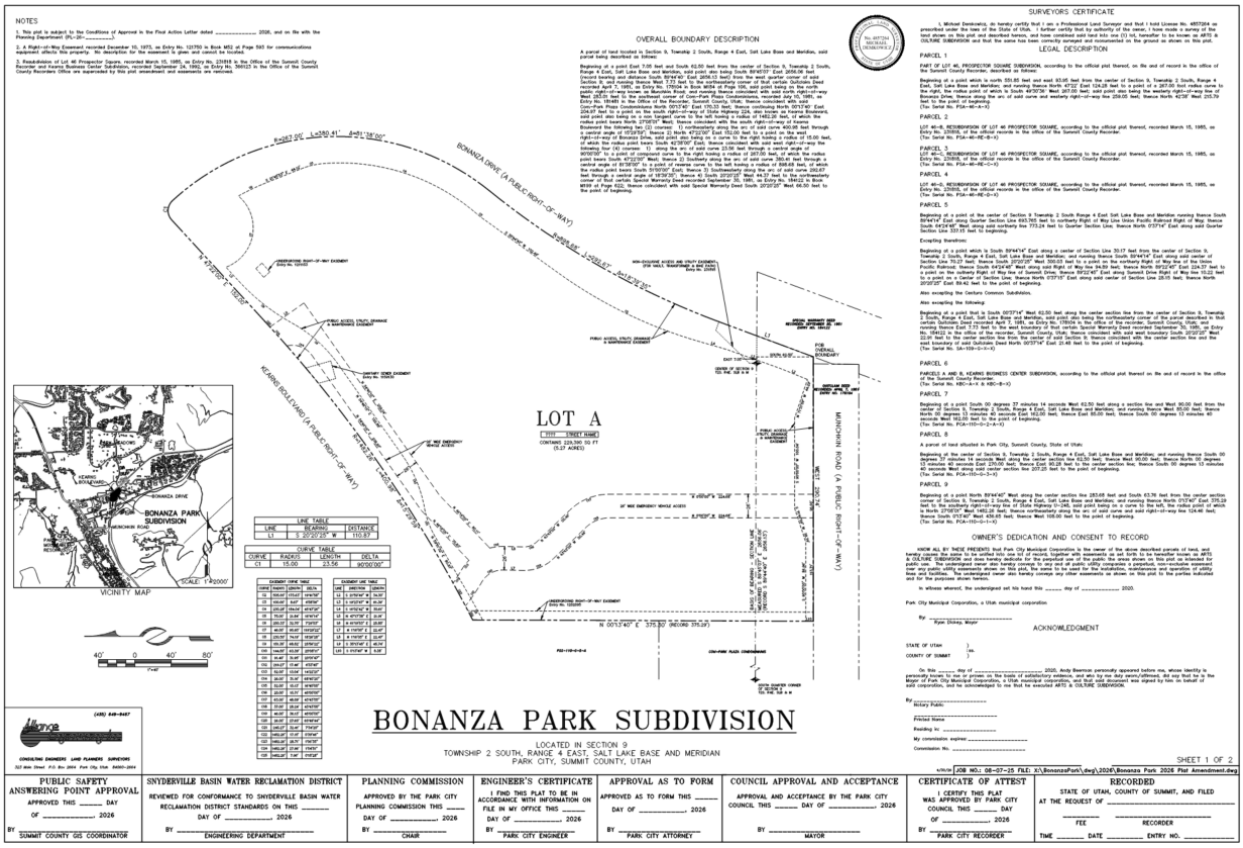


Figure 5. Proposed Bonanza Park Subdivision, submitted by the Applicant.

The proposed Subdivision must comply with LMC Chapter 15-7 *Subdivision General Provisions*. The Planning Commission reviews Subdivisions pursuant to LMC Chapter 15-7.1 *Subdivision Procedures*. LMC § 15-7.1-3(A)(1) establishes a Subdivision containing three or fewer Lots fronting on an existing Street, not involving any new Street or road, or the extension of municipal facilities, or the creation of public improvements, as a Minor Subdivision, requiring Planning Commission review of the Final Plat.

The Applicant is coordinating review with City Departments, Districts, and applicable utilities. On May 19, 2026, the Development Review Committee (DRC) evaluated the Bonanza Park Subdivision, and found that the proposal meets the relevant requirements.

Subdivision – Applicable Rules and Regulations[18]

The DRC is composed of internal review teams, including Engineering, Public Utilities, Public Works, Transportation Planning, and Water, and local districts, including the Park City Fire District and Snyderville Basin Water Reclamation District.

The Park City Fire District recommends a Condition of Approval for the ongoing Use and safety of the Five-Acre Site:

- The emergency access lanes shall be kept free of trees, shrubs, or design features that would impede access to the interior of the site.

General Subdivision Requirements[19]

- **Subdivision Name** – The proposed name of the Subdivision must not duplicate, or too closely approximate, the name of any other Subdivision platted with Summit County, Utah. The proposed Subdivision name—"Bonanza Park"—is under review by the County Recorder and no duplicate name has been identified.
- **Limits of Disturbance** – Construction and disturbance will be limited to within the boundary of the Five-Acre Site.
- **Open Space** – See Section V.
- **Trails and Sidewalks** – The Applicant proposes multi-use trails along Kearns Boulevard and Bonanza Drive with sidewalks connecting the trails to internal green space and the broader neighborhood.

General Lot Design Requirements[20]

- **Lot Arrangement** – The Applicant proposes a single 5.27-acre Lot with access to Kearns Boulevard, Bonanza Drive, Munchkin Road, and a new driveway along the western side of the Lot connecting Munchkin Road with Kearns Boulevard.
- **Building Sites** – The Five-Acre Site comprises 10 existing Lots and Parcels, all of which are disturbed. See Section VI(F) for MPD Site planning requirements.
- **Square Footage** – Density in the GC Zoning District is volume-based. See Analysis Section VI(A) for a discussion of the proposed project's compliance with density requirements. See Section VII for Building Height.
- **Lot Dimensions and Double Frontage Lots** – The proposed 5.27-acre Lot has three Frontages with a single access point on each. The proposed development meets GC Zoning District and FPZ Setback requirements.

Road Requirements and Design[21]

- The Applicant proposes access to the Site via three existing roads—Kearns Boulevard, Bonanza Drive, and Munchkin Road. The Applicant designed the

[18] LMC § 15-7.3-1(A)
[19] LMC § 15-7.3-2
[20] LMC § 15-7.3-3
[21] LMC § 15-7.3-4

project to allow for widening of Bonanza Drive to accommodate potential future transit lanes without impacting the Prospector properties east of Bonanza Drive and north of the Munchkin Road and Bonanza Drive intersection.

Utilities[22]

- The proposed Subdivision includes a public access, utility, drainage, and maintenance easement along Kearns Boulevard, Bonanza Drive, and Munchkin Road (see Figure 6).

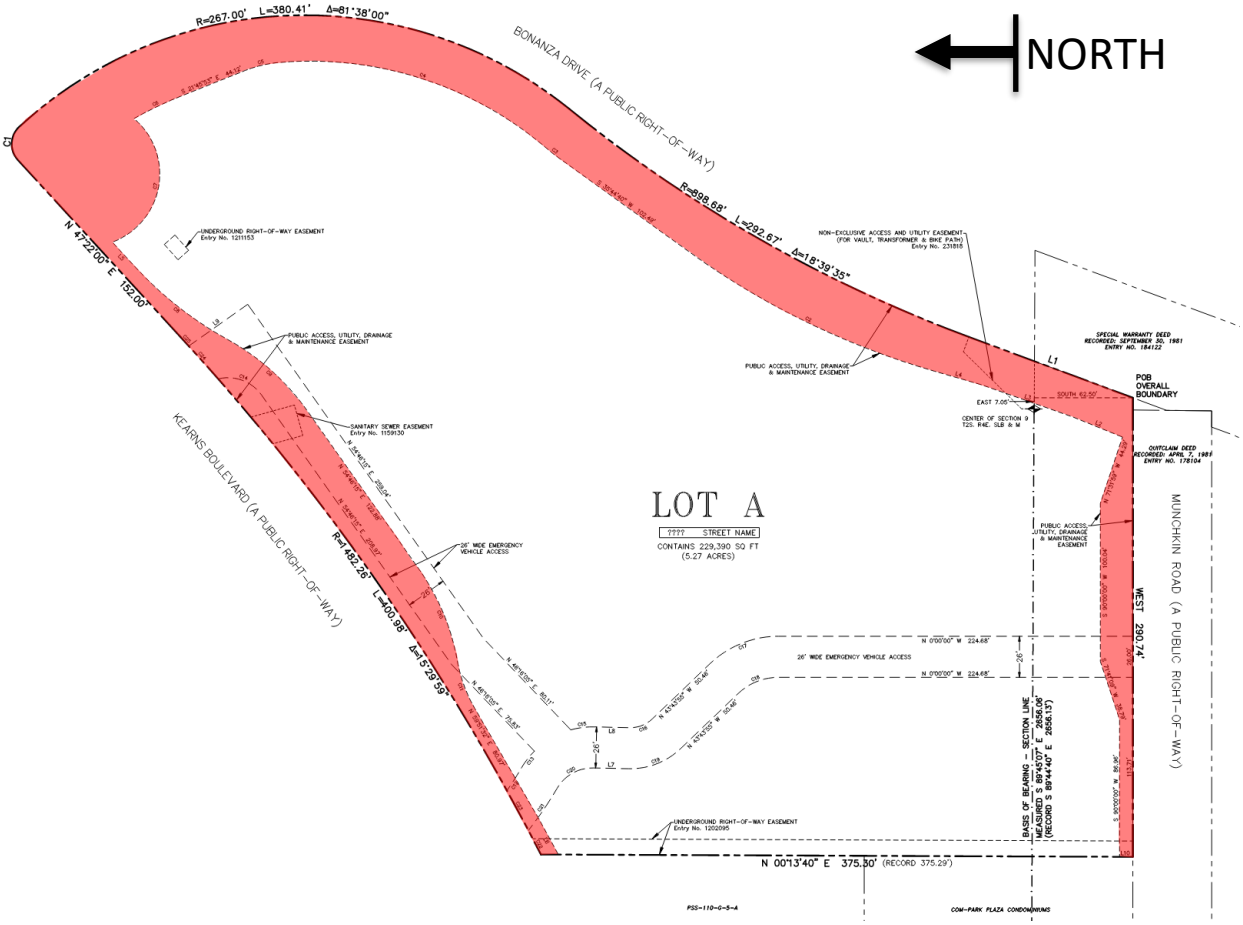


Figure 6. Proposed public access, utility, drainage, and maintenance easement highlighted in red.

Parks, Playgrounds, and Recreation Areas[23]

- LMC § 15-7.3-10(A)(1) outlines a requirement of recreation areas equivalent to one acre per 200 Multi-Unit Dwellings, or 218 square feet per Multi-Unit Dwelling. The Applicant proposes 106 Multi-Unit Dwellings, so the project requires 23,108 square feet of recreation areas. The Applicant far exceeds this requirement and proposes 142,114 square feet of publicly accessible Open Space areas. See

[22] LMC § 15-7.3-9
[23] LMC § 15-7.3-10

Section V for analysis.

Good Cause[24]
To approve a Subdivision, the Planning Commission must make 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.

Question for the Planning Commission:

Does the Planning Commission find Good Cause for the Bonanza Park Subdivision?

(V) Redevelopment of the Five-Acre Site requires Conditional Use Permits for Multi-Unit Dwellings, Outdoor Events, and a non-profit arts space.

The project includes CUP applications for Multi-Unit Dwellings, Outdoor Events, and a non-profit arts space. Also, structures within the 30- to 100-foot FPZ along Kearns Boulevard require a CUP.

LMC § 15-1-10 states "[t]here 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 reviews 17 criteria to determine whether the proposed Conditional Uses mitigate impacts. A Conditional Use shall be approved 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.[25]

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

The Five-Acre Site is a proposed 5.27-acre Lot, consolidating metes-and-bounds Parcels and Lots into a single Lot for a mixed-use development, bounded by Kearns Boulevard on the north, Bonanza Drive on the east, Munchkin Road on the south, and commercial Uses within The Emporium and Com-Park Plaza to the west. The table below includes the approximate size of neighboring Lots and Parcels.

[24] LMC § 15-7.1-6(C)
[25] LMC § 15-1-10

Lot or Parcel	Name	Address	Acreage
PCA-110-G-5-A	The Emporium	1351 Kearns Blvd	0.77
CPP-1 – CPP-14	Com-Park Plaza	1950 Woodbine Way	0.70
SA-224-Z	PCMR Munchkin Lot	1375 Munchkin Rd	2.10
CCOM-A CCOM-B	Rail Central	1790 Bonanza Dr 1800 Bonanza Dr	2.36
PSA-45-RE-A	Park City Plaza	1890 Bonanza Dr	2.98
PSA-I	Prospector Square Subdivision	Parking Lot “I” at Bonanza Dr and Prospector Ave	1.2
PSA-38-A	Alberto’s	1640 Bonanza Dr	0.13
PCA-110-X	Park City Cemetery	1300 Kearns Blvd	35.19

The Five-Acre Site is at the southwest corner of Kearns Boulevard and Bonanza Drive, a prominent intersection in the City. The Bonanza Park Small Area Plan calls for transforming this “landmark corner and gateway into the neighborhood” through redevelopment of the Site with mixed uses including housing, retail, and an arts center.

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

The Five-Acre Site is at a major intersection that experiences significant traffic delays during peak hours. At the time of the Applicant’s submittal, proposed developments or redevelopments generating 25 or more net new vehicle trips during the weekday AM or PM peak hour were required to prepare a Traffic Impact Study (TIS) consistent with the City’s adopted TIS Guidelines. See Section IX for analysis of traffic impacts and street capacity.

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

The DRC reviewed the proposed project on May 19, 2026, and found the proposal complies with relevant requirements.

4. Emergency vehicle Access.

The site plan includes access for emergency vehicles within the FPZ northeast of Buildings Two and Three and within the site’s interior southeast of Building One. Emergency vehicle access to Buildings Four, Five, and Six is via Bonanza Drive. A proposed driveway connecting Munchkin Road and Kearns Boulevard provides additional access for emergency vehicles (see Figure 7).

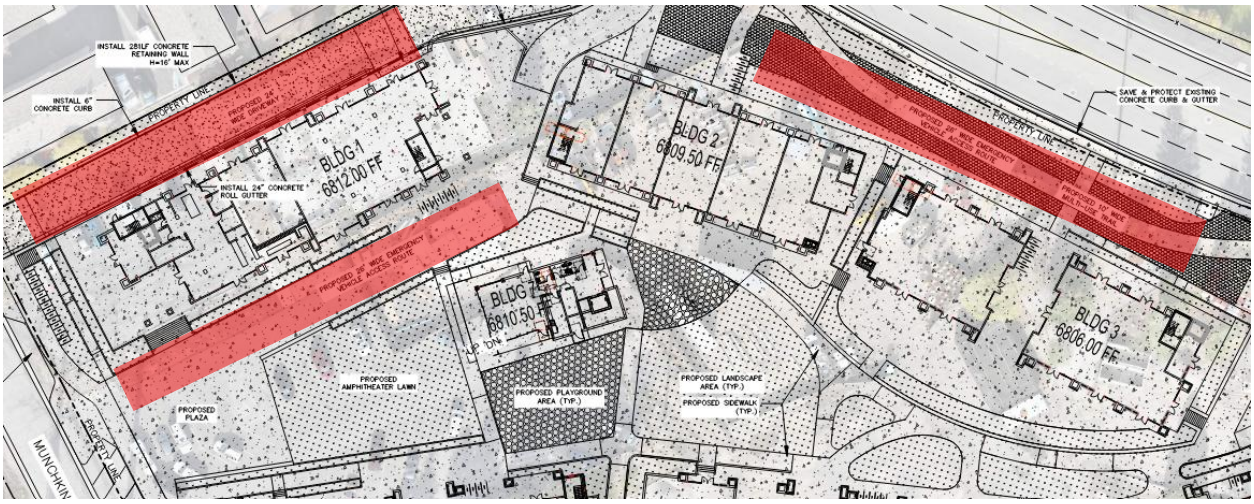


Figure 7. Portion of proposed site plan with emergency vehicle access areas highlighted in red, provided by Brinshore Development.

The Park City Fire District recommends a Condition of Approval requiring the Applicant to keep emergency access lanes free of trees, shrubs, or design features that would impede access to the interior of the site.

5. Location and amount of off-Street parking.

The Applicant proposes a shared underground parking garage to accommodate parking for the Development. See Section VIII.

6. Internal vehicular and pedestrian circulation system.

The site's two most prominent street frontages on Kearns Boulevard and Bonanza Drive include 15-foot-wide multi-use trails. The site includes seven buildings that open onto an interior common area with sidewalks connecting to the multi-use trails and the larger Bonanza Park neighborhood. The Applicant also proposes ground-level breezeways on certain Buildings to open pedestrian access to the site (see Figure 8).

The Applicant proposes vehicle parking in an underground parking garage with two access points: on Bonanza Drive near the intersection with Prospector Avenue and on a proposed 24-foot-wide driveway connecting Munchkin Road and Kearns Boulevard. The access to the parking structure from Bonanza Drive is proposed to be set back approximately 163 feet. The second parking structure access from the proposed 24-foot-wide driveway along the west property line will be dedicated to vehicles and pedestrian access between Munchkin Drive and Kearns Boulevard is proposed to be provided east of Building One along the 26-foot-wide paved path.

The Applicant proposes additional surface parking and a drop-off area along Munchkin Road.

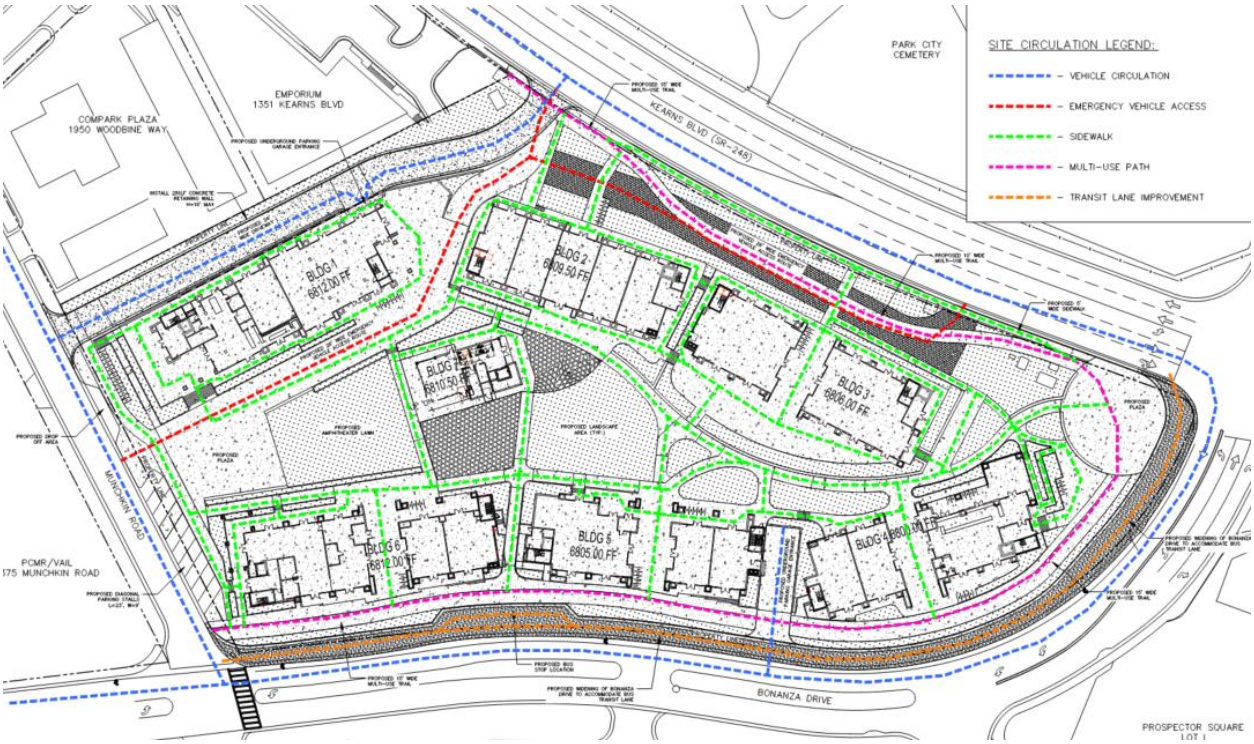


Figure 8. Site circulation plan, provided by Brinshore Development.

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

The project abuts three Right-Of-Ways: Kearns Boulevard, Bonanza Drive, and Munchkin Road, and commercial Uses to the west. The Applicant proposes integrating existing Significant Vegetation along the west of the site with new landscaping and planting trees, shrubs, grasses, perennials, and groundcovers around the project perimeter (see Figure 9).



Figure 9. Applicant's landscape plan.

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

The Applicant proposes mixed commercial and residential Multi-Unit Dwellings in six of the seven Buildings. Buildings Two and Three are set back a minimum of 51 feet 6 inches from Kearns Boulevard and are partially within the 30-foot to 100-foot FPZ Setback (see Section III). The Applicant proposes a non-profit arts space in Building Two in the north central portion of the Site, partially within the 30- to 100-foot FPZ Setback that parallels Kearns Boulevard. The plans also include a 920-square-foot one-story arts pavilion in Building Seven in the center of the Site. See also Section VII.

9. Usable Open Space.

LMC § 15-6-5(D)(2) states the minimum Open Space requirement for redevelopment of existing Developments is 30% and "[t]he Planning Commission shall designate the preferable type and mix of Open Space for each Master Planned Development" (LMC § 15-6-5(D)).

LMC § 15-15-1 defines Open Space:

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

- Natural Open Space: A natural, undisturbed Area with little or no improvements. Open space may include, but is not limited to, such Areas as Ridge Line Area, Slopes over thirty percent (30%), wetlands, Stream Corridors, trail linkages, Subdivision or Condominium Common Area, or view corridors.

The Applicant proposes 142,114 square feet of Open Space, or 61.9% of the site. Proposed Open Space includes:

- Multi-use trails and sidewalks – 58,804 square feet, or 25.6% of the site
- Plazas and flexible use spaces – 25,487 square feet, or 11.1% of the site
- Active landscaped areas, including common areas, an amphitheater, and playgrounds – 22,756 square feet, or 9.9% of the site
- Passive landscaped areas adjacent to trails, driveways, and buildings – 35,067 square feet, or 15.3% of the site

Because the Applicant is adjusting some building footprints to comply with the façade variation requirements in LMC § 15-5-8, the total Open Space may change in the final submittal.



Figure 10. Applicant's Open Space plan.

10. Signs and lighting.

Outdoor lighting must comply with the City's outdoor lighting requirements in LMC § 15-5-5(J) and be Fully Shielded and directed downward, with bulbs that are 3,000 degrees

Kelvin or less.

MCPC § 12-3-3 states a Master Sign Plan is required for a project or premises having more than one tenant. Prior to the installation of any signs, the Applicant will be required to receive approval of a Master Sign Plan. Separate permits are required for individual signs, and all signs must comply with the Master Sign Plan for the site.

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

See Section VII.

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

Multi-Unit Dwellings and non-profit arts spaces are not expected to generate noise, vibration, odors, steam, or other issues that would affect people or other properties. Outdoor events in community gathering spaces such as the proposed amphitheater will be required to obtain a Special Event Permit.

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

The Applicant proposes using the bus pull-out on Bonanza Drive in front of Building Six for loading and unloading of goods during off-peak hours only. The Applicant proposes an additional loading and drop-off area on Munchkin Road south of Building One.

Due to traffic congestion during peak times, staff recommends the project be conditioned to define acceptable off-peak hours for delivery on Bonanza Drive.

Trash and recycling facilities for residential units are proposed in the underground parking garage. The Applicant proposes a parking-level residential chute discharge room with rolling trash and recycling dumpsters for each building with residential units, six in total. On trash collection days, dumpsters are proposed to be wheeled to a trash collection area on the west side of the garage where they are front loaded into a garbage truck via the service driveway connecting Kearns Boulevard and Munchkin Road (see Figure 11).

Commercial and non-profit spaces are served by 96-gallon trash and recycling cans, 36 of each. Cans are proposed to be stored in a dedicated room or screened area on the ground level in each of the project's seven proposed buildings. On trash collection days, cans are proposed to be wheeled to the freight elevator in Building Five, then moved through the garage to the same trash collection area that serves the residential dumpsters. Cans are then proposed to be rear loaded into a garbage truck via the service driveway.

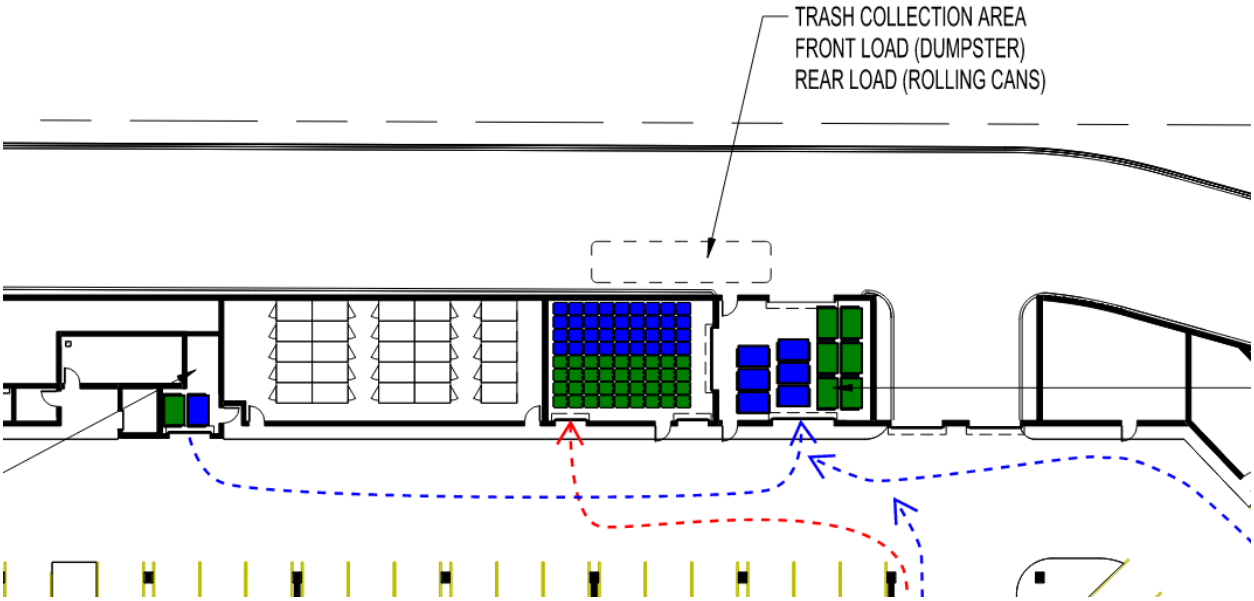


Figure 11. Applicant's trash collection schematic with trash and recycling dumpsters and cans proposed for pickup via the service driveway connecting Kearns Boulevard and Munchkin Road.

Because both loading and unloading areas and the trash collection area are adjacent to residential units, the project could be conditioned to require compliance with the City's noise standards in MCPC Chapter 6-3. Special care should be taken in the design of the buildings to ensure that noise levels do not exceed the maximum permissible level for residential uses (see MCPC § 6-3-9).

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.

The City is the owner of the property, and the Applicant is working with the City Council on an agreement addressing long-term ownership/lease and management of the property.

LMC § 15-2.18-2(A)(4) allows Nightly Rentals—rentals for less than 30 days[26]—in the GC Zoning District. Staff recommends that the Planning Commission consider a condition of approval prohibiting Nightly Rentals because the proposed residential units are intended for long-term rentals.

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.

[26] LMC § 15-15-1

The site is not within the Sensitive Land Overlay and does not contain Steep Slopes. The site is within the City's Soil Ordinance Boundary. The Applicant submitted an Analysis of Brownfield Cleanup Alternatives prepared by Terracon on August 15, 2024. The Applicant is required to coordinate with the City's Property and Environmental Services Manager to meet the requirements of MCPC Chapter 11-15 *Park City Landscaping and Maintenance of Soil Cover* and other applicable local, state, and federal regulations.

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.**

See Section II.

17. **Radon mitigation; the Planning Commission shall require residential Conditional Uses to include the installation of a basic radon remediation system that allows for the installation of a radon remediation handler if or when radon mitigation is required for the space in accordance with residential building codes.**

The Applicant will be required to install basic radon remediation systems that allow for the installation of radon remediation handlers when required by residential building codes in each of the buildings with Multi-Unit Dwellings.

(VI) The Land Management Code includes specific requirements for Master Planned Developments.

The purpose of the MPD is to set forth Use, Density, Height, Parking, design theme, and general Site planning criteria for larger and more complex projects. The MPD process provides flexibility for well-planned, mixed-use developments that are compatible with the surrounding neighborhood (LMC § 15-6-1). The MPD purpose is also in part to promote development:

- Resulting in a net positive contribution of amenities to the community.
- Providing a variety of housing types and configurations.
- Providing the highest value of Open Space for any given site.
- Encouraging mixed-use, walkable, and sustainable redevelopment that provides innovative and energy-efficient design, including innovative alternatives to reduce impacts of the automobile on the community.
- Encouraging opportunities for economic diversification and economic development within the community.

LMC § 15-6-5 includes the following minimum requirements for all MPDs:

A. **Density – The Master Planned Development shall not exceed the maximum Density in the Zoning District**

The GC Zoning District is a volume-based district. Density is determined by the required Setbacks, allowed Building Height, and Open Space. The maximum Building volume is approximately 482,078 square feet. The Applicant initially proposed a total square footage of 185,512 square feet, about 38.5% of the maximum Building volume for the site.

After receiving input from the Planning Commission, the Applicant proposes to reduce the Building Heights of five buildings (Buildings Two through Six) and has shifted the footprint of several buildings to comply with the façade variation requirements in LMC § 15-5-8. As a result, the floor plans may change, and the overall square footage and density of the project may decrease from the Applicant's initial proposal.

B. Setbacks

For Parcels larger than two acres, the minimum required perimeter Setback is 25 feet.[27] The Applicant proposes minimum Setbacks of 29 feet along Bonanza Drive, 51 feet 6 inches along Kearn Boulevard and 40 feet 2 inches along the west property line.

The proposed development meets the required FPZ Setbacks along Kearns Boulevard (see Section III).

C. Open Space

See Section V.

D. Off-Street Parking

See Section VIII.

E. Building Height

See Section VII.

F. Site Planning

LMC § 15-6-5(G) states "[an MPD] shall be designed to take into consideration the characteristics of the Site upon which it is proposed to be placed. The project should be designed to fit the site, and not the Site modified to fit the project."

The proposed project has been designed to fit the Site by:

- Clustering development to increase interior Open Space with Buildings that buffer the interior Open Space from Kearns Boulevard and Bonanza Park.
- Working with the Existing Grade to minimize cuts and fills.
- Incorporating multi-use trails within Setbacks and pedestrian pathways within interior Open Space areas.

[27] LMC § 15-6-5(C)

- Prioritizing pedestrian and bicycle circulation by locating vehicular parking in an underground structure.
- Establishing adequate areas for snow storage (see Figure 12).
- Locating trash and recycling facilities primarily where they are least obtrusive – in the underground parking structure – and providing designated rooms or screened areas for trash and recycling facilities at ground level.
- Providing a drop-off area and limited surface parking along Munchkin Road.
- Providing space to accommodate potential transit lanes on Bonanza Drive and incorporating two bus stops within the site plan on Kearns Boulevard and Bonanza Drive.

The proposed project meets the MPD site planning requirements because the project is designed to fit the Site, including Setback and Open Space requirements.

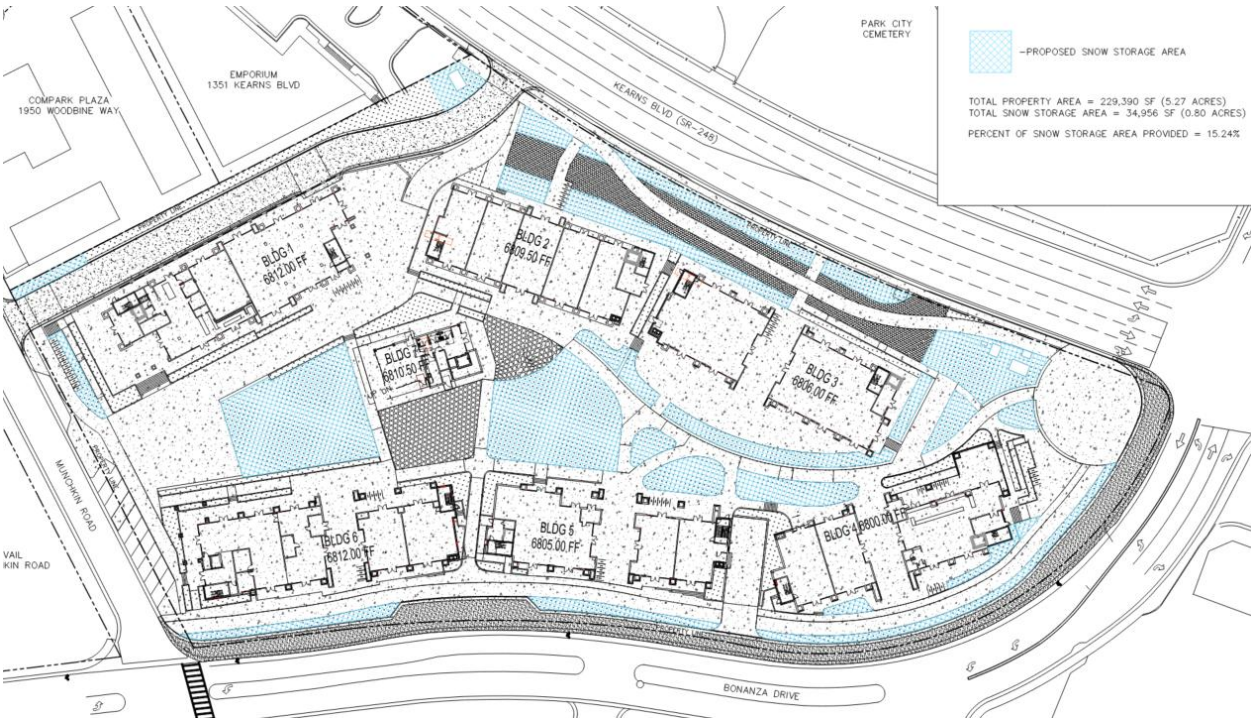


Figure 12. Applicant's snow storage plan.

G. Landscape and Lighting

See Section V.

H. Employee/Affordable Housing

See Section II.

I. Mine Hazards and Historic Mine Waste Mitigation

The Applicant submitted an Analysis of Brownfield Cleanup Alternatives prepared by Terracon on August 15, 2024. The Applicant will coordinate with the City's Property and Environmental Services Manager to meet the requirements of MCPC Chapter 11-15,

Park City Landscaping and Maintenance of Soil Cover, and other local, state, and federal regulations.

J. General Plan Review

See Section II.

K. Historic Sites

The property does not include any Historic Sites.[28]

L. Design Guidelines

See Section VII.

M. Radon Mitigation

See Section V.

(VII) The Applicant updated proposed Building renderings, elevations, and floor plans with reduced heights and addressed Commission questions from the August 26, 2026, meeting.

The GC Zoning District establishes a maximum Building Height of 35 feet from Existing Grade[29] and allows an additional 5 feet, up to 40 feet, to accommodate gabled roofs with at least a 4:12 pitch and screened rooftop mechanical equipment.[30] Through the MPD review, the Planning Commission may grant additional Building Height when the Applicant demonstrates the six criteria in LMC § 15-6-5(F) are met:

1. The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Facade variation and design, but rather provides desired architectural variation, unless the increased square footage or Building volume is from the Transfer of Development Credits;
2. Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site specific analysis;
3. There is adequate Landscaping and buffering from adjacent Properties and Uses;
4. Increased Setbacks and separations from adjacent projects are proposed;
5. The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible;
6. The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, or the Design Guidelines for Park City's Historic Districts and Historic Sites if the

[28] See Park City Historic Sites Inventory
[29] LMC § 15-2.18-4
[30] LMC § 15-2.18-4(A)(1)

Building is located within the Historic District.

Following the August 26 meeting, the Applicant updated their sample concepts and renderings for Buildings One, Two, and Five with 4:12, 7:12, and 12:12 roof pitches (Exhibit A).

The LMC requires pitched roofs for residential structures in the City's Historic Districts. Residential properties in Old Town are traditionally on 25-foot-wide and 75-foot-deep lots and therefore pitched roofs are featured on structures of a much smaller scale than the proposed massing for the Five-Acre Site. Flat roofs are a characteristic of commercial structures in the City's Historic Districts.

Residential structures in the City's Historic Districts are clad primarily in wood. Commercial structures in the City's Historic Districts prominently feature wood and bricks. While incorporating residential gable roof elements, the Applicant proposes materials not common in either the residential or commercial Historic Districts. Rather, the Applicant proposes stone veneer and metal cladding.

Metal is a feature of the City's Historic Mine Sites, which have a tie to the Bonanza Park neighborhood due to the industrial railyard uses of the past.

To support the Planning Commission's review for a design that is compatible with the City's character, the City's historic preservation consultant provided a memo outlining character-defining features of the commercial Historic Districts and materials, and characteristics of the City's industrial railyard history and historic mine sites.

For infill redevelopment in the Bonanza Park neighborhood that has historical associations with the mining industry and rail infrastructure that supported it, the consultant recommends the following considerations:

Table 1. Commercial and Industrial Historic Precedents and Contemporary Design Applications

Historic Commercial District Precedent	Industrial/Mining Precedent	Potential Contemporary Application
Pedestrian-oriented storefronts and active street frontage	Functional buildings organized around production and movement of materials	Active ground-floor uses, transparent storefronts, and strong pedestrian engagement
Continuous street wall and consistent building alignment	Large-scale industrial and warehouse forms	Clearly defined street edges with articulated building masses
Narrow storefront bays and repetitive façade rhythm	Repetitive structural bays and modular industrial construction	Façade articulation that breaks larger buildings into smaller visual modules
Brick masonry commercial buildings	Steel, timber, corrugated metal, and concrete construction	Material palettes that combine masonry with metal, timber, and concrete elements
Vertically proportioned window openings	Large industrial openings and expressed structure	Contemporary window systems that reinforce building rhythm while accommodating modern uses
Decorative cornices, parapets, and storefront detailing	Limited ornamentation and emphasis on function	Simplified contemporary detailing that references historic proportions without replication
Human-scaled commercial blocks	Durable industrial buildings designed for long-term use	Design that balances pedestrian-scaled experiences with larger mixed-use building forms
Historic commercial streetscape patterns	Historic rail, mining, and industrial development patterns	Site planning and material selection that acknowledge the neighborhood's commercial and industrial heritage

Figure 13: Historic Preservation Consultant Memo Table 1.

Additionally, the consultant recommends the following considerations:

- Prioritize compatibility over imitation,
- Respect historic scale, proportions, and façade rhythms,
- Use authentic, durable materials rather than synthetic imitations,
- Draw inspiration from historic materials and building traditions without copying specific details,
- Maintain a subordinate visual relationship to historic resources,

- Express modern materials through contemporary detailing and craftsmanship,
- Avoid highly reflective materials, exaggerated forms, or architectural features that compete with historic resources,
- Balance historic and modern influences by using historic patterns and proportions alongside contemporary material assemblies and construction techniques, and
- Ensure that new construction is recognizable as a product of its own time while reinforcing the character of the surrounding historic environment.

Please see Exhibit L for more details.

Below is a review of the updated materials. Figure 14 highlights the locations of the Building Height example concept plans with differing roof pitches for Buildings One, Two, and Five and reflects the overall layout of the proposed redevelopment of the Five-Acre Site.

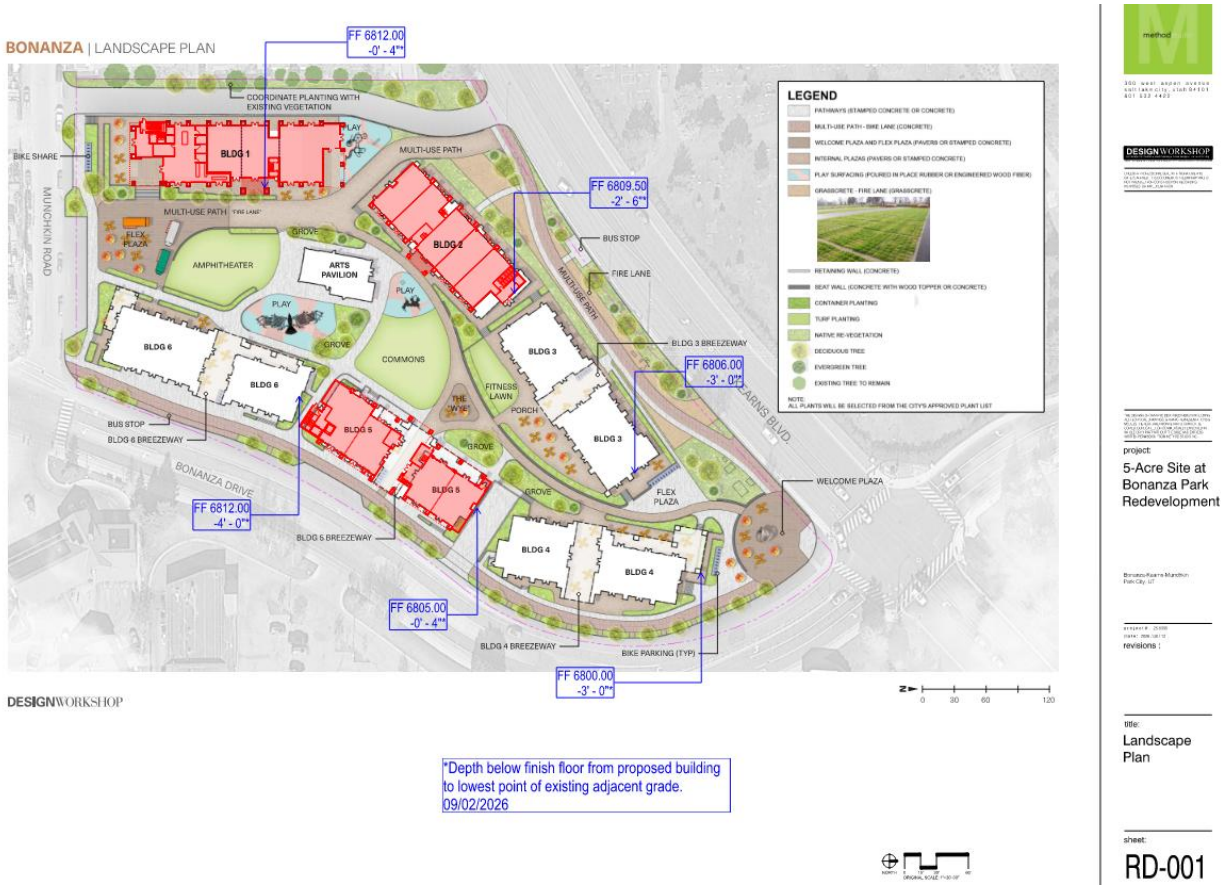


Figure 14: Five-Acre Site Plan, showing locations of Building One, Two, and Five.

Building One

The Applicant requests additional Building Height for Building One, which is positioned in the interior of the site toward the west property line. Proposed as a four-story structure, Building One is set back 40 feet from the west property line, buffered by

landscaping, and located outside of the FPZ.

Building One (4:12 Gable)		
Building Height (from Existing Grade)	Overall:	49’ 4”
	Additional Height Requested:	14’ 4”
	Exterior Wall Height:	44’ 4”
	Additional Height with Mechanical Screening:	49’ 4” (5’ Mechanical Screening)
	4:12 Gable Pitch:	49’ 4” (5’ Gable Roof)
	Architectural Variation:	15’ Horizontal 5’ Vertical

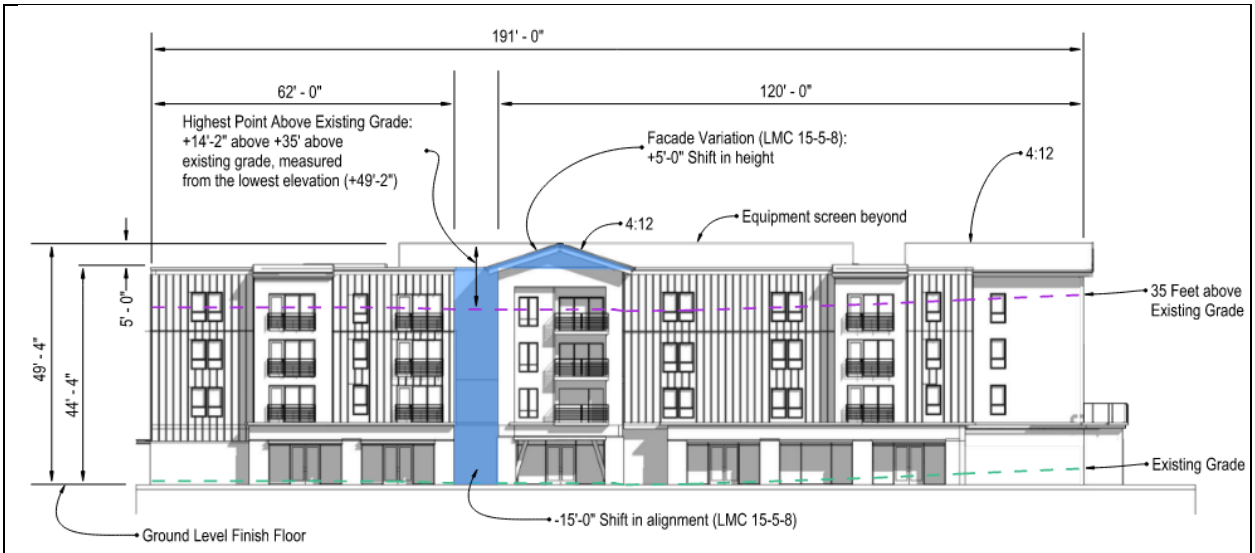


Figure 15: Building One elevation, showing Building Height with 4:12 roof pitch.



Figure 16: Building One rendering with 4:12 roof pitch, view from west property line.

Building One (7:12 Gable)		
Building Height (from Existing Grade)	Overall:	52’ 1”
	Additional Height Requested:	17’ 1”
	Exterior Wall Height:	44’ 4”
	Height with Mechanical Screening:	49’ 4” (5’ Mechanical Screening)
	7:12 Gable Pitch:	52’ 1” (7’ 9” Gable Roof)
	Architectural Variation:	15’ Horizontal 7’ 9” Vertical

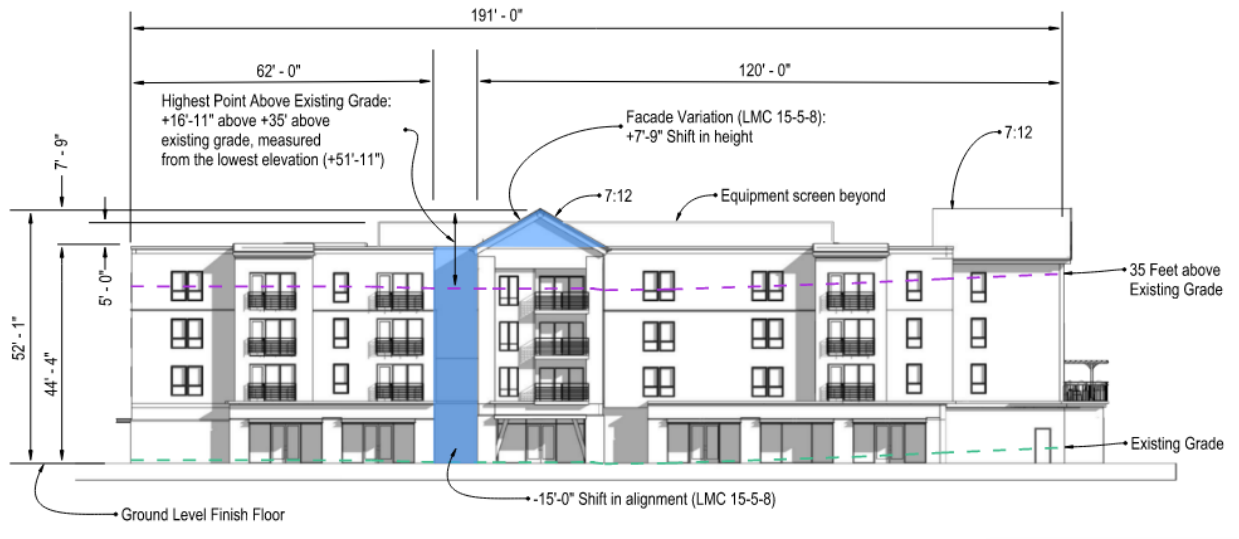


Figure 17: Building One elevation, showing Building Height with 7:12 roof pitch.



Figure 18: Building One rendering with 7:12 roof pitch, view from west property line.

Building One (12:12 Gable)		
Building Height (from Existing Grade)	Overall:	58’ 3”
	Additional Height Requested:	23’ 3”
	Exterior Wall Height:	44’ 4”
	Height with Mechanical Screening:	49’ 4” (5’ Mechanical Screening)
	7:12 Gable Pitch:	58’ 3” (13’ 11” Gable Roof)
	Architectural Variation:	13’ 11” Vertical

		15’ Horizontal

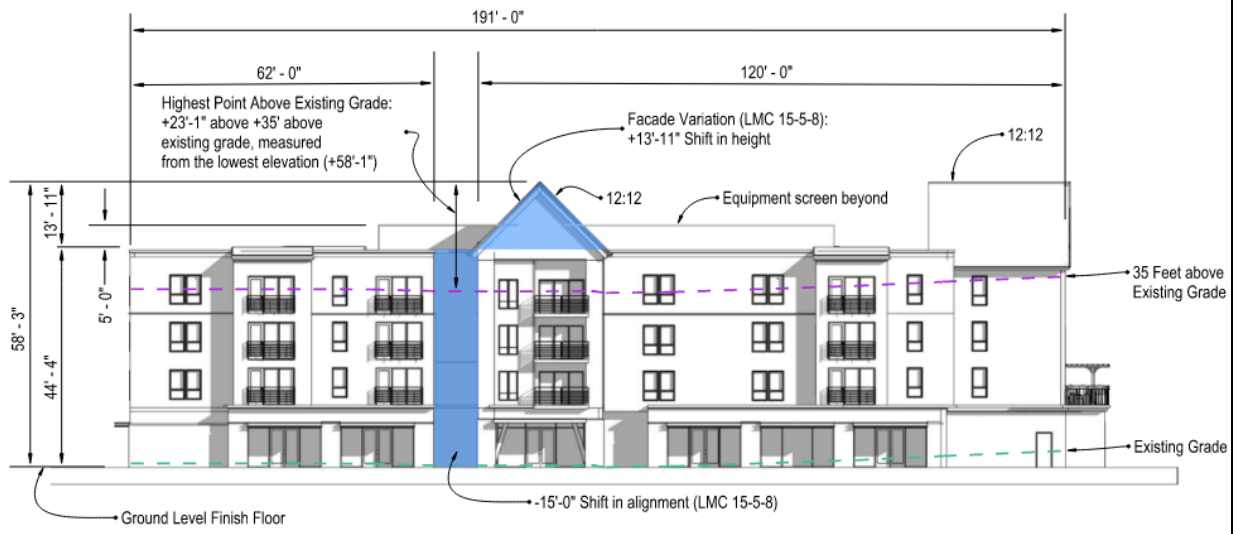


Figure 19: Building One elevation, showing Building Height with 12:12 roof pitch.



Figure 20: Building One rendering with 12:12 roof pitch, view from west property line.

Building Two

The elevations provided for Building Two serve as a conceptual example that may also be applied to Building Three. The revised plans reduce the Building Height, established an exterior wall height of 35 feet from Existing Grade to the top of the parapet.

Due to existing site topography sloping downward toward the east, the Applicant requests an additional one foot seven inches in height to accommodate the slope.

Buildings Two and Three feature frontage along Kearns Boulevard and are oriented toward Kearns Boulevard and an interior courtyard. Both buildings are set back a minimum 51 feet 6 inches from Kearns Boulevard and are located with the FPZ.

Building Two Example (4:12 Gable)		
Building Height (from Existing Grade)	Overall:	West Grade: 40’ East Grade: 41’ 3”
	Additional Height Requested:	West: 5’ (Mechanical Screening) East: 6’ 3”
	Exterior Wall Height:	West: 34’ 8” East: 36’ 7”
	Height with Mechanical Screening:	West: 40’ East: 41’ 3” (5’ Mechanical Screening)
	4:12 Gable Pitch:	40’ (5’ Gable Roof)
	Architectural Variation:	5’ Vertical 15’ Horizontal



Figure 21: Building Two elevation, showing Building Height with 4:12 roof pitch.



Figure 22: Building Two rendering with 4:12 roof pitch, view from Kearns Boulevard.

Building Two Example (7:12 Gable)		
Building Height (from Existing Grade)	Overall:	West Grade: 43’ 7” East Grade: 42’
	Additional Height Requested:	West: 7’ 5” East: 7’
	Exterior Wall Height:	West: 34’ 8” East: 36’ 7”
	Height with Mechanical Screening:	West: 40’ East: 41’ 7” (5’ Mechanical Screening)
	7:12 Gable Pitch:	42’ (7’ Gable Roof)
	Architectural Variation:	7’ Vertical 15’ Horizontal

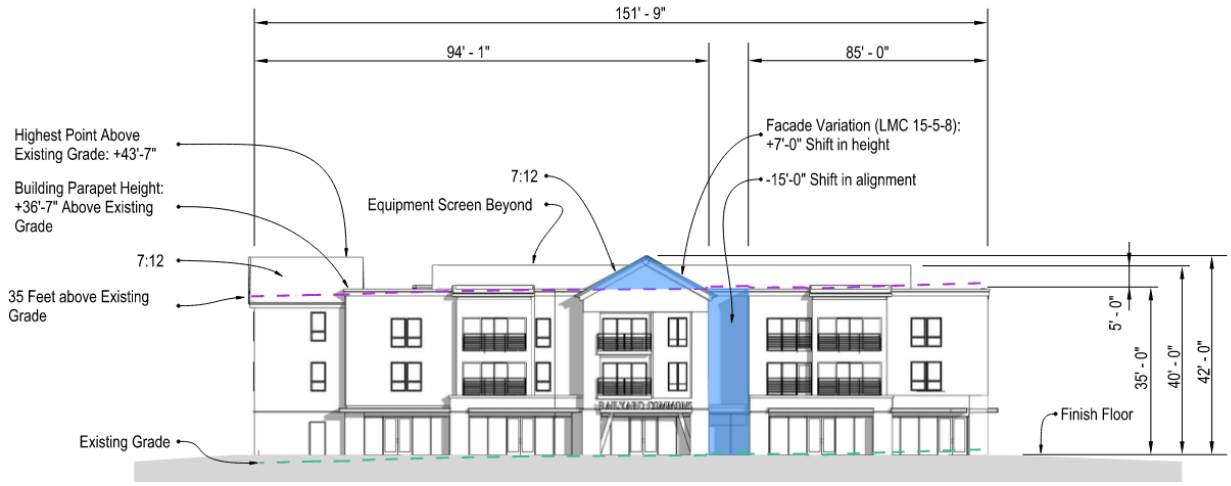


Figure 23: Building Two elevation, showing Building Height with 7:12 roof pitch.



Figure 24: Building Two rendering with 7:12 roof pitch, view from Kearns Boulevard.

Building Two Example (12:12 Gable)		
Building Height (from Existing Grade)	Overall:	West: 49’ 9” East: 48’ 2”
	Additional Height Requested:	West: 13’ 3” East: 12’ 10”
	Exterior Wall Height:	West: 34’ 8” East: 36’ 7”
	Height with Mechanical Screening:	West: 40’ East: 41’ 7” (5’ Mechanical Screening)
	12:12 Gable Pitch:	48’ 2” (13’ 2”’ Gable Roof)
	Architectural Variation:	13’ 2” Vertical 15’ Horizontal

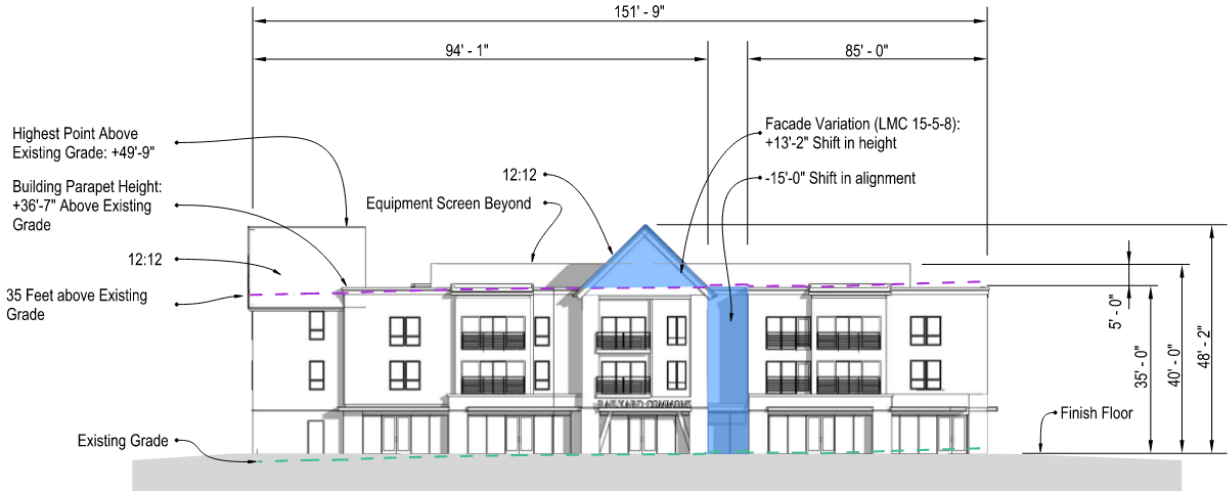


Figure 25: Building Two elevation, showing Building Height with 12:12 roof pitch.



Figure 26: Building Two rendering with 12:12 roof pitch, view from Kearns Boulevard.

Building Five

The conceptual design for Building Five may also be applied to Buildings Four and Six. The reviewed plan reduces the Building Height, establishing an exterior wall height of 35 feet measured from Existing Grade to the top of the parapet. Due to site topography sloping downward toward the northeast, the Applicant requests an additional one foot eight inches in height to accommodate the Existing Grade slope. Buildings Four, Five, and Six are oriented toward Bonanza Drive and an interior courtyard. Building Four is set back 34 feet 6 inches from Bonanza Drive and includes a first-story outdoor seating area within the FPZ. Building Five and Six are set back a minimum of 29 feet from Bonanza Drive, with Building Six also fronting Munchkin Drive with a 25-foot setback.

Building Five Example (4:12 Gable)		
Building Height (from Existing Grade)	Overall:	South Grade: ~38’ North Grade: 40’
	Additional Height Requested:	South: 3’ North: 5’ (Mechanical Screening)
	Exterior Wall Height:	South: ~34’ North: 36’ 8”
	Height with Mechanical Screening:	South: ~38’ North: 40’ (5’ Mechanical Screening)
	4:12 Gable Pitch:	40’ (5’ Gable Roof)
	Architectural Variation:	5’ Vertical 15’ Horizontal

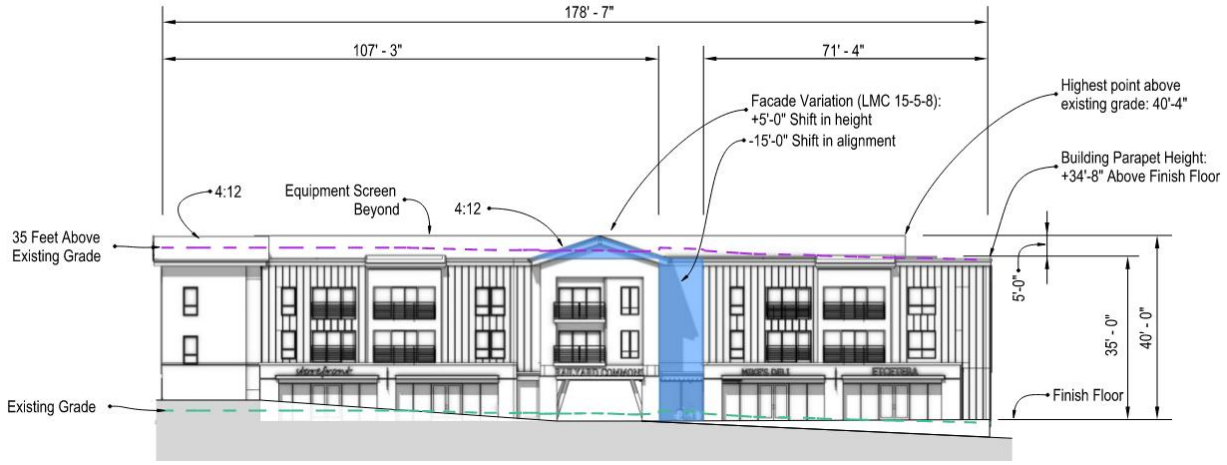


Figure 27: Building Five elevation, showing Building Height with 4:12 roof pitch.



Figure 28: Building Five rendering with 4:12 roof pitch, view from Bonanza Drive.

Building Five Example (7:12 Gable)		
Building Height (from Existing Grade)	Overall:	South Grade: ~40’ North Grade: 42’
	Additional Height Requested:	South: 5’ North: 7’
	Exterior Wall Height:	South: ~34’ North: 36’ 8”
	Height with Mechanical Screening:	South: ~38’ North: 40’ (5’ Mechanical Screening)
	7:12 Gable Pitch:	42’ (7’ Gable Roof)
	Architectural Variation:	7’ Vertical 15’ Horizontal

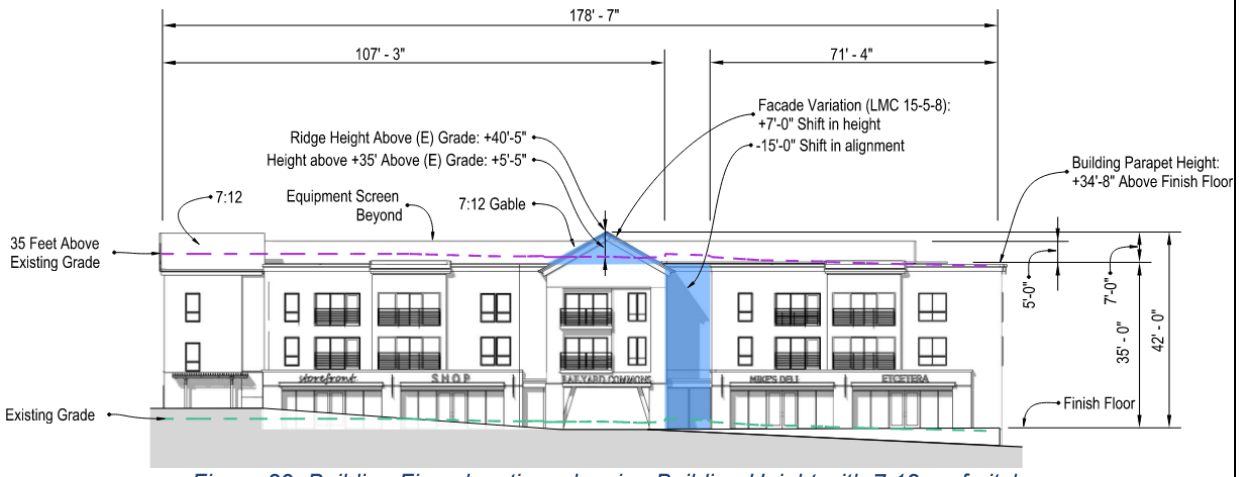


Figure 29: Building Five elevation, showing Building Height with 7:12 roof pitch.



Figure 30: Building Five rendering with 7:12 roof pitch, view from Bonanza Drive.

Building Five Example (12:12 Gable)		
Building Height (from Existing Grade)	Overall:	South Grade: ~46’ North Grade: 48’ 2”
	Additional Height Requested:	South: 11’ North: 13’ 2”
	Exterior Wall Height:	South: ~34’ North: 36’ 8”
	Height with Mechanical Screening:	South: ~38’ North: 40’ (Mechanical Screening)
	12:12 Gable Pitch:	48’ 2” (5’ Gable Roof)
	Architectural Variation:	13’ 2” Vertical 15’ Horizontal

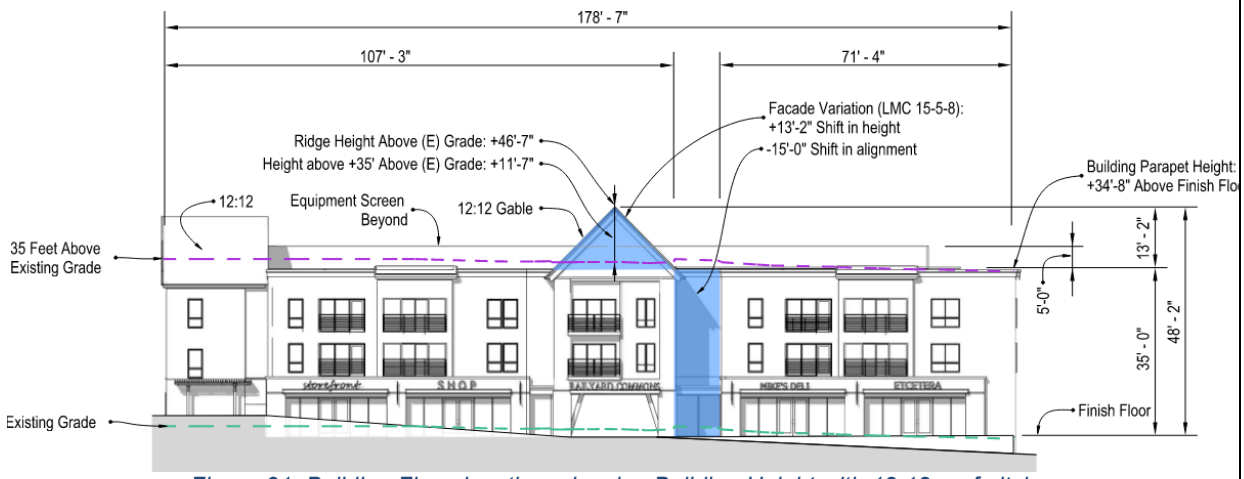


Figure 31: Building Five elevation, showing Building Height with 12:12 roof pitch.



Figure 32: Building Five rendering with 12:12 roof pitch, view from Bonanza Drive.

The Planning Commission may approve additional Building Height for an MPDs when the Applicant demonstrates the six criteria identified in LMC § 15-6-5(F) are met:

Master Planned Development Six Criteria for a Building Height Exception	
1. The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Facade variation and design, but rather provides desired architectural variation.	**Complies**: The Applicant could build a project with 482,078 square feet but proposes a project with 185,512 square feet – 38% of the allowed density.[31]

[31] To review the density for a previous development proposed for this site, please see the November 30, 2016 Planning Commission packet, p. 439.

2. Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site specific analysis.	**Complies**: The project is designed to exceed required Setbacks and the Applicant's solar study indicates minimal off-site disturbance.
3. There is adequate Landscaping and buffering from adjacent Properties and Uses.	**Complies**: The Applicant proposes increased Setbacks with a landscaping buffer.
4. Increased Setbacks and separations from adjacent projects are proposed.	**Complies:** The Applicant proposes increased Setback and separations from adjacent projects. The Site is surrounded by Kearns Boulevard, Bonanza Drive, and Munchkin Road on three sides. The Applicant is only required to provide a 25-foot Setback from the adjacent commercial property to the west. The Applicant proposes a 40-foot Setback along this common property line.
5. The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible.	**Complies**: The Applicant is required to provide 30% Open Space. The Applicant proposes approximately 60% of the Site to be publicly accessible Open Space.
6. The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review.	**Complies**: The Applicant is required to show architectural variation to meet the 15-foot shift in horizontal or vertical Building Facade, or a combination of both. The Applicant proposes a 15' Horizontal shift in Façade on Buildings One through Six.

Staff analysis of each of the six criteria is provided below. The Applicant's response is included as italics.

1. **The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Façade variation and design, but rather provides desired architectural variation, unless the increased square footage or Building volume is from the Transfer of Development Credits.**

Density in the GC Zoning District is volume-based, established by Building Height, Setbacks, Parking, and Open Space requirements. LMC § 15-2.18-4(A) establishes a Setback of 30 feet in the FPZ. LMC § 15-6-5(C) requires a 25-foot Setback around the exterior boundary of an MPD for Parcels greater than two acres. LMC § 15-2.18-2 establishes a Building Height of 35 feet from Existing Grade, while LMC § 15-6-5(D) sets the minimum Open Space requirement for redevelopment at 30%.

Based on these requirements, the maximum allowable Building volume of the Site is approximately 482,078 square feet. The Applicant proposes a total square footage of 185,512 square feet, or 38% of the allowed density on the Site (August 12 Packet, Exhibit A, p. 26-27).

Applicant's response:
The requested increase in Building Height does not result in additional density, square footage or building volume.

The GC Zoning District would permit development of 482,078 square feet on this site. The proposed development utilizes only 185,512 square feet.

2. **Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site-specific analysis.**

The Site includes frontage on three sides: Munchkin Road to the south, Bonanza Drive to the east, and Kearns Boulevard to the north. Minimal impact is anticipated on the properties adjoining these streets due to the positioning of the Buildings on the Site.

The Applicant states in the submittal, "[b]y following the natural slope, the design allows easy pedestrian access along the street frontages and reduces the height impact of the overall development."

To the east of the site are two properties with four single-story Structures, featuring an approximately eight-foot landscaped Setback on the shared property line. The proposed Building One will be located nearest to the west property line, and this Structure may generate the greatest off-site impacts within the development. The Applicant proposes a 40-foot 2-inch Setback from the west property line, providing further separation between the proposed Building and adjoining properties through a private driveway, a pedestrian walkway, and a landscaped buffer area.

The Applicant submitted a Solar/Shadow Study (August 12 Packet, Exhibit A, p. 42). The study provides an analysis for Winter Solstice, Summer Solstice, and Spring and Fall Equinoxes during the hours of 9:00 AM, noon, and 5:00 PM.

Because public Rights-of-Way border the Site on three sides, shadows on adjoining Properties are limited. The parking lots east of Bonanza Drive will experience shadows during the Spring and Fall Equinoxes at 5:00 PM. The property to the west will experience shadows during the Winter Solstice through most of the morning; however, by noon, these shadows clear neighboring Properties.



Figure 33: Solar/Shadow study Spring and Fall Equinoxes, provided by Brinshore Development.



Figure 34: Solar/Shadow study Summer Solstice, provided by Brinshore Development.

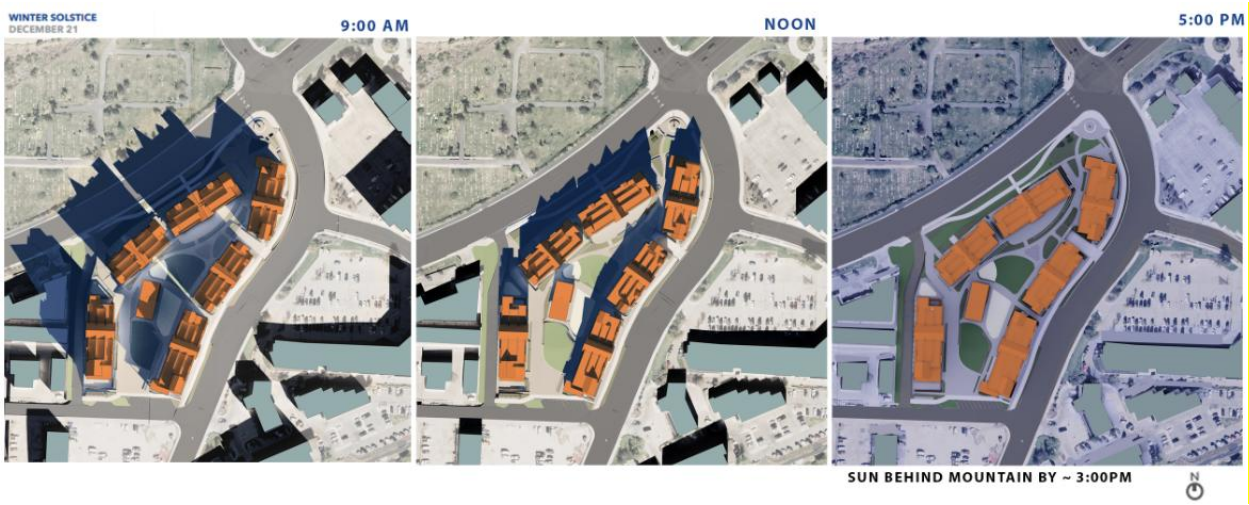


Figure 35: Solar/Shadow study Winter Solstice, provided by Brinshore Development.

Applicant's response:
Nearby uses to the north, east, and south are separated from the project by public streets and highways. These adjoining uses include the cemetery to the north, commercial properties and surface parking to the east, and industrial warehouse uses to the south.

Due to the roadway separations and the nature of the surrounding land uses, there are no impacts from shadows, loss of solar access, and loss of air circulation.

Directly adjacent uses include Compark Plaza, an industrial flex space along the south half of the west edge of the property. There is a small ten-foot side yard with a fenced outdoor storage area along a brick wall with only one small window on the ground floor and no doors and no public access adjacent to the project.

The Emporium is a small retail center along the North half of the west edge of the site. The Emporium has a small ten-foot-wide side yard along the edge of the site with no employee or public access. There are some existing trees which we will attempt to save and incorporate into the project buffering in the landscape design.

The setback along the West edge of the project has been increased from 25 feet to 40 feet. A landscaped buffer will be provided along the property line.

As there are no occupied outdoor spaces or public access along the property line and with the mitigations mentioned above there are no potential problems caused by shadows, loss of solar access, and loss of air circulation.

3. **There is adequate Landscaping and buffering from adjacent Properties and Uses.**

An MPD requires a minimum 25-foot perimeter Setback for this project.[32] The Applicant proposes a 25-foot Setback along Munchkin Road, a minimum 29-foot Setback along Bonanza Drive, a minimum a 51-foot 6-inch Setback from Kearns Boulevard, and a minimum 40-foot Setback from the adjacent property to the west.

The perimeter Setback is proposed to include landscaping, pedestrian walkways, a multi-use path, a landscape buffer which will retain existing and mature trees, sitting areas, a welcome plaza, and improved transit amenities/shelters along Kearns Boulevard and Bonanza Drive.



Figure 36: Proposed Landscape Plan.

Applicant's Response:
Landscaping and buffering have been provided on all sides of the project. The western property line is the only boundary directly adjacent to neighboring private development. Along this edge, the project provides a setback of 40 feet, exceeding the required 25-foot setback.

There will be a five-foot-wide landscape edge along the West property line. It will be landscaped with trees and shrubs as a buffer to the adjacent buildings. plan. Please see the landscape plan Sheet RD-001.

4. **Increased Setbacks and separations from adjacent projects are proposed.**

[32] LMC § 15-6-5(C)

LMC § 15-6-5(C) requires a 25-foot Setback around the project perimeter. The only adjacent property and Use is the commercial development that shares the western property line with the Five-Acre Site. The Applicant proposes a 40-foot Setback along this western boundary. The other perimeter Setbacks measure 51 feet 6 inches from the Structure's closest point along Kearns Boulevard, and 29 feet from the Structure's closest point to Bonanza Drive. The only Setback that does not exceed the 25-foot perimeter Setback is along Munchkin Road. All Setbacks are proposed to include landscaping and pedestrian walkways which further separates the adjoining projects from the proposed redevelopment.

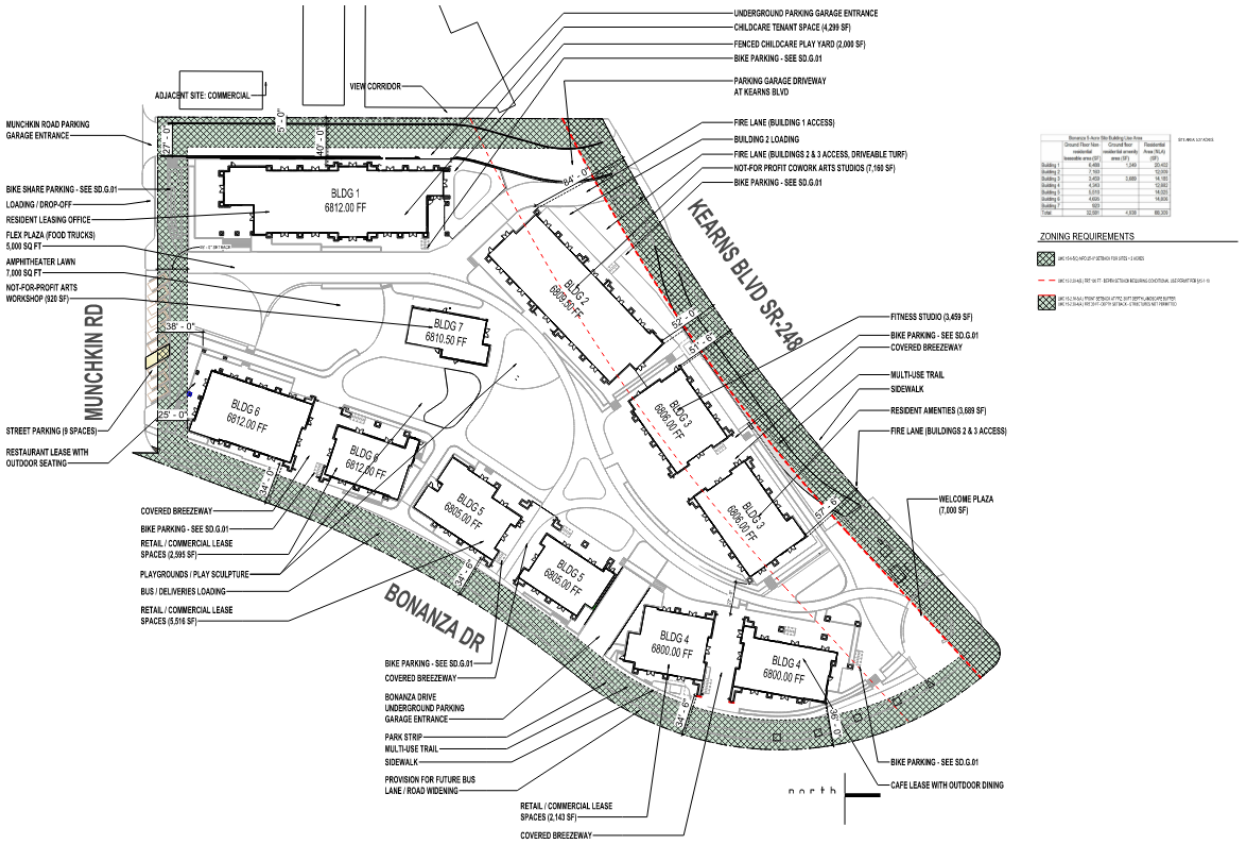


Figure 37: Applicant's Architectural Plan showing Setbacks.

Applicant's Response:
The setback along the west property line has been increased from the required 25 feet to 40 feet, providing additional feet of separation from the adjacent industrial and commercial properties.

The setback along Kearns Boulevard has been increased from thirty feet to fifty to 82 feet.

5. **The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible.**

LMC § 15-6-5(D) requires 30% Open Space for redevelopment. LMC § 15-15-1 defines Open Space:

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

Because the Five-Acre Site is a redevelopment project, Natural Open Space is not possible; instead, the Applicant proposes Landscaped Open Space. The proposed Open Space comprises approximately 60% of the property.

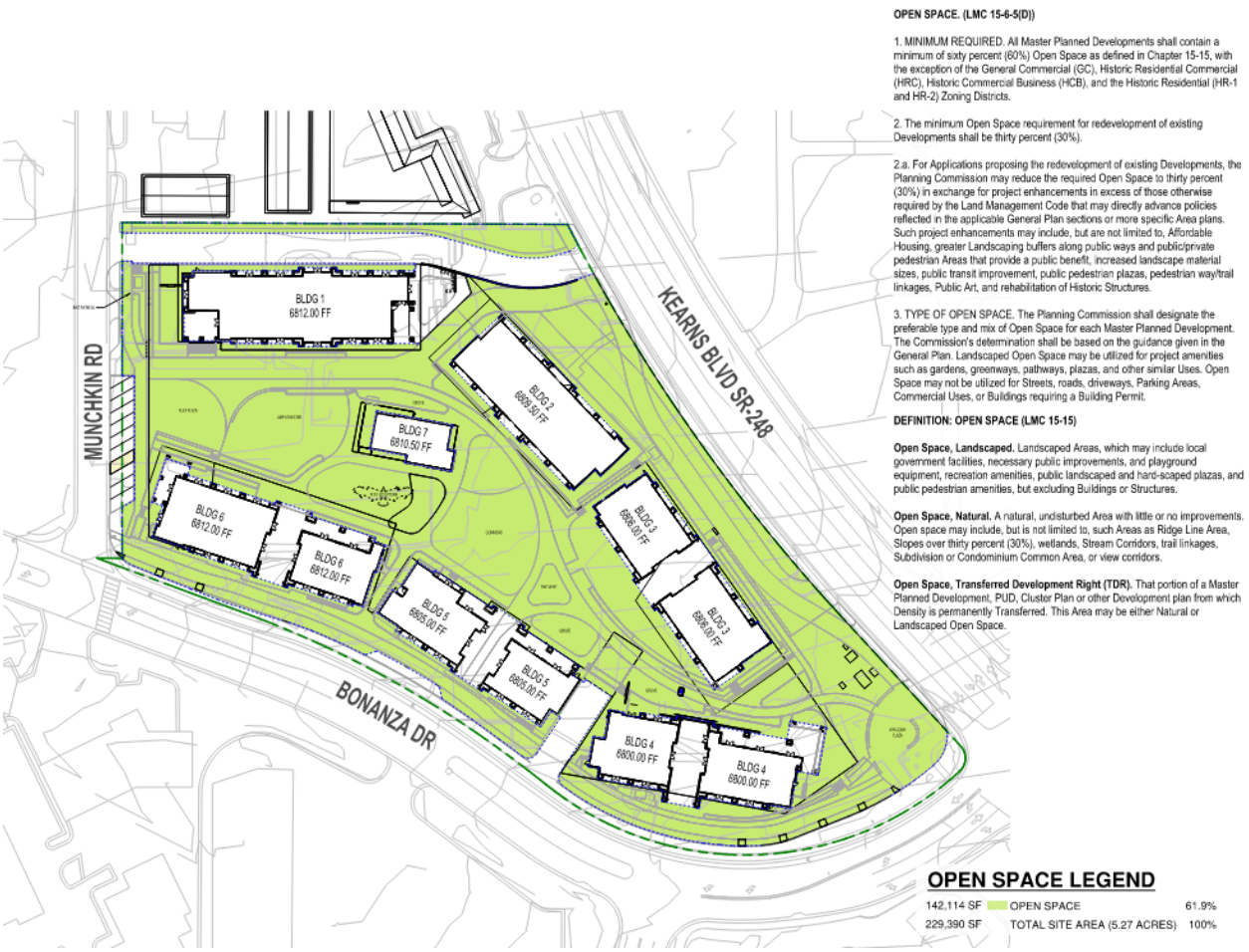


Figure 38: Applicant's Open Space exhibit.

The Applicant submitted a breakdown of the type of Open Space proposed, active landscapes, landscape buffer areas, flex areas, hardscape walkways, and passive landscaped areas. All proposed Landscaped Open Space areas are

publicly accessible and meet the definition of Landscaped Open Space, which may include landscaped and hardscaped plazas, and public pedestrian amenities, and excludes all Buildings or Structures.



OPEN SPACE TYPE LEGEND

22,756 SF	ACTIVE LANDSCAPE AREA	9.9%
35,067 SF	PASSIVE LANDSCAPE AREA	15.3%
25,487 SF	FLEX AREAS	11.1%
36,352 SF	WALKWAYS	15.8%
22,452 SF	MULTI-USE PATHWAYS	9.8%
142,114 SF	TOTAL OPEN SPACE	61.9%
229,390 SF	TOTAL SITE AREA (5.27 ACRES)	100%

Figure 39: Applicant's Open Space type analysis.

The Applicant has provided a response to the Planning Commission's concern with accessibility of the interior courtyard Open Space and the public's willingness to use Open Space in the form of an interior courtyard in Exhibit G.

6. **The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, or the Design Guidelines for Park City's Historic Districts and Historic Sites if the Building is located within the Historic District.**

LMC § 15-5-5(C) requires simple architectural design that is compatible with Park City's architectural history. LMC § 15-5-5(D) requires no more than three different kinds of exterior Building materials along a single façade. The Applicant proposes three exterior wall materials with varied application to the ground and upper floors. Stone veneer is proposed along most of the first-floor length.

Prefinished metal roofing is proposed on all seven Buildings. Final materials are under review because the Applicant's requested metal requires a Planning Director exception. Please see the historic preservation consultant memo outlining considerations for quality materials for infill within the Bonanza Park neighborhood (Exhibit L).

The roof material must be non-reflective and with a neutral tone.[33] Both gabled and flat roof forms are allowed.[34] The proposed window style and material are appropriate and meet the Architectural Guidelines.[35]

LMC § 15-5-8 requires architectural variations depending on the Building Façade length. The code outlines regulations for Façade lengths exceeding 120 feet on any façade to provide a prominent shift in the mass of the Structure at interval of 120 feet or less. The prominent shift must consist of a 15-foot shift in Building Façade alignment or a 15-foot shift in Building Height. A combination of both the Building Height and Building Façade change is encouraged if the combined change occurs at the same location in the Building plan. The proposed façade length of the six Buildings ranges from 147 to 191 feet.

The Applicant's revised elevations plans include new building height with varying roof pitches: 4:12, 7:12, and 12:12. As reviewed earlier in this Section all three roof form variations now comply with this regulation and provide at least a 15-foot prominent shift in façade.

Applicant's Response:
Buildings 1 through 6 exceed 120 feet in façade length and are therefore required to provide significant changes in building mass in accordance with Chapter 15-5, Architectural Review. The proposed design satisfies this requirement through a combination of roof-height transitions and façade depth offsets that exceed the minimum architectural shift required by the Land Management Code. Rather than relying solely on façade offsets, the project incorporates roof-height variation, balconies, architectural projections, and changes in exterior materials to create human-scaled buildings with articulated façades and visual interest.

Question for the Planning Commission:

Does the Planning Commission find the Applicant has met the required criteria for a Building Height exception in LMC § 15-6-5(F)? If so, will the Planning Commission grant the requested Building Height exceptions?

(VIII) The Applicant proposes to provide more parking than is required by the Land Management Code within an underground parking

[33] LMC § 15-5-5(E)
[34] LMC § 15-5-5(F)
[35] LMC § 15-5-5(I)

structure.

LMC § 15-3-6 outlines parking requirements for residential and non-residential Uses:

Use	Code Requirement	Proposal	Number of Required Spaces
Residential Uses			
Apartment ≤1,000 sq ft	1 space / unit	82 units	82
Apartment >1,000 and <2,000 sq ft	1.5 spaces / unit	24 units	36
		SUBTOTAL:	118
Non-Residential Uses			
Child Care Center	1 per on-shift employee	4 on-shift employees	4
Resident Leasing Office	3 spaces / 1,000 sq ft	2,188 sq ft	6.56
Non-Profit Arts Spaces	1 space / 1,000 sq ft	8,080 sq ft	8.08
Retail	3 spaces / 1,000 sq ft	10,251 sq ft	30.71
Café	3 spaces / 1,000 sq ft	2,220 sq ft	6.6
Restaurant	1 space / 100 sq ft	3,360 sq ft	33.6
		SUBTOTAL:	89.55
		TOTAL REQUIRED PARKING:	208
		PROPOSED PARKING:	**280*** (+72)

NOTE
*The project includes 280 parking spaces in an underground garage. An additional nine surface parking spaces are proposed adjacent to Munchkin Road. Because they require backing onto an adjacent roadway, these spaces do not comply with LMC § 15-3-3(G) and are not included in this analysis.

The Applicant proposes 280 parking spaces, 72 more than required by the LMC, all within an underground parking structure. Nine additional surface parking spaces are provided at the south end of the site adjacent to Munchkin Road. The proposed Development is a mixed-use project along major transit corridors. Due to varied peak parking demands and internal trips captured, there may be considerations for reduced parking.

General Plan Strategy 3D calls for the City to "[s]trengthen policies that reduce reliance on single-occupancy vehicles by requiring and incentivizing multimodal transportation through planning, development, and transportation initiatives."

An action supporting this strategy states "[c]ontinue developing clear policies for new developments, resorts, and major employers to integrate trip reduction strategies,

establish mode-shift targets, and **reduce parking** through formal City mechanisms" (emphasis added).

The Bonanza Park Small Area Plan calls for a user-friendly neighborhood through the implementation of key recommendations, including "[c]reate a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures."

A strategy supporting this goal states "[s]ignificantly 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."

An underground parking structure supports the goal of creating a pedestrian-oriented neighborhood. However, the proposed increase in parking well above the minimum parking requirement could conflict with neighborhood and Citywide goals to reduce trips in single-occupancy vehicles.

While the LMC does not currently prohibit a developer from providing more than the required number of parking spaces, the General Plan calls for the City to replace minimum parking requirements with maximum parking allowances.[36]

At the time of the Applicant's submittal, LMC § 15-6-5(E)(1) stated "the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a Parking analysis submitted by the Applicant." The Planning Commission reviews the following information:

1. The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.
2. A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking.
3. Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.
4. An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.
5. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.
6. Provisions for overflow Parking during peak periods.
7. An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.[37]

[36] General Plan Strategy 4A
[37] LMC § 15-6-5(E)(1)

The Applicant submitted a parking study prepared by Hales Engineering on June 26, 2026.[38] The City hired Methods Consulting to provide an independent third-party review of the Applicant's parking study. Methods completed its review on July 10, 2026 (Exhibit M). The Applicant provided an updated parking study on August 7, 2026.[39] The Applicant then provided an updated Parking Study on September 2, 2026 (Exhibit D)

Additionally, the Applicant provided supplemental information regarding proposed unbundled parking – wherein parking spaces can be leased or rented for associated site Uses. Please see the Applicant's response below:

The Project offers unbundled parking, giving residents the choice to forgo an on-site parking space. Because the Project sits within a smaller, dense and walkable community, we expect a range of residents, particularly one-bedroom tenants, to have less demand for a parking space. Tenants in LIHTC-restricted units will receive a monetary incentive for electing to forgo a space. With fewer restrictions on the market-rate units, options to encourage unbundling include charging a fee to the market-rate residents who elect to reserve a space, or providing a monetary incentive similar to the strategy for the LIHTC units. Adopting an unbundled parking strategy provides the flexibility to allocate spaces between residential and commercial use based on actual demand, while also encouraging a car-free lifestyle for those who prefer it.

The Applicant's Parking Management Plan (Exhibit N) proposes:

- Parking enforcement
- Wayfinding signage to improve parking efficiency and circulation
- Providing adequate parking to prevent neighborhood spillover
- Peak day management like paid parking and parking attendants
- Parking monitoring and adaptive management

(IX) The Applicant proposes transportation demand management strategies to address traffic generated by the development.

At the time of the Applicant's submittal, proposed developments or redevelopments generating 25 or more net new vehicle trips during the weekday AM or PM peak hour were required to prepare a Traffic Impact Study (TIS) consistent with the City's adopted TIS Guidelines. The TIS Guidelines require analysis of traffic conditions during the AM (8:00–10:00 AM) and PM (3:30–5:30 PM) peak periods on a typical Friday during the peak winter season, from January through mid-March. Accordingly, the TIS evaluates traffic operations during periods intended to represent some of the City's higher traffic conditions rather than typical off-peak conditions.

The Applicant submitted a TIS prepared by Hales Engineering on June 5, 2026 (July 8 Planning Commission Packet, Exhibit G). Consistent with the City's review process for

[38] July 8, 2026, Planning Commission meeting, Item 5.A, Exhibit J
[39] August 12, 2026, Planning Commission meeting, Item 5.A, Exhibit C

the application, the City retained Methods Consulting, a third-party traffic engineering consultant, to conduct a technical review of the TIS. Methods Consulting completed its initial review on July 1, 2026 (July 8 Planning Commission Packet, Exhibit H)

In response to the review comments, the Applicant submitted an updated TIS on July 23, 2026 (August 26 Planning Commission Packet, Exhibit D). Methods Consulting subsequently reviewed the updated TIS and provided additional comments on August 4, 2026. The Applicant provided a comment resolution form on August 4, 2026 documenting responses to the review comments (August 26 Planning Commission Packet, Exhibit I).

Through this review and comment-resolution process, the Applicant's TIS and subsequent revisions were evaluated by the City's third-party traffic engineering consultant prior to consideration by the Planning Commission.

Third-Party Review of Traffic Impact Study. The purpose of the City-retained third-party review was to confirm that the TIS was prepared in accordance with the City's adopted TIS Guidelines and generally accepted traffic engineering practices, including the methodologies, assumptions, and analysis procedures used in the study. This technical review provides an additional level of professional oversight beyond the analysis performed by the Applicant's traffic engineer. Comments identified through the review process were provided to the Applicant and addressed through revisions to the TIS and the comment-resolution process described above.

On August 26, 2026, the Planning Commission requested the Applicant provide a comprehensive list of TDM strategies proposed for the development and the anticipated impacts of each strategy in reducing single-occupancy vehicle trips to and from the site. The Applicant's proposed TDM strategies are included in Exhibit F.

Neighborhood and Regional Transportation Improvements
The Five-Acre Site is on a major regional transportation corridor that sees thousands of vehicle trips to and from the City daily. The street network in the vicinity of the project site is already congested, often even during off-peak travel times. Because of these conditions, several neighborhood and regional transportation improvements have been proposed or are underway to address traffic.

Bonanza Drive Bus Rapid Transit. Bonanza Drive is a central segment in the City's Re-create 248 transit study, which is exploring ways to transform travel along SR-248, Bonanza Drive, and Deer Valley Drive from Quinn's Junction to the Old Town Transit Center. One significant improvement being considered for Bonanza Drive is the addition of bus rapid transit (BRT) lanes. The Applicant proposes dedicating space along the site's Bonanza Drive frontage sufficient for the possible addition of BRT lanes in each direction – without impacting the properties east of Bonanza Drive and north of the Munchkin Road and Bonanza Drive intersection.

Munchkin Road Extension. Extension of Munchkin Road from Woodbine Way to Homestake Road is anticipated in the Bonanza Park Small Area Plan (see Figure 40). The City is currently evaluating two potential alignments for the extension within the same general area. While the alignments differ slightly in their configuration, either option would provide the planned roadway connection between Woodbine Way and Homestake Road and fulfill the same overall transportation purpose. Construction of the Munchkin Road extension is anticipated to begin in spring 2027.

Kearns and Homestake Signalized Intersection. A future traffic signal at the intersection of Kearns Boulevard and Homestake Road is anticipated in the Bonanza Park Small Area Plan (see Figure 40) and is identified by the Utah Department of Transportation (UDOT) in the applicable Corridor Agreement. Because Kearns Boulevard is a state highway, UDOT has authority over the installation and operation of traffic signals along the corridor. Installation of the future signal is not tied to a specific date and would occur when traffic conditions warrant a signal and applicable UDOT requirements are met.

Bus Stop Improvements. The Citywide Bus Stop Improvement Project is underway and aims to improve 84 bus stops by 2027. Eighteen sheltered and unsheltered stops within a half-mile radius of the Five-Acre Site are slated for improvements (see Figure 41). See the Transportation Planning Memo (Exhibit O) for more information.

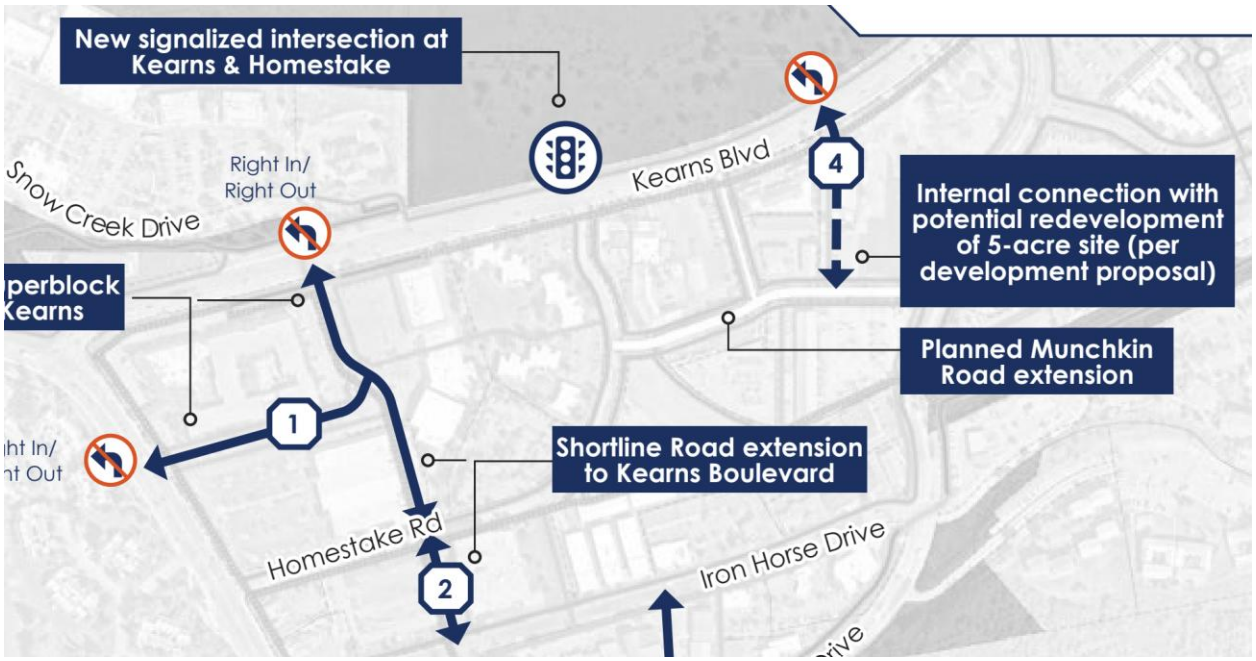


Figure 40. Image from Bonanza Park Small Area Plan showing proposed extension of Munchkin Road, proposed internal connection from Kearns Boulevard to Munchkin Road, and new signalized intersection at Kearns Boulevard and Homestake Road.



Figure 41. Bus stop locations within one-half mile of the Five-Acre Site slated for improvements.

In addition to the Applicant's proposed TDM strategies, staff recommends the Planning Commission consider the following conditions of approval:

- The Applicant shall implement and maintain the Transportation Demand Management (TDM) strategies identified in the approved development application and TDM Plan which includes: providing incentives and programs for employees working at the site to encourage transit, carpooling or vanpooling, bicycling, walking, and other alternatives to single-occupancy vehicle travel. Workforce measures may include requirements incorporated into commercial or non-profit leases, designated priority parking for carpool or vanpool participants, participation in City or regional rideshare programs, transit incentives, bicycle facilities, or other comparable measures.
- The Applicant shall conduct post-occupancy traffic monitoring at all primary site access points to determine actual entering and exiting vehicle trips during the applicable weekday AM and PM peak periods. The first monitoring period shall occur following stabilized occupancy and within 12 months following substantial occupancy. Monitoring shall thereafter be conducted annually for a total monitoring period of three years. Counts shall be conducted under representative operating conditions and during a time of year consistent, to the extent practicable, with the conditions evaluated in the approved Traffic Impact Study (TIS).

- The Applicant shall submit the monitoring results to the office of the City Engineer together with documentation of the TDM measures implemented during the monitoring period. The report shall compare observed entering, exiting, and total vehicle trips with the applicable ITE Trip Generation estimates, the trip generation assumptions contained in the approved TIS, and, where applicable, the trip-reduction assumptions associated with the approved TDM program. The report shall also identify occupancy and operational conditions at the time of the counts and explain any material differences between observed and anticipated trip generation.
- Traffic counts used for TDM monitoring shall not be conducted during special events, significant construction activities, unusual roadway or transit disruptions, or other atypical conditions that would materially affect normal site traffic. If monitoring demonstrates that actual vehicle trip generation materially exceeds the assumptions contained in the approved TIS or TDM program, the Applicant shall coordinate with the City to evaluate the cause and, when warranted, implement reasonable additional or modified TDM measures. Additional monitoring may be required to evaluate the effectiveness of those measures.
- Following completion of the three-year monitoring period, the Applicant shall continue to implement and maintain the approved TDM measures for the life of the development. Routine annual traffic counts and TDM reports shall not be required thereafter; however, upon reasonable request by the City, the Applicant shall provide documentation of continued implementation. Additional monitoring or reporting may be required when a material change in land use, occupancy, site operations, TDM implementation, or other circumstances reasonably indicates that vehicle trip generation may materially differ from the conditions previously monitored.
- Outdoor events with more than 75 attendees shall obtain any Special Event Permit required by the City and provide an event-specific transportation management plan addressing anticipated transportation impacts. Measures shall be appropriate to the size, timing, location, and anticipated travel demand of the event and may include transit coordination, valet bicycle parking, shuttle service, rideshare accommodations, temporary traffic control, parking management, or other strategies to promote safe access and minimize impacts to surrounding neighborhoods, residents, businesses, and the transportation system.

(X) The Applicant coordinated with the Sustainability team on the project design and features.

LMC § 15-6-6(L) requires the Planning Commission to find an MPD incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design. The Applicant's team has been coordinating with the Sustainability team on project components that support the City's net-zero carbon and 100% renewable electricity goals, as well as strategies for incorporating best practices for sustainable development. On August 12, 2026, the Sustainability team provided a memo for Planning Commission consideration (Exhibit P).

In summary, the project:

- Features a walkable, mixed-use, transit-oriented site to reduce dependence on private vehicles.
- Proposes water-efficient plumbing fixtures.
- Will be landscaped with drought-tolerant plant materials.
- Will be heated and cooled through high-efficiency heat pumps.
- Will be all electric capable of utilizing renewable energy available through City initiatives and utility programs.
- Provides high-performance building envelope systems, advanced insulation, air-sealing measures, energy-efficient windows, and LED lighting.
- Is being considered for potential geothermal energy opportunities.

Question for the Planning Commission:

Approval of the CUPs requires the Planning Commission to find that the project complies with all requirements of the LMC, that the Uses will be compatible with the surrounding structures in Use, scale, mass, and circulation, and that the effects of any differences in Use or scale have been mitigated through careful planning and consideration of 17 criteria:

1. ***size and location of the Site;***
2. ***traffic considerations including capacity of the existing Streets in the Area;***
3. ***utility capacity, including Storm Water run-off;***
4. ***emergency vehicle Access;***
5. ***location and amount of off-Street parking;***
6. ***internal vehicular and pedestrian circulation system;***
7. ***Fencing, Screening, and landscaping to separate the Use from adjoining Uses;***
8. ***Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots;***
9. ***usable Open Space;***
10. ***signs and lighting;***
11. ***physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;***
12. ***noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;***
13. ***control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas;***
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;***
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; and***
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.

17. ***radon mitigation; the Planning Director or Planning Commission shall require residential Conditional Uses to include the installation of a basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes.[40]***

Based on the Applicant's revised submittal, is the Planning Commission able to make these findings?

If not, what additional information or modifications are needed for Final Action?

Question for the Planning Commission:

Approval of an MPD requires the Planning Commission to make the following Findings and Conclusions of Law:

1. ***complies with all requirements of the Land Management Code;***
2. ***meets the minimum requirements of Section 15-6-5;***
3. ***provides the highest value of Open Space, as determined by the Planning Commission;***
4. ***strengthens and enhances the resort character of Park City;***
5. ***compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;***
6. ***is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;***
7. ***provides amenities to the community so that there is no net loss of community amenities;***
8. ***is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete;***
9. ***meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site;***
10. ***promotes the Use of non-vehicular forms of transportation through design and by providing trail connections;***
11. ***was noticed and the Planning Commission held a public hearing in accordance with this Chapter;***
12. ***incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application;***

[40] LMC § 15-1-10(D)

13. ***addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies;***
14. ***addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance;***
15. ***addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan;***
16. ***addresses and mitigates traffic.***
17. ***addresses the long-term operation of the project.***[41]

Based on the Applicant's revised submittal, is the Planning Commission able to make these findings and conclusions?

If not, what additional information or final modifications are needed for Final Action?

Project Background

On March 4, 2025, the City Council posted a Request for Proposals (RFP) for redevelopment of the City-owned Five-Acre Site with a vibrant, locally focused mixed-use project. The Council awarded the RFP to Brinshore Development. See the July 10, 2025, City Council Meeting for additional information (Meeting Packet, Item IV.5).

Brinshore Development facilitated several meetings with the City Council to discuss design and strategy preferences for redevelopment of the Five-Acre Site:

- August 25, 2025 (Meeting Packet, Item II.1; Minutes, p. 1)
- September 5, 2025 (Meeting Packet, Item II.1; Minutes, p. 1)
- September 24, 2025 (Meeting Packet, Item II.1; Minutes, p. 1)
- October 13, 2025 (Meeting Packet, Item II.1; Minutes, p. 1)
- October 23, 2025 (Meeting Packet, Item VI.2; Minutes, p. 10)
- November 6, 2025 (Meeting Packet, Item VII.3; Minutes, p. 20)

On March 19, 2026, the City Council voted 4-1 to authorize Brinshore Development to submit applications to the Planning Commission for redevelopment of the Five-Acre Site (Meeting Packet, Item VII.1; Minutes, p. 7).

On May 4 and 5, 2026, Brinshore Development submitted MPD, Subdivision, and CUP applications for Planning Commission review.

On June 24, 2026, the Planning Commission conducted an introductory work session (Agenda Packet, Item 5.A; Minutes, p. 1).

On July 8, 2026, the Planning Commission reviewed the Applicant's Housing Mitigation Plan, Building Height Exceptions, and Traffic Impact City (Agenda Packet, Item 5.A;

[41] LMC § 15-6-6

Minutes, p. 2).

On August 12, 2026, the Planning Commission reviewed the Applicant's TIS, TDM, and sustainability plan and provided input on proposed Building Height exceptions (Agenda Packet, Item 5.A; Minutes, p. 3).

On August 26, 2026, the Planning Commission provided input on the Applicant's reduced Building Height exceptions and updated parking and traffic submittals (Agenda Packet, Item 5.A; Meeting Media).

Department Review

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

Public Input

Public input is attached as Exhibit R.

Exhibits

A: Five-Acre Site Landscape Plan and Renderings
B: 9.2.26 Housing Narrative
C: 9.2.26 Parking Narrative
D: 9.2.26 Parking Study
E: 9.2.26 Traffic Narrative
F: 9.2.26 Transportation Demand Management Plan
G: 9.2.26 Applicant Response to Planning Commission Questions
H: 9.2.26 EMG Property Management Letter
I: Applicant's Housing Mitigation Plan
J: Housing Team Memo
K: Bonanza Park Subdivision
L: Historic Preservation Consultant Memo
M: 7.10.2026 Methods Review of Applicant's Parking Study
N: Parking Management Plan
O: Transportation Planning Memo
P: Sustainability Memo
Q: Applicant's Traffic Impact Study
R: Public Input

BONANZA | LANDSCAPE PLAN



LEGEND

- PATHWAYS (STAMPED CONCRETE OR CONCRETE)
- MULTI-USE PATH - BIKE LANE (CONCRETE)
- WELCOME PLAZA AND FLEX PLAZA (PAVERS OR STAMPED CONCRETE)
- INTERNAL PLAZAS (PAVERS OR STAMPED CONCRETE)
- PLAY SURFACING (POURED IN PLACE RUBBER OR ENGINEERED WOOD FIBER)
- GRASSCRETE - FIRE LANE (GRASSCRETE)

- RETAINING WALL (CONCRETE)
- SEAT WALL (CONCRETE WITH WOOD TOPPER OR CONCRETE)
- CONTAINER PLANTING
- TURF PLANTING
- NATIVE RE-VEGETATION
- DECIDUOUS TREE
- EVERGREEN TREE
- EXISTING TREE TO REMAIN

NOTE:
ALL PLANTS WILL BE SELECTED FROM THE CITY'S APPROVED PLANT LIST

DESIGNWORKSHOP

N
0 30 60 120

*Depth below finish floor from proposed building to lowest point of existing adjacent grade.
09/02/2026

NORTH 0 15' 30' 60'
ORIGINAL SCALE: 1"=30'-00"

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

DESIGNWORKSHOP
Landscape Architecture • Land Planning • Urban Design • Tourism Planning
1390 Lawrence St • Suite 100 • Denver, CO 80204-2068 • 303-623-5186

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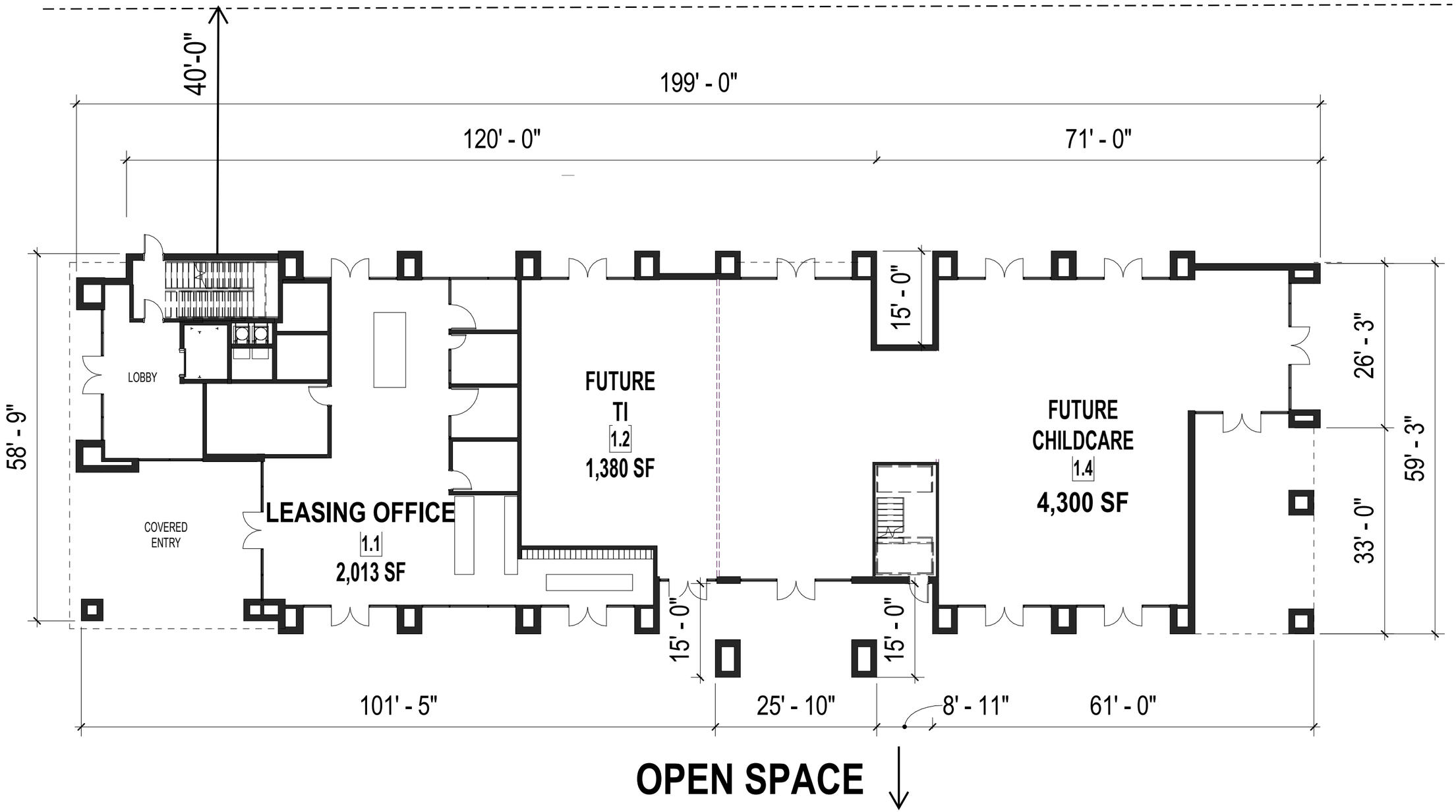
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5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

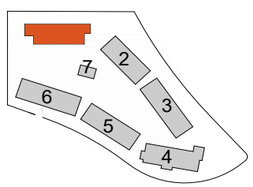
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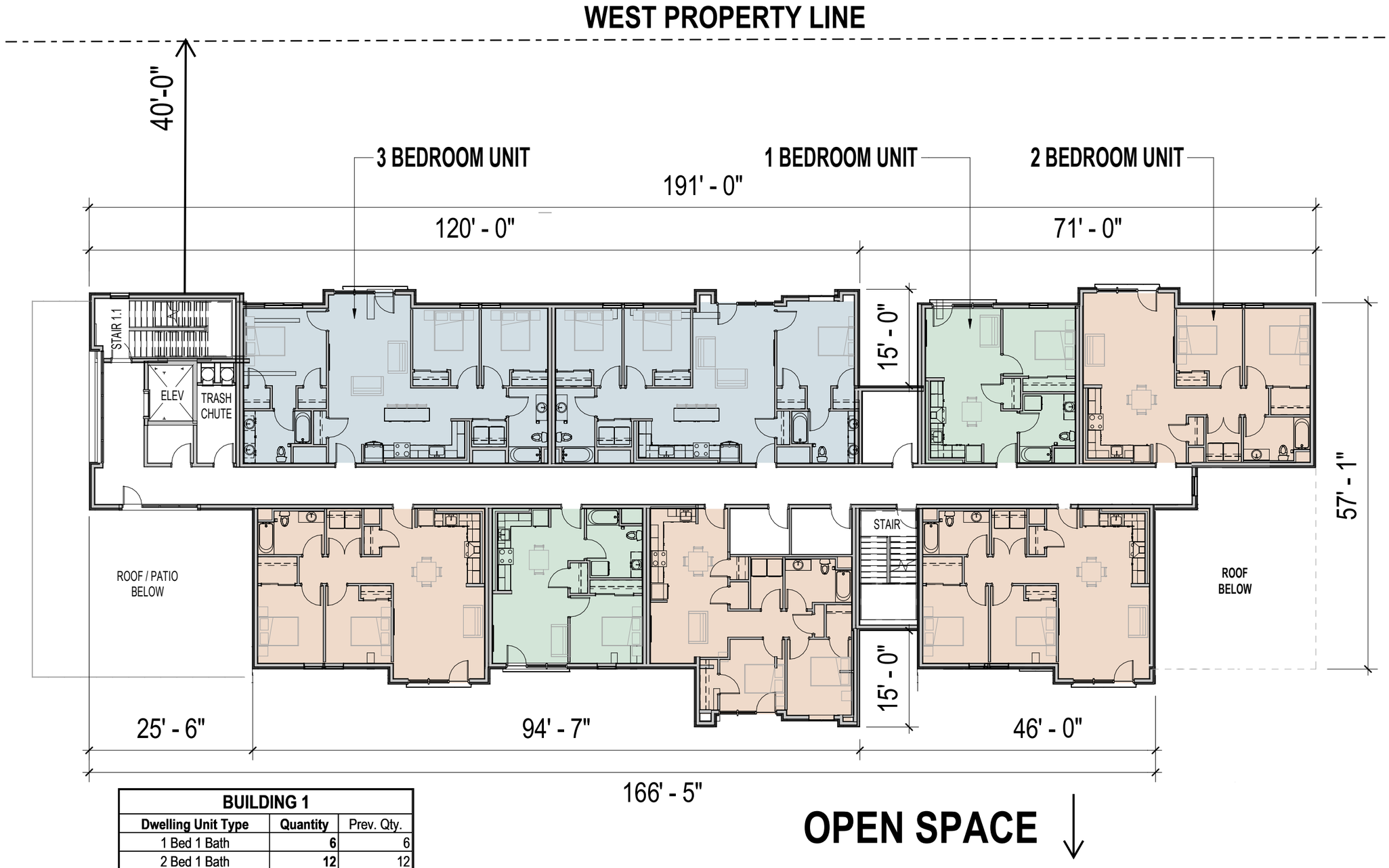
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RD-001
MPD + CUP



Bonanza 5-Acre Site Redevelopment
Building 1
Ground Floor Plan

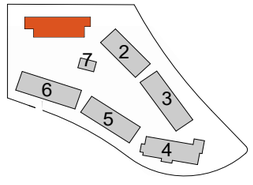




BUILDING 1		
Dwelling Unit Type	**Quantity**	Prev. Qty.
1 Bed 1 Bath	**6**	6
2 Bed 1 Bath	**12**	12
3 Bed 2 Bath	**6**	6
Total Units:	**24**	24

PARK CITY 1884

Bonanza 5-Acre Site Redevelopment
Building 1
Typical Upper Floor Plan (2nd, 3rd, & 4th)

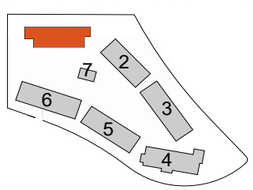


BRINSHORE

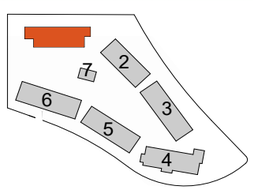
GTS DEVELOPMENT SERVICES

method studio
architecture | interiors | planning

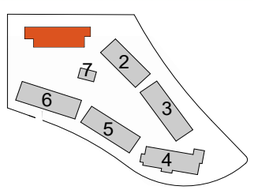
Bonanza 5-Acre Site Redevelopment
Building 1
4:12 Roof Pitch Option - View from Open Space



Bonanza 5-Acre Site Redevelopment
Building 1
7:12 Roof Pitch Option - View from Open Space

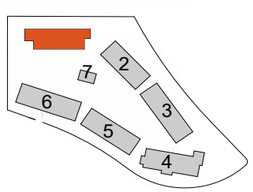


Bonanza 5-Acre Site Redevelopment
Building 1
12:12 Roof Pitch Option - View from Open Space





Bonanza 5-Acre Site Redevelopment
Building 1
4:12 Roof Pitch Option - View from West Property Line

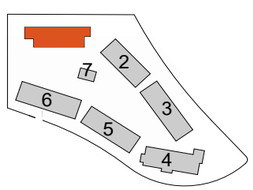


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Bonanza 5-Acre Site Redevelopment
Building 1
7:12 Roof Pitch Option - View from West Property Line

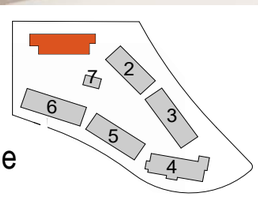


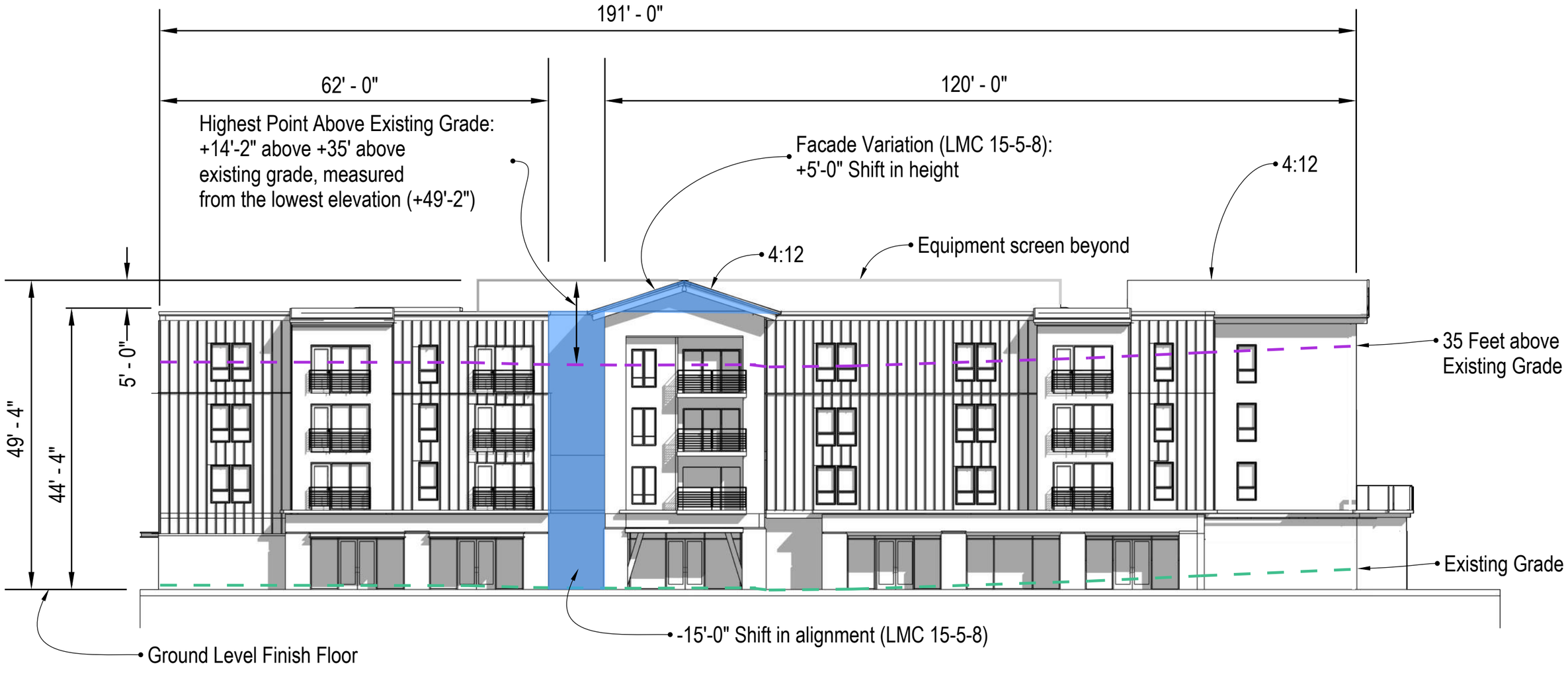
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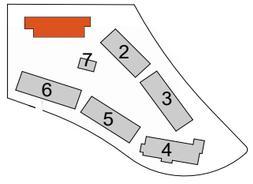
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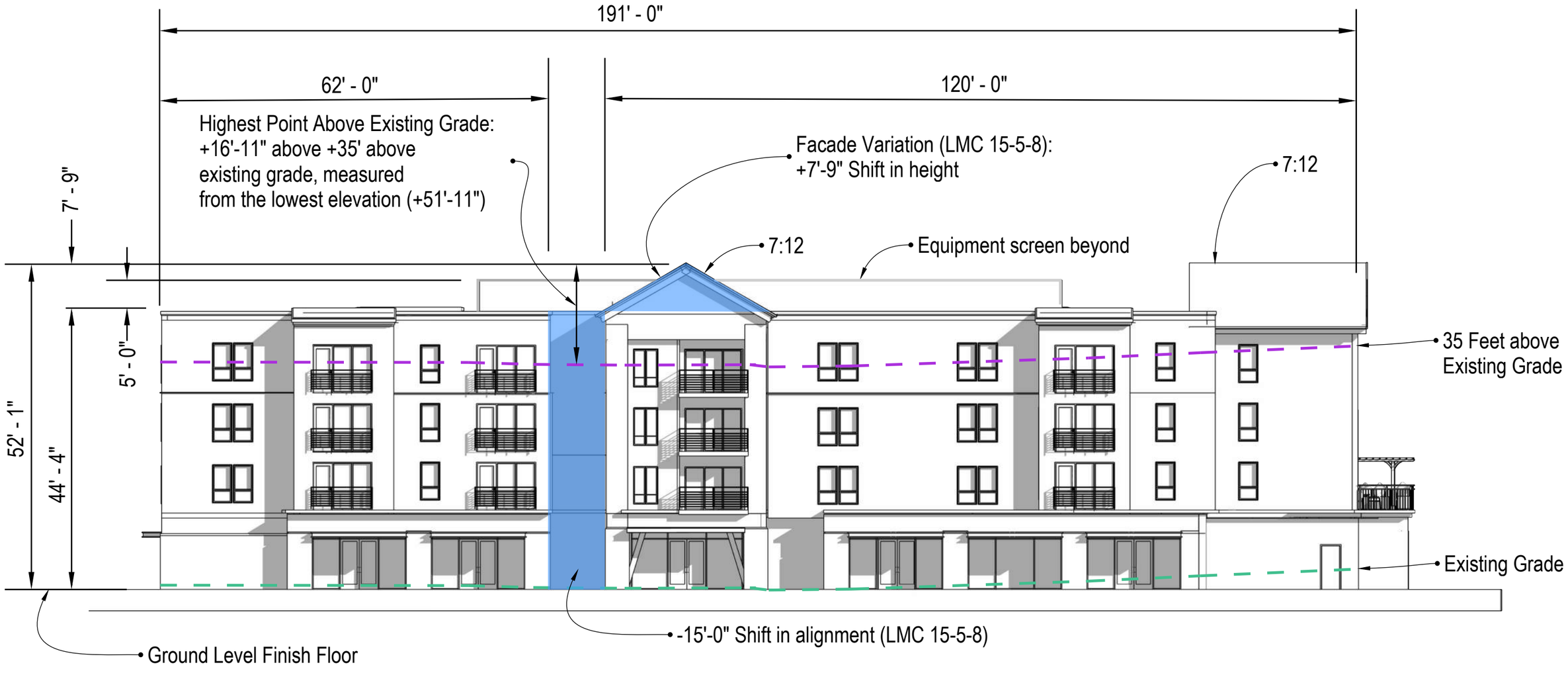
Bonanza 5-Acre Site Redevelopment
Building 1
12:12 Roof Pitch Option - View from West Property Line





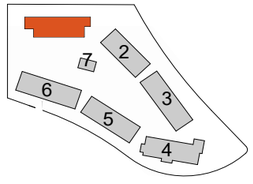
Bonanza 5-Acre Site Redevelopment
Building 1
4:12 Roof Pitch Option - West Elevation





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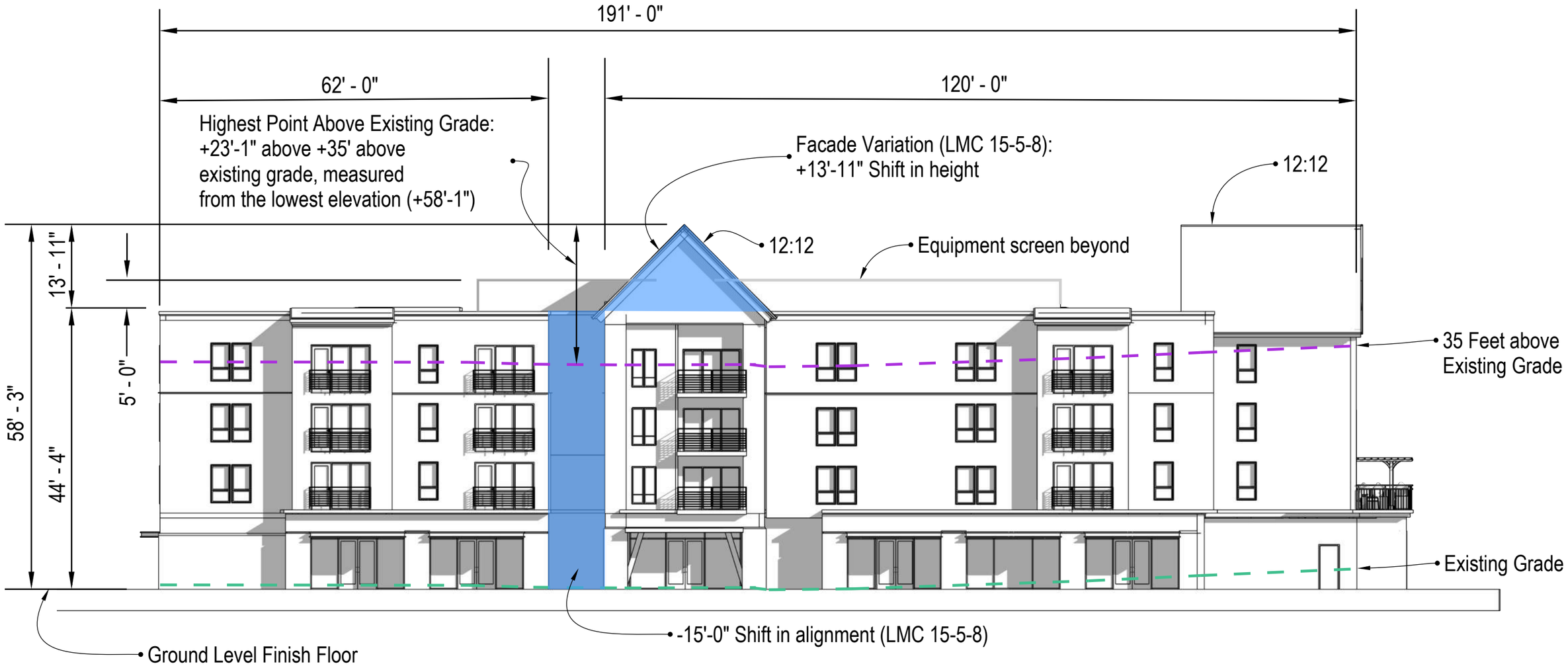
Bonanza 5-Acre Site Redevelopment
Building 1
7:12 Roof Pitch Option - West Elevation



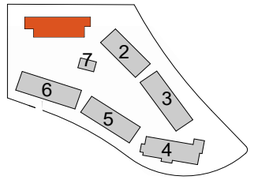
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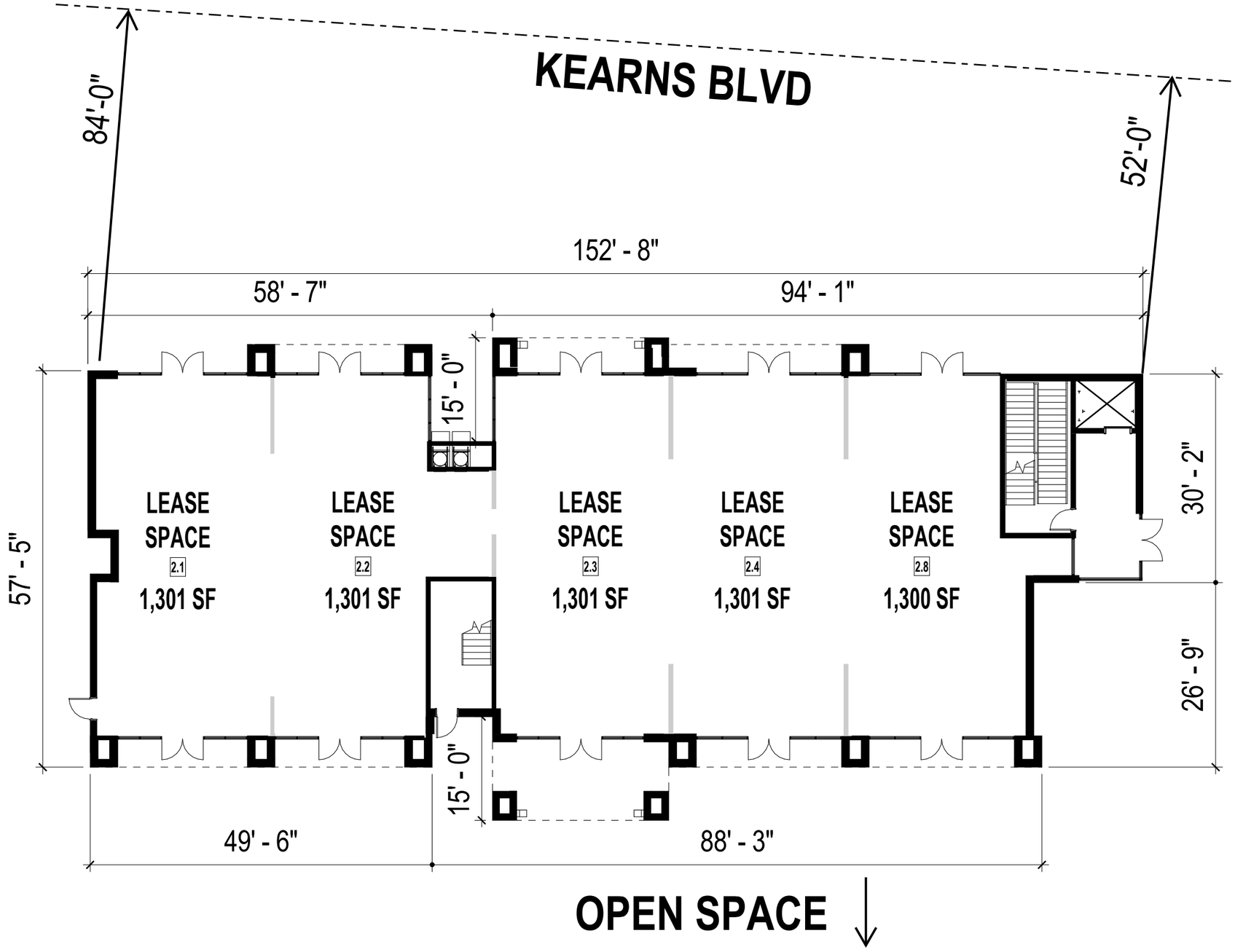
Bonanza 5-Acre Site Redevelopment
Building 1
12:12 Roof Pitch Option - West Elevation



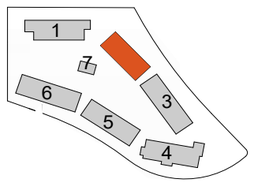
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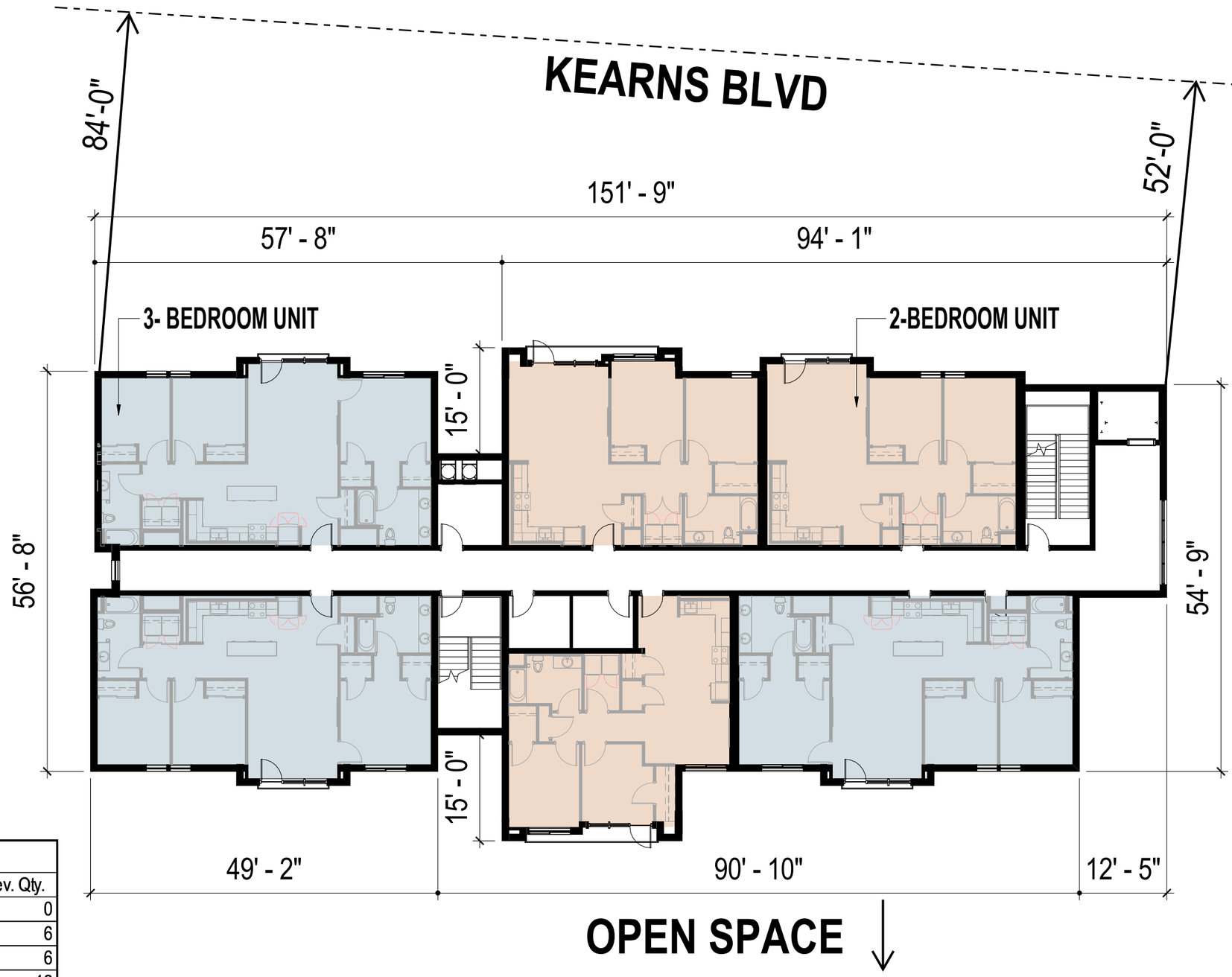
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Bonanza 5-Acre Site Redevelopment
Building 2
Ground Floor Plan

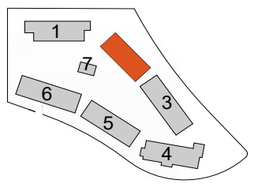




BUILDING 2		
Dwelling Unit Type	**Quantity**	Prev. Qty.
1 Bed 1 Bath	**0**	0
2 Bed 1 Bath	**6**	6
3 Bed 2 Bath	**6**	6
Total Units:	**12**	12

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Bonanza 5-Acre Site Redevelopment
Building 2
Typical Upper Floor Plan (2nd & 3rd Floors)



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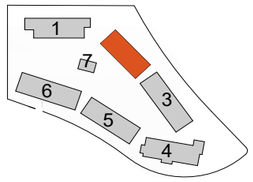
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Bonanza 5-Acre Site Redevelopment
Building 2
4:12 Roof Pitch - View from Kearns Blvd.



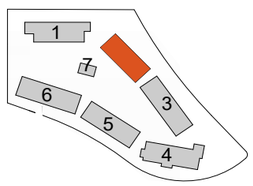
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Bonanza 5-Acre Site Redevelopment
Building 2
7:12 Roof Pitch - View from Kearns Blvd.



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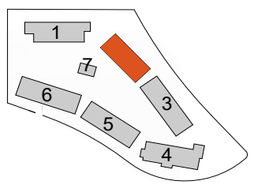
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Bonanza 5-Acre Site Redevelopment
Building 2
12:12 Roof Pitch - View from Kearns Blvd.

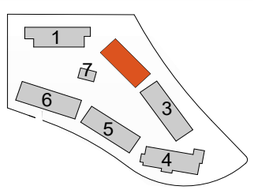


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Bonanza 5-Acre Site Redevelopment
Building 2
4:12 Roof Pitch - View from Kearns Blvd.

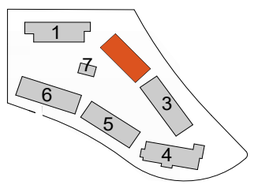


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Bonanza 5-Acre Site Redevelopment
Building 2
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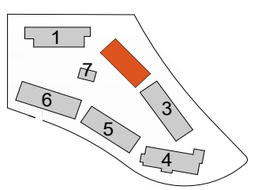


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Bonanza 5-Acre Site Redevelopment
Building 2
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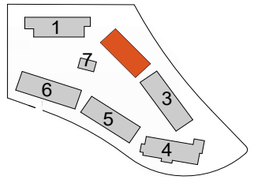


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Bonanza 5-Acre Site Redevelopment
Building 2
4:12 Roof Pitch - View from Open Space

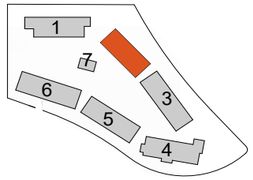


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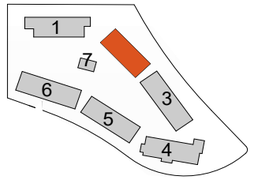
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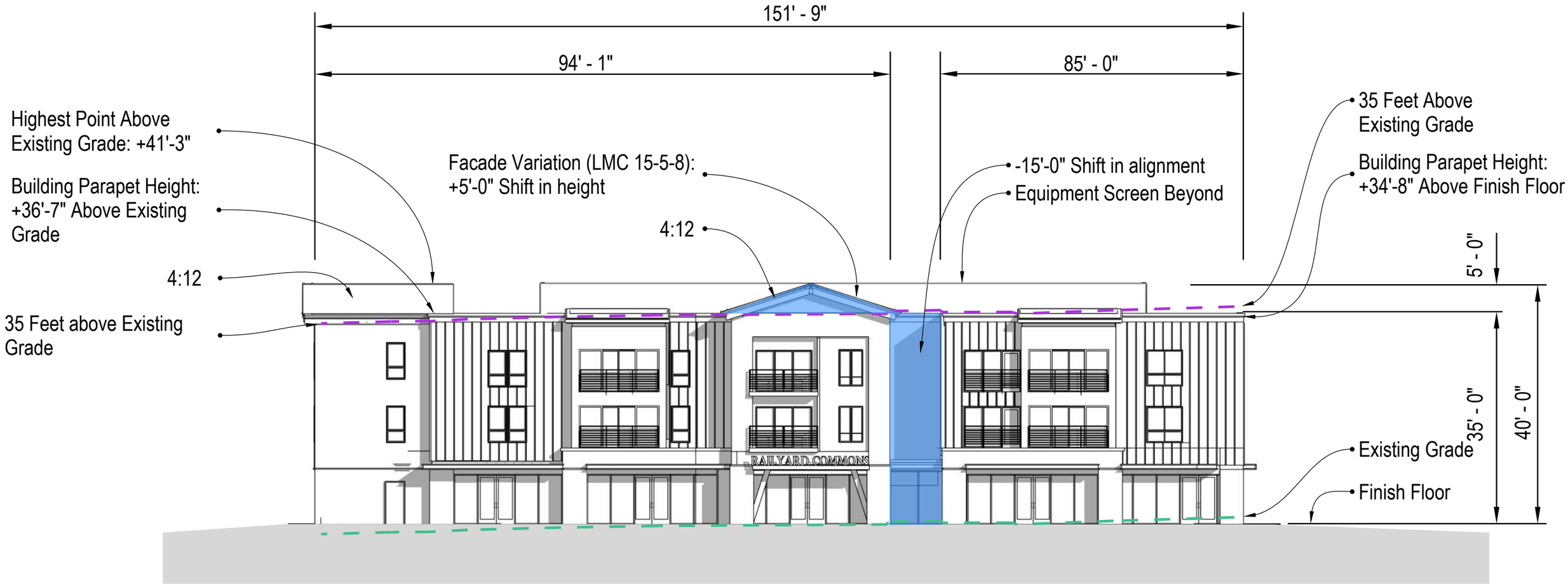
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Bonanza 5-Acre Site Redevelopment
Building 2
7:12 Roof Pitch - View from Open Space

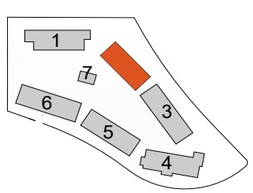


Bonanza 5-Acre Site Redevelopment
Building 2
12:12 Roof Pitch - View from Open Space

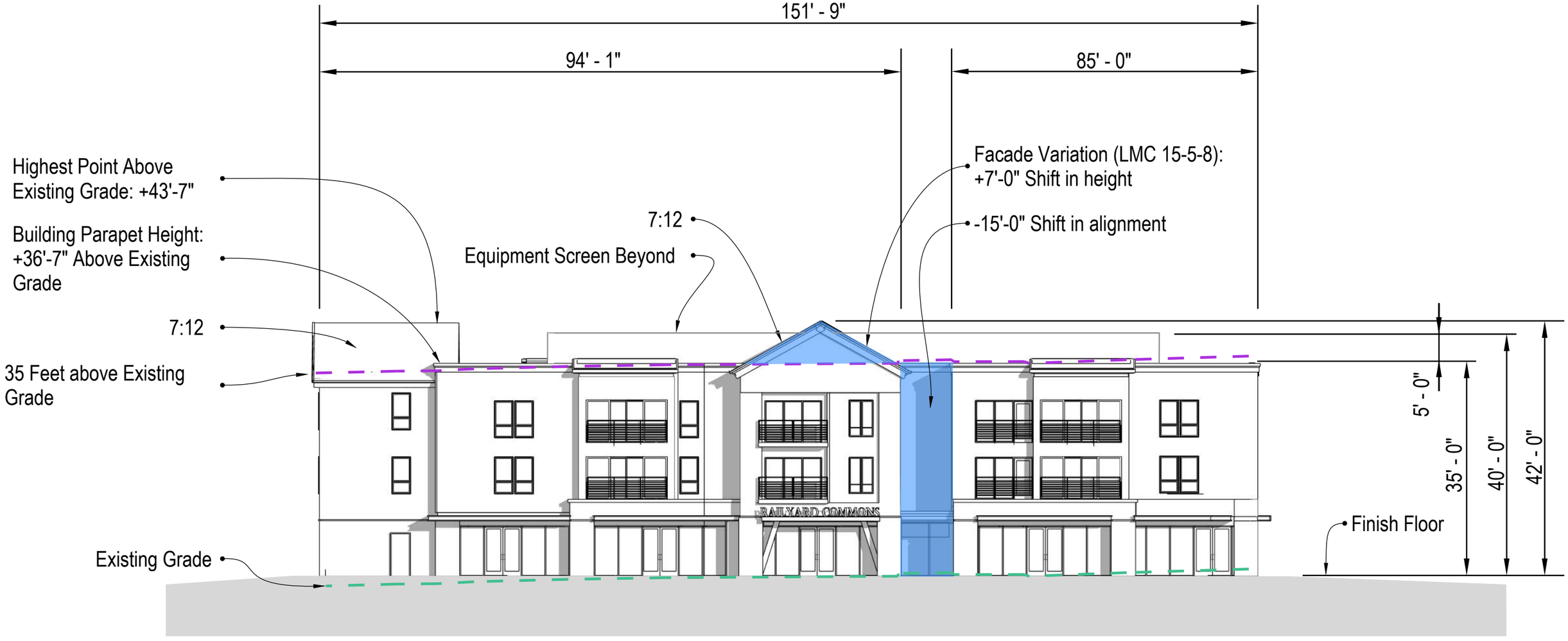




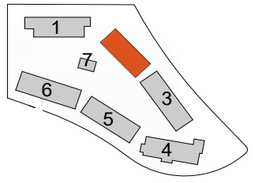
Bonanza 5-Acre Site Redevelopment
Building 2
4:12 Roof Pitch Option - Kearns Blvd. Elevation

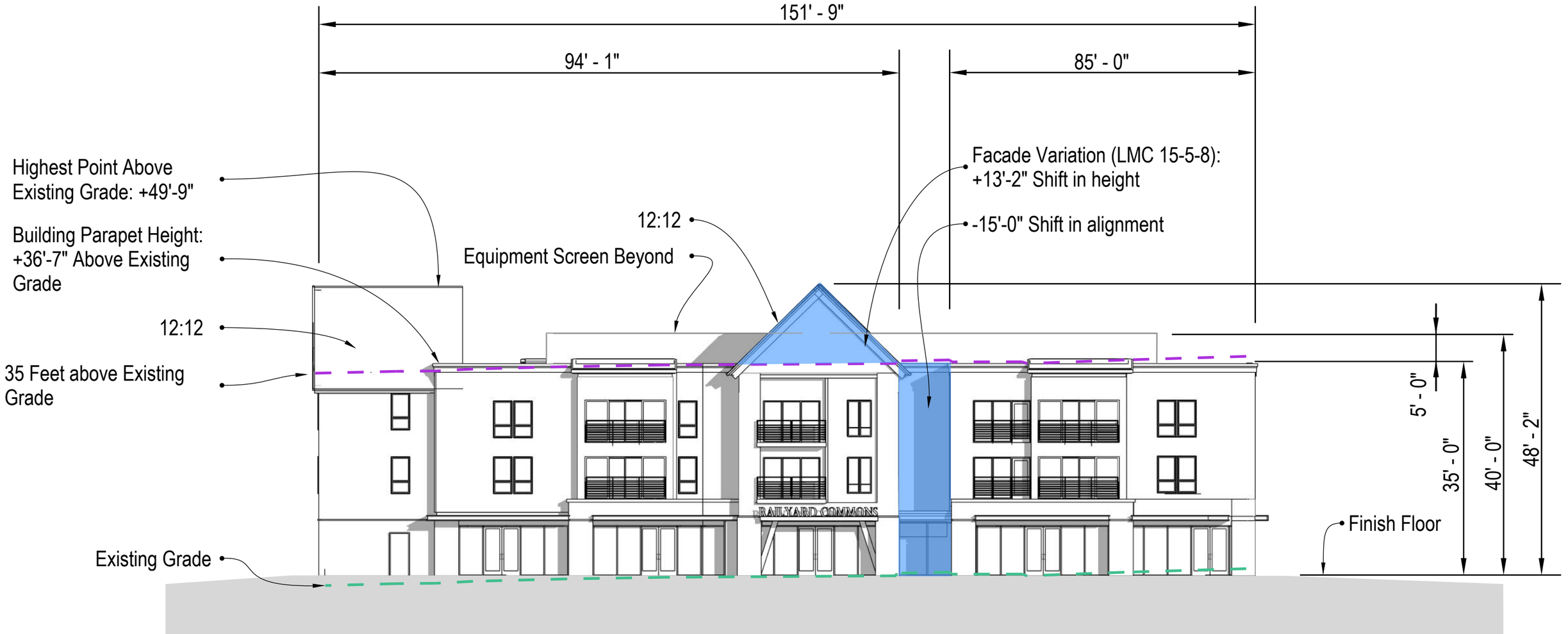


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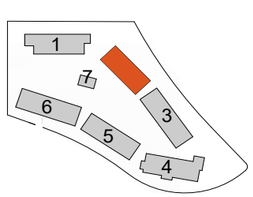


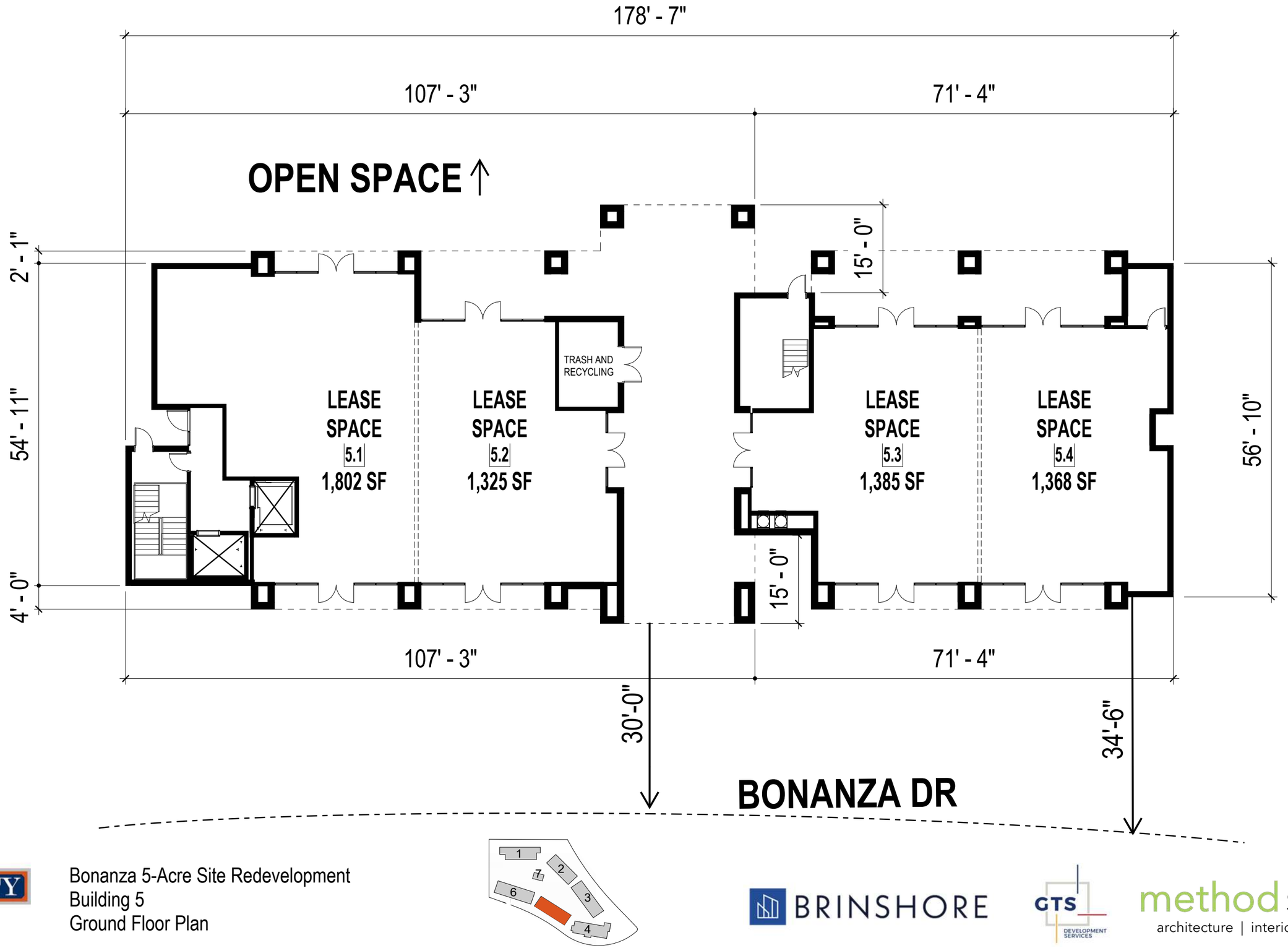
Bonanza 5-Acre Site Redevelopment
Building 2
7:12 Roof Pitch Option - Kearns Blvd. Elevation



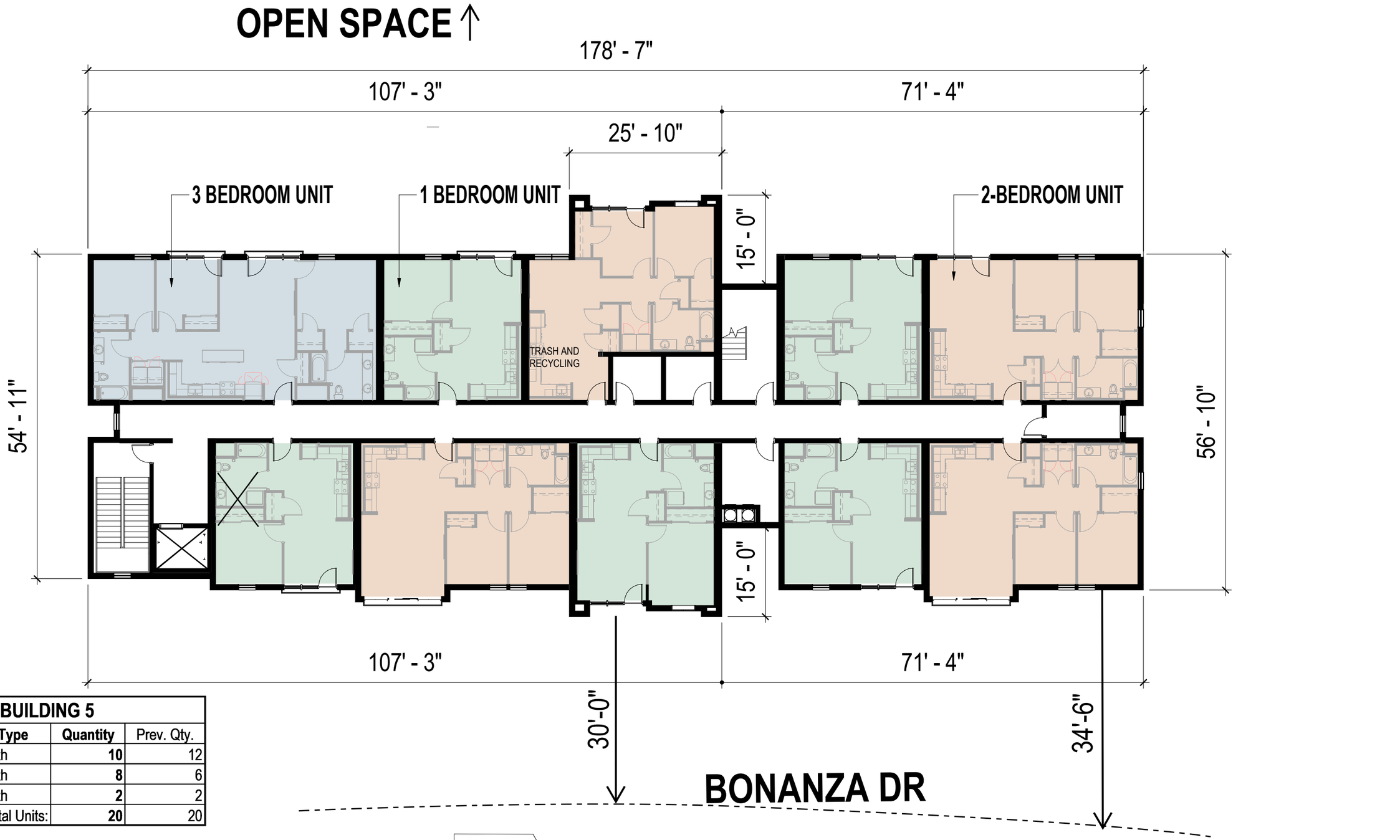


Bonanza 5-Acre Site Redevelopment
Building 2
12:12 Roof Pitch Option - Kearns Blvd. Elevation

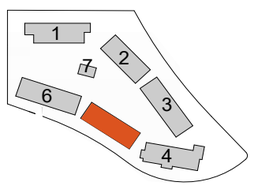




Bonanza 5-Acre Site Redevelopment
Building 5
Ground Floor Plan



BUILDING 5		
Dwelling Unit Type	**Quantity**	Prev. Qty.
1 Bed 1 Bath	**10**	12
2 Bed 1 Bath	**8**	6
3 Bed 2 Bath	**2**	2
Total Units:	**20**	20



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Bonanza 5-Acre Site Redevelopment
Building 5
Typical Upper Floor Plan (2nd & 3rd Floors)

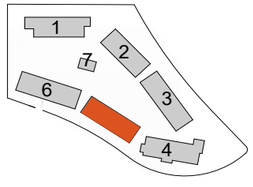
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Bonanza 5-Acre Site Redevelopment
Building 5
4:12 Roof Pitch - View from Bonanza Dr.



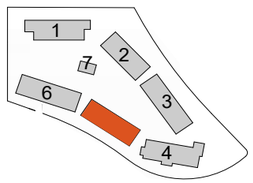
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Bonanza 5-Acre Site Redevelopment
Building 5
7:12 Roof Pitch - View from Bonanza Dr.



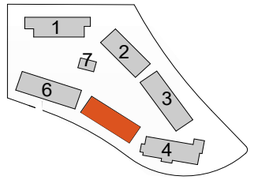
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Bonanza 5-Acre Site Redevelopment
Building 5
12:12 Roof Pitch - View from Bonanza Dr.



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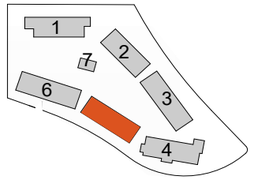
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Bonanza 5-Acre Site Redevelopment
Building 5
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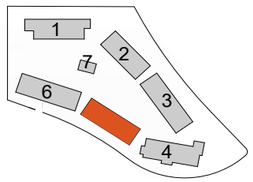
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Bonanza 5-Acre Site Redevelopment
Building 5
7:12 Roof Pitch - View from Bonanza Dr.

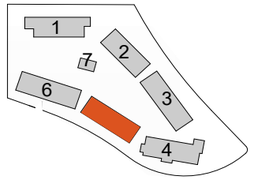


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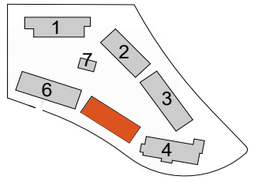
Bonanza 5-Acre Site Redevelopment
Building 5
12:12 Roof Pitch - View from Bonanza Dr.





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Bonanza 5-Acre Site Redevelopment
Building 5
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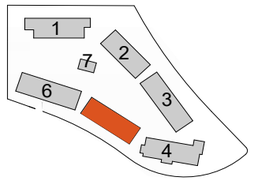


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Bonanza 5-Acre Site Redevelopment
Building 5
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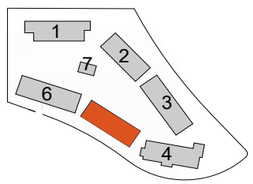


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Bonanza 5-Acre Site Redevelopment
Building 5
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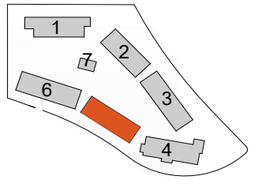


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Bonanza 5-Acre Site Redevelopment
Building 5
4:12 Roof Pitch - View from Bonanza Dr.

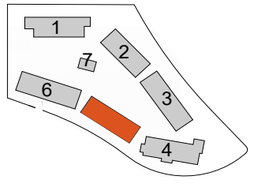


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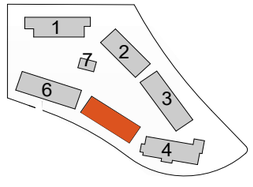
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Bonanza 5-Acre Site Redevelopment
Building 5
7:12 Roof Pitch - View from Bonanza Dr.



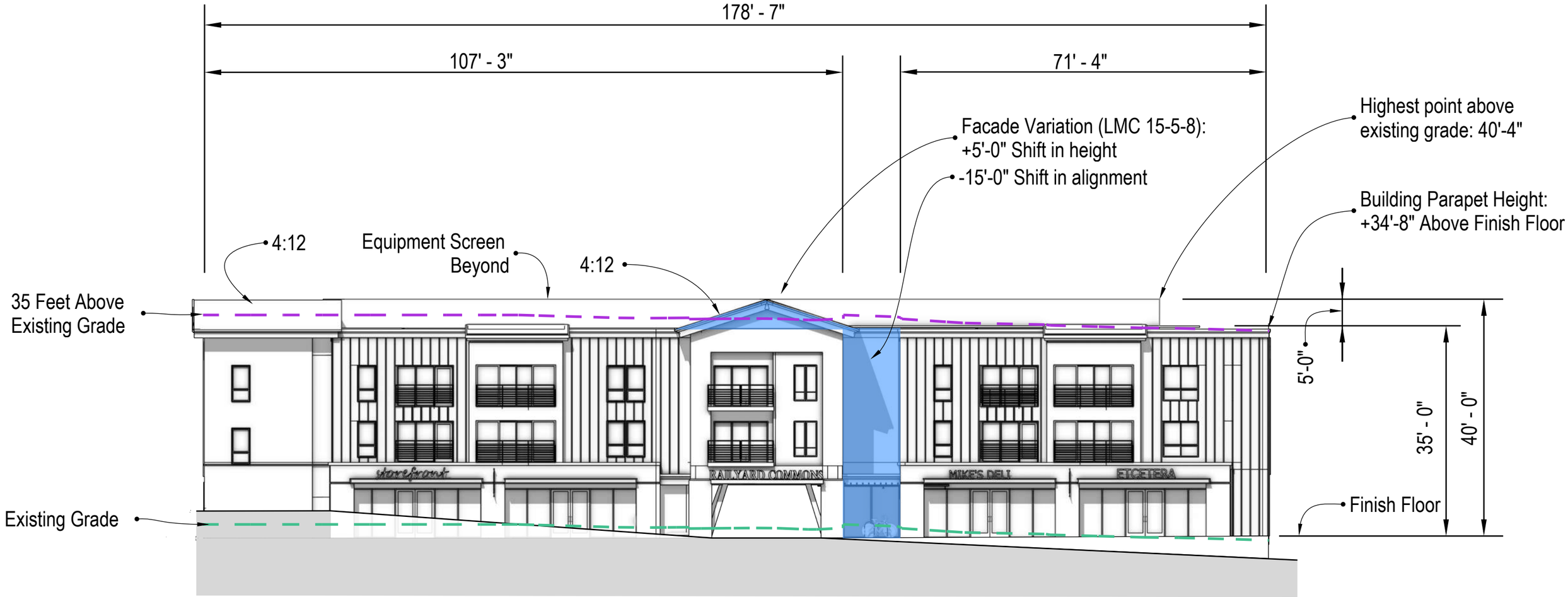
Bonanza 5-Acre Site Redevelopment
Building 5
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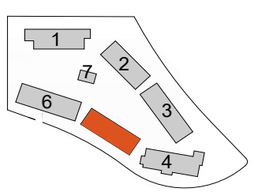
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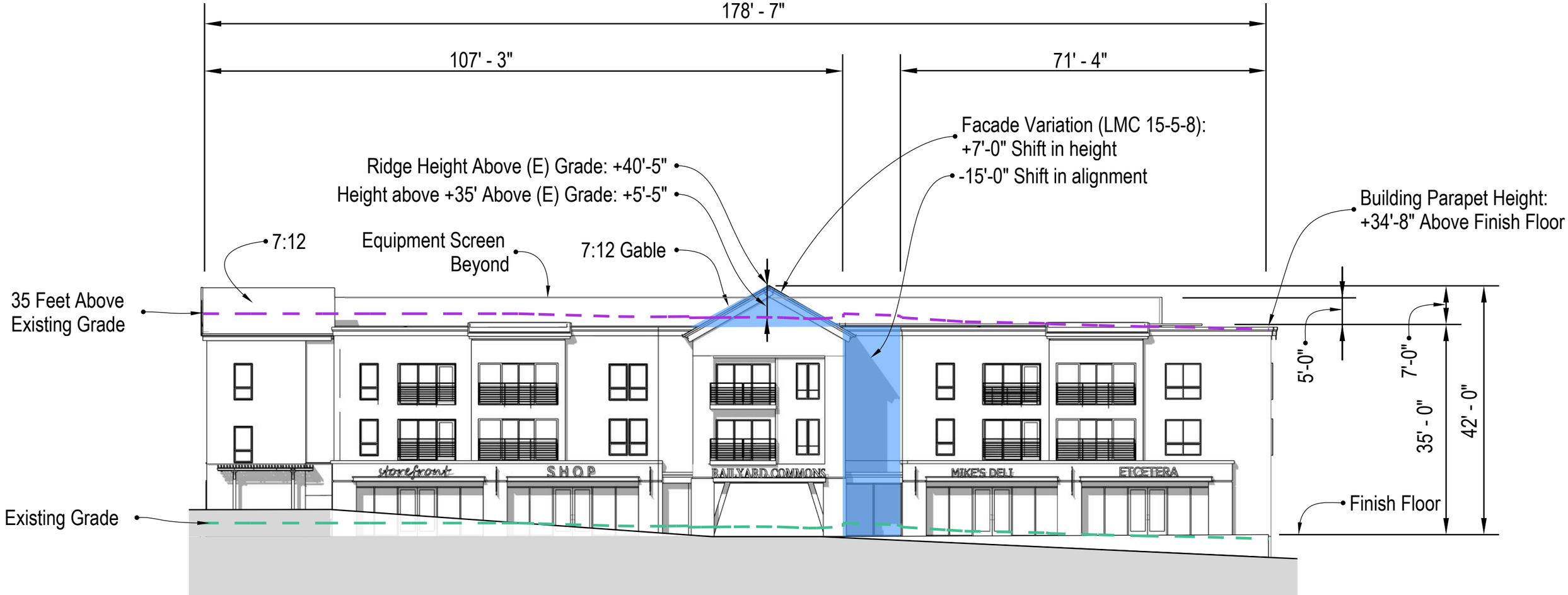
Bonanza 5-Acre Site Redevelopment
Building 5
4:12 Roof Pitch - Elevation along Bonanza Dr.



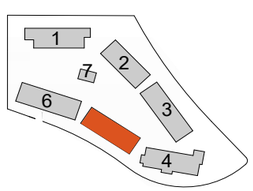
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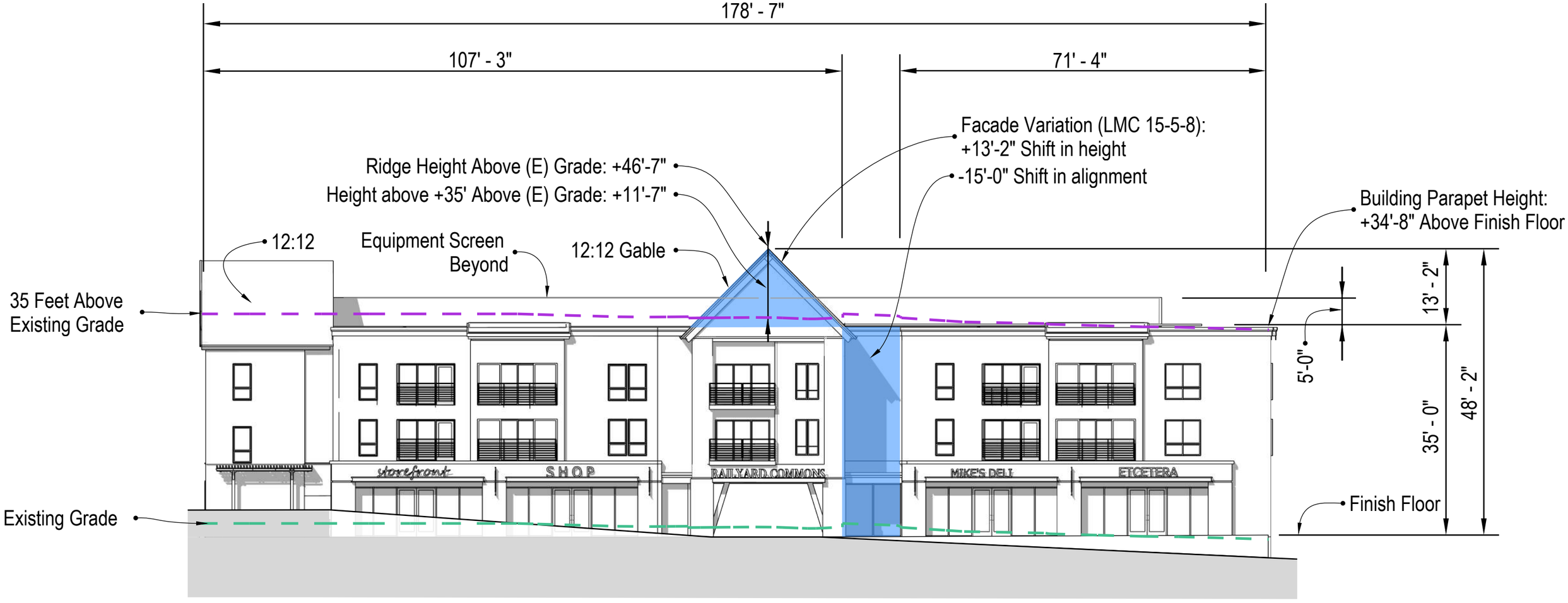
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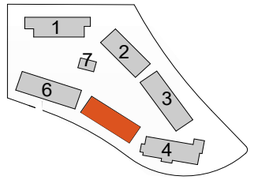


Bonanza 5-Acre Site Redevelopment
Building 5
4:12 Roof Pitch - Elevation along Bonanza Dr.





Bonanza 5-Acre Site Redevelopment
Building 5
12:12 Roof Pitch - Elevation along Bonanza Dr.



9.2.26

Housing Narrative

Affordable Housing is Expected to Serve the Local and Regional Workforce
The housing within the Bonanza 5-Acre redevelopment is designed in significant part to address Park City's need for affordable housing and to create opportunities for people who work in and support the Park City economy to live closer to their jobs. While the project cannot guarantee that every resident will work in Park City, available local data, experience from comparable affordable housing developments, anticipated property-management practices, and national housing and land-use research all indicate that the project is likely to serve a substantial number of Park City and Summit County workers.

Local Experience Demonstrates Strong Workforce Capture

Data from the nearby, recently completed EngineHouse affordable housing development demonstrates a strong relationship between locally located income-restricted housing and local employment. While final lease-up data continues to be refined, available information regarding EngineHouse tenant households indicates that approximately 89.9% hold a job in Park City or Summit County, with an additional 4.2% working in Wasatch County, for a total of approximately 94.1% employed within the Wasatch Back.

This experience is consistent with other income-restricted developments in Summit County. Summit County's 2021 Moderate Income Housing Plan/Report identified the following employment-capture rates for residents of deed-restricted housing developments:

- Liberty Peak Apartments – 98.4%
- Washington Mill Apartments – 100%
- Holiday Village Apartments – 98.75%
- Parkside Apartments – 97.62%
- Meadow View Apartments – 95.84%
- Newpark Studios – 86.85%
- Richer Place – 92.86%
- Canyon Corners/Commons at Newpark – 87.1%

The Report observed that these resident/employment ratios were not surprising given Summit County's employment and wage structure. For example, in 2021, the median earnings for Cooks, Restaurant, SOC Code 35-2014, were identified as $16.87 in Summit County, compared with $12.64 in Salt Lake County, $13.17 in Utah County, and $13.66 in

Wasatch County. The Report concluded that when affordable/workforce housing is available, workers generally choose to live closer to where they work.

Property Management Experience Supports the Same Pattern

The anticipated property management firm for the Bonanza 5-Acre development, EMG Management, has similarly found that the largest share of incoming residents at its local properties comes from within Park City and Summit County, indicating that many residents are already living and/or working locally in a broad range of industries.

National Research

National research also does not support the assumption that constructing affordable housing necessarily induces significant in-migration from outside communities. A U.S. Census Bureau Study using nationally representative data and examining Low-Income Housing Tax Credit development found little evidence that additional subsidized housing construction causes households to move to different types of neighborhoods than they otherwise would have chosen. HUD research on residential mobility similarly notes that most moves by low-income households are local moves. The Bonanza 5-Acre Site is consistent with these nationally recognized principles because it places income-restricted housing within an established employment center and near transit, trails, commercial services, childcare, and other daily destinations rather than requiring workers to commute from more distant communities.

Local Outreach and Lease-Up Strategies

In addition to the project's location and affordability, EMG intends to undertake local outreach designed to ensure that Park City workers are aware of the housing opportunity. Planned strategies include advertising through local media sources such as The Park Record, direct outreach to Park City businesses and major local employers, coordination with local housing organizations and agencies that can refer potentially eligible households, and targeted digital and search-engine marketing during lease-up. Additional strategies could include:

- Providing application and lease-up information directly to major Park City and Summit County employers;
- Coordinating outreach with the Chamber of Commerce and business associations;
- Maintaining an early interest list so local employees can receive timely notice when applications open;
- Providing application materials in accessible formats and languages to ensure broad awareness and participation; and

- Establishing clear, transparent application timelines and selection procedures so workers who may currently commute into Park City have adequate opportunity to apply.

These strategies would increase awareness and access among the existing local workforce without restricting eligibility to local residents or employees.

Fair Housing and Tenant Selection

While Low-Income Housing Tax Credits (LIHTC) requires that residents meet certain income qualifications, there are strategies that can be used to prioritize our local workforce while still complying with federal laws. For any LIHTC project, units can first be marketed to the target population, such as those who work in Park City.

Fair Housing laws must be followed, which prohibit discrimination against protected classes. This means someone cannot be excluded based on characteristics such as race, religion, disability, familial status, or other protected categories, no matter where they work. However, Fair Housing laws do not prevent conducting targeted outreach and marketing to Park City's workforce.

Conclusion

Taken together, the evidence strongly supports the expectation that the Bonanza 5-Acre development will serve a substantial portion of the local workforce. Nearby EngineHouse data indicates that approximately 94.1% of tenant households work within Park City, Summit County, or Wasatch County, Summit County's other deed-restricted developments have demonstrated employment-capture rates ranging from 86.85% to 100%, and EMG's experience indicates that many applicants for local affordable housing either already live locally or currently commute into Park City for employment.

These local results are consistent with national research that found little evidence that additional subsidized housing construction causes households to move to different types of neighborhoods than they otherwise would have chosen. The Bonanza 5-Acre Site's central location, income restrictions, proximity to employment, and targeted, but fair-housing-compliant, local outreach efforts therefore position the project to meaningfully support Park City's workforce while maintaining equal housing opportunity for all eligible applicants.

MEMORANDUM

Date: September 2, 2026

To: Park City Staff

From: Hales Engineering

Subject: Park City 5-Acre Site – Parking Narrative

UT26-3220

Introduction

The purpose of this parking narrative is to identify changes made to the parking study (PS) for the 5-acre Site project, based on additional data and information. Topics in this narrative include changes to land use totals and parking recommendations.

Land Use Totals

With minor changes to building footprints, the square footages of the various land uses has changed since the most recent parking study that was submitted to the City. The following land use changes were made:

- Commercial/Retail space – 10,248 square feet
- Non-profit Arts space – 9,723 square feet
- Café/Deli – 2,680 square feet
- Restaurant – 3,072 square feet

Additionally, the gym that was originally considered an amenity for the residential but was updated to public use. A public gym of 3,689 square feet was added to the parking calculations.

Parking Recommendations

With the updates to the land uses and parking calculations, the shared parking analysis and recommended parking supply changed, as shown in Figure 1. The peak period for parking demand is anticipated to be 1:00 p.m. with 306 parking stalls. After the estimated 10% reduction in parking demand, based on the transportation demand management and parking management plans, the recommended parking supply for the parking garage is at least 275 parking stalls.

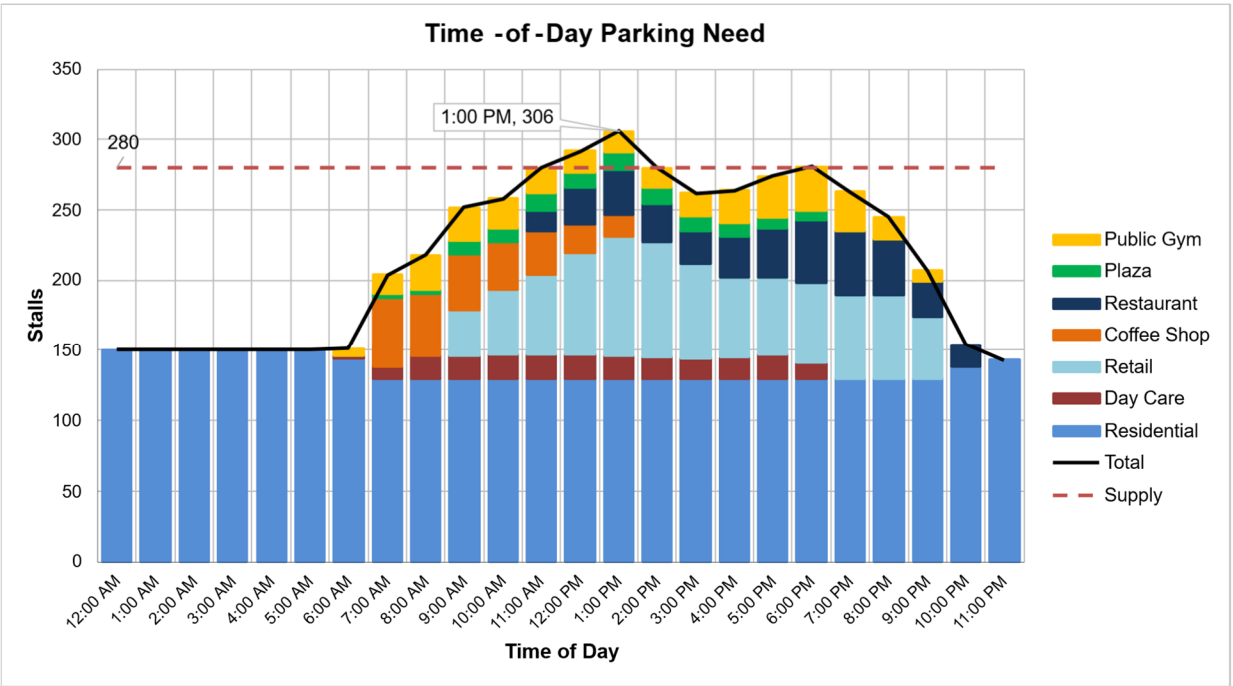
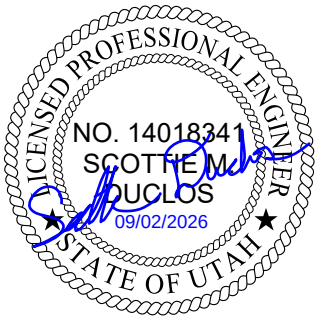


Figure 1: Shared Parking Analysis

MEMORANDUM



Date: September 2, 2026

To: Park City

From: Hales Engineering

Subject: Park City 5-Acre Development Parking Study

UT26-3220

Introduction

This memorandum discusses the parking study completed for the proposed 5-Acre development located in Park City, Utah. The study identifies the City parking supply rates and parking demand rates identified by the Institute of Transportation Engineers (ITE). The proposed development is located on the southwest corner of the Bonanza Drive / Kearns Boulevard intersection in Park City, Utah. A vicinity map of the project site is shown in Figure 1.



Figure 1: Site vicinity map of the project in Park City, Utah

Project Description

The development consists of a mix of residential and commercial land uses, as well as some arts, park, and event space. A supply of 280 stalls is currently planned for the project. A site plan is provided in Appendix A.

City Parking Code

The Park City municipal code specifies parking rates for various land use types. Park City used their code to calculate the required parking rates for the project land uses and found that the site would require 208 stalls for the proposed development without any event venues.

ITE Parking Demand

Hales Engineering referred to the Institute of Transportation Engineers (ITE) *Parking Generation* (6th Edition, 2023) to identify parking demand rates for the study land uses. ITE has gathered actual parking demand counts at various land uses and identified average, 85th percentile, and maximum rates. The 85th percentile rate represents a demand that is higher than 85 percent of study sites. The industry standard is to apply this rate.

Hales Engineering calculated the anticipated parking demand based on the 85th percentile rates. The number of stalls needed based on these rates is shown in Table 1. A public park land use was utilized to account for the green space on the project and the number of people that visit without going to any of the other amenities, or only to building 7 (pavilion space). As shown, ITE would suggest that the parking demand for the proposed project will be 362 stalls.

Table 1: ITE Parking Generation

ITE Parking Demand and Supply Park City - 5-Acre Development					
Land Use	# of Units	Unit Type	85th %-tile Rate	Demand	Supply (+Buffer)
Multifamily Housing 1 BR (Low-Rise)(217)	82	DU	1.27	104	110
Multifamily Housing (Low-Rise)(220)	24	DU	1.59	38	40
Day Care Center (565)	4.3	KSF	3.42	15	17
Public Park (411)	2	Acres	5.52	11	12
Strip Retail Plaza <40k (822)	17.4	KSF	4.44	77	85
Coffee/Donut Shop without Drive-Through window (936)	2.7	KSF	16.80	45	50
High-Turnover (Sit Down) Restaurant (932)	3.1	KSF	13.44	41	45
Fitness Studio (492)	4	KSF	8.49	31	34
TOTAL				362	**393**
Source: ITE Parking Generation, 6th Edition, 2023					

Since the ITE rates represent actual parking demand, it is common to provide a parking supply beyond what the anticipated demand is to accommodate occasional surges in demand and to reduce the need for drivers to circle the parking garage to find an open stall. Hales Engineering recommends providing 5-10% additional stalls beyond the anticipated demand for parking garages. Based on this, a supply of 393 stalls should be provided for the project based on ITE data during non-event operations.

Time-of-Day Parking Demand

Hales Engineering utilized ITE time-of-day parking demand percentages for the proposed land uses on a typical weekday to identify the needed parking supply at each hour of the day. Land uses that have offset peaks throughout the day can reduce the amount of parking demand for the site overall. The residential parking is exclusive and was not included in the shared parking analysis. A time-of-day parking supply requirement chart has been provided in Figure 2.

As shown, there is anticipated to be insufficient parking for the development during non-event operations. A total of 306 stalls should be provided to meet the shared parking requirements. Parking reduction strategies will be implemented to reduce the anticipated parking demand.

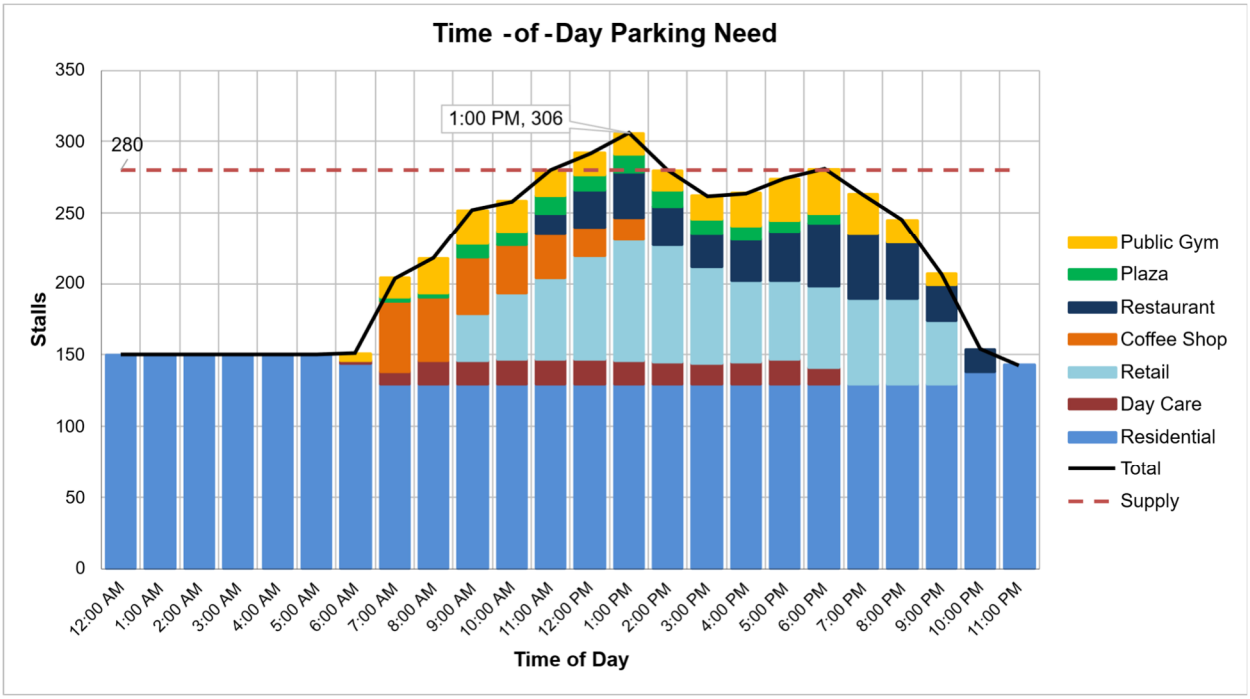


Figure 2: Time-of-day parking supply requirements

Parking Management and Travel Demand Reductions

To reduce the total amount of parking demand, the project site is implementing a number of parking reduction strategies. These include charging for parking during peak periods, providing multiple transit stops, connecting to the multi-use trail network and providing significantly more bicycle parking than required. These reductions will reduce the number of vehicles that need to visit the site and lower the overall parking demand.

Hales Engineering estimated a 10% reduction in parking demand, based on calculations from the traffic impact study. This would result in a recommendation of 275 parking stalls on the site. It is anticipated there will be sufficient parking during non-event operations.

Event Center Analysis

The outdoor space will be used for a number of events, including lower impact art galleries, classes, workshops, etc. that may be used at various times and days. The most extensive event use of the proposed project includes plans for an amphitheater with a capacity of 980 seats. Using the Park City's assumption of 4 seats per vehicle, the event space would generate demand for an additional 245 parking stalls. Assuming that the events are in the off peak hours, likely in the evening, the event space will bring the total parking need to a total of 515 parking spaces. This demand is 235 parking spaces greater than the proposed capacity of 280 stalls.

Events held at the proposed project should utilize an off-site parking plan to accommodate the additional demand without negatively impacting the surrounding neighborhoods.

Comparison and Recommendation

A comparison of the proposed supply, the city's parking requirement, and the recommended supply based on the ITE Parking Generation rates is shown in Table 2. Based on the provided information, it is anticipated that the 280 proposed stalls would be sufficient for non-event operations. Events should utilize an off-site parking plan to accommodate the additional demand without negatively impacting the surrounding neighborhoods.

Table 2: Parking Comparison

Source	# of Stalls
Proposed Site Plan	280
City Requirement	208
ITE Parking Generation	393
Time-of-Day Parking	306
Recommended After Reductions	275
Event Parking Demand	515

City Bicycle Parking Requirements

The Park City municipal code specifies bicycle parking requirements in Section 15-3-9. Requirements are split between temporary outdoor bicycle parking and enclosed bicycle storage.

Temporary outdoor bicycle parking should be provided at a rate of 10% of the required off-street vehicle parking requirement according to the City Municipal Code. This would equate to 21 required outdoor bicycle parking stalls. The proposed site plan is providing 47 covered outdoor parking spaces, with an additional 56 uncovered parking spaces. There will be 14 spaces reserved for the bike share program. This significantly exceeds the City requirement.

Enclosed bicycle storage shall be provided at a rate of one storage unit for every three dwelling units or ten employees. With 106 dwelling units, the residential portion of the development would require 36 enclosed bicycle storage units. The non-residential land uses are anticipated to generate approximately 90 employees, which would equate to 9 additional enclosed bicycle storage units. A total of 45 enclosed bicycle stalls is required for the development. The site plan is providing 67 enclosed parking units, which exceeds the City requirement.

Additional Considerations

The proposed development offers a rich combination of residential, commercial, public recreation and community facilities. The demand patterns for this mixed use may be more complex than captured by the municipal code. The modest parking surplus during non-event operations allows the 5-Acre development flexibility to accommodate varying parking demands without overflowing to nearby neighborhoods.

Park City has long-term transportation goals to reduce vehicle dependence by promoting active and public transportation. The proposed project accommodates future planned transit improvements and contributes to the city's vison of a walkable environment. The proposed parking plan is intended to support the project's mixed-use character and community benefits while remaining consistent with the City's broader goal for walkability, transit use and transportation choice without displacing parking demand onto surrounding public streets.

Conclusions

The key findings of this study are as follows:

- The proposed 5-Acre Development is located on the southwest corner of the Bonanza Drive / Kearns Boulevard intersection. The development will consist of a mix of residential and commercial land uses, as well as arts, park, and event space.
- Based on City parking rates, Park City calculated that the proposed site would require 208 stalls.
- ITE parking generation rates would suggest that a 393 parking stall supply be provided without any shared parking or parking reduction strategies.
    - With shared parking included, the max parking demand is anticipated at 1:00 p.m. with a total of 306 parking stalls during non-event operations.
    - After travel demand management and parking management strategies are incorporated, it is recommended that a final total of 275 parking stalls be provided at the project site.
- It is anticipated that the 280 proposed stalls would be sufficient for non-event operations after parking reductions are considered.
- Events held at the proposed project should utilize an off-site parking plan to accommodate the additional demand without negatively impacting the surrounding neighborhoods.
- The proposed parking surplus maintains the mixed-use character of Park City while reducing the impact of displaced parking demand on adjacent neighborhoods.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.

APPENDIX A

Site Plan



C1 STREET PARKING PLAN
1" = 40'-0"



A1 Garage Parking Plan
1" = 40'-0"

*AS THIS IS A MASTER PLANNED DEVELOPMENT, THE PARKING RATIO IS DETERMINED BY PLANNING COMMISSION BASED ON THE PROPOSED USES. THE FOLLOWING RATIOS ARE FOR REFERENCE ONLY:

PARKING RATIO REQUIREMENTS (LMC 15-3-6):

MULTI-UNIT DWELLINGS:

BUILDING 1
UNITS <1,000 SF: 18 = 18 SPACES REQUIRED
UNITS > 1,000 SF: 6 = 9 SPACES REQUIRED

BUILDING 2
UNITS <1,000 SF: 6 = 6 SPACES REQUIRED
UNITS > 1,000 SF: 6 = 9 SPACES REQUIRED

BUILDING 3
UNITS <1,000 SF: 12 = 12 SPACES REQUIRED
UNITS > 1,000 SF: 4 = 6 SPACES REQUIRED

BUILDING 4
UNITS <1,000 SF: 18 = 18 SPACES REQUIRED
UNITS > 1,000 SF: 0 = 0 SPACES REQUIRED

BUILDING 5
UNITS <1,000 SF: 18 = 18 SPACES REQUIRED
UNITS > 1,000 SF: 2 = 3 SPACES REQUIRED

BUILDING 6
UNITS <1,000 SF: 10 = 10 SPACES REQUIRED
UNITS > 1,000 SF: 6 = 9 SPACES REQUIRED

TOTAL REQUIRED FOR MULTI-UNIT DWELLINGS: 118 SPACES*

PARKING RATIO REQUIREMENTS (LMC 15-3-6):

NON-RESIDENTIAL:

BUILDING 1		
CHILDCARE: 4,300 SF (LMC 15.4.9):	4.00	(1 PER SHIFT EMPLOYEE)
TENANT AMENITY SPACE: 1,249 SF:	0	N/A
RESIDENT LEASING OFFICE: 2,188 SF	6.56	(3 PER 1,000 SF)
BUILDING 2		
NOT-FOR-PROFIT COWORK ARTS STUDIO: 7,160 SF	7.16	(1 PER 1,000 SF)
BUILDING 3		
(RESIDENT AMENITIES, ONLY)	0	N/A
BUILDING 4		
RETAIL LEASE: 2,140 SF	6.42	(3 PER 1,000 SF)
CAFE LEASE: 2,200 SF	6.60	(3 PER 1,000 SF)
BUILDING 5		
RETAIL LEASE 5,516 SF	16.5	(3 PER 1,000 SF)
BUILDING 6		
RESTAURANT LEASE: 2,100 SF	21.0	(1 PER 1,000 SF)
RETAIL LEASE: 2,595 SF	7.79	(3 PER 1,000 SF)
BUILDING 7 PAVILION		
NOT-FOR-PROFIT ARTS WORKSHOP: 920 SF:	0.92	(1 PER 1,000 SF)

TOTAL REQUIRED FOR NON-RESIDENTIAL: 77 SPACES*

PARKING SUMMARY

REQUIRED RESIDENTIAL PARKING:	118	SPACES
REQUIRED NON-RESIDENTIAL PARKING:	77	SPACES
20% MIXED-USE & TOD PARKING REDUCTION:	62	SPACES (=77 - 20%)
REQUIRED PARKING:	180	SPACES REQUIRED
NON-REQUIRED PARKING:	101	SPACES PROVIDED
TOTAL PARKING PROVIDED:	281	SPACES PROVIDED
EV CHARGING STATIONS		
(5% OF TOTAL REQUIRED PARKING - SECTION 15-3-11.D)	10	EV SPACES REQUIRED
(50% OF FIRST 100 REQ'D; 5% FOR REQ'D SPACES ABV 100)	56	SPACES WITH INFRASTRUCTURE FOR FUTURE EV CHARGING
PARKING GARAGE GROSS AREA: 143,977 SF		(529 SF PER SPACE)

Vehicle Parking Count	
Parking Type	Count
Accessible Spaces	8
Non-Resident/Mixed-Use/TOD Garage Spaces	146
Resident Garage Spaces	118
Street Parking Spaces	9
Grand total: 281	

REQUIRED BICYCLE PARKING

COVERED OUTDOOR BICYCLE PARKING:	46
COVERED OUTDOOR 3'X10' FOR LARGE BIKES:	1
ENCLOSED EMPLOYEE BICYCLE PARKING:	14
ENCLOSED RESIDENT BICYCLE PARKING:	50
ENCLOSED 3'X10' FOR LARGE BIKES:	3
COMMUNITY BIKE SHARE SPACES:	14

56 ADDITIONAL SHORT TERM UNCOVERED OUTDOOR BIKE PARKING SPACES ARE PROVIDED.

north

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801 532 4422

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project:

5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 08 / 12
revisions :

title:

GARAGE - VEHICLE AND BICYCLE PARKING DATA

sheet:

SD.G.01

SCHEMATIC DESIGN

7/23/2026 4:19:55 PM Autodesk Docs://Bonanza 5-Acre Site/A-25.0355 Bonanza Garage_v26.rvt

MEMORANDUM

Date: September 2, 2026

To: Park City Staff

From: Hales Engineering

Subject: Park City 5-Acre Site – Traffic Narrative

UT26-3220

Introduction

The purpose of this traffic narrative is to provide additional data and information to supplement the traffic impact study (TIS) completed for the 5-acre Site project in Park City, Utah. Topics in this narrative include the impact of Munchkin Road connecting and trips generated by land use by time of day.

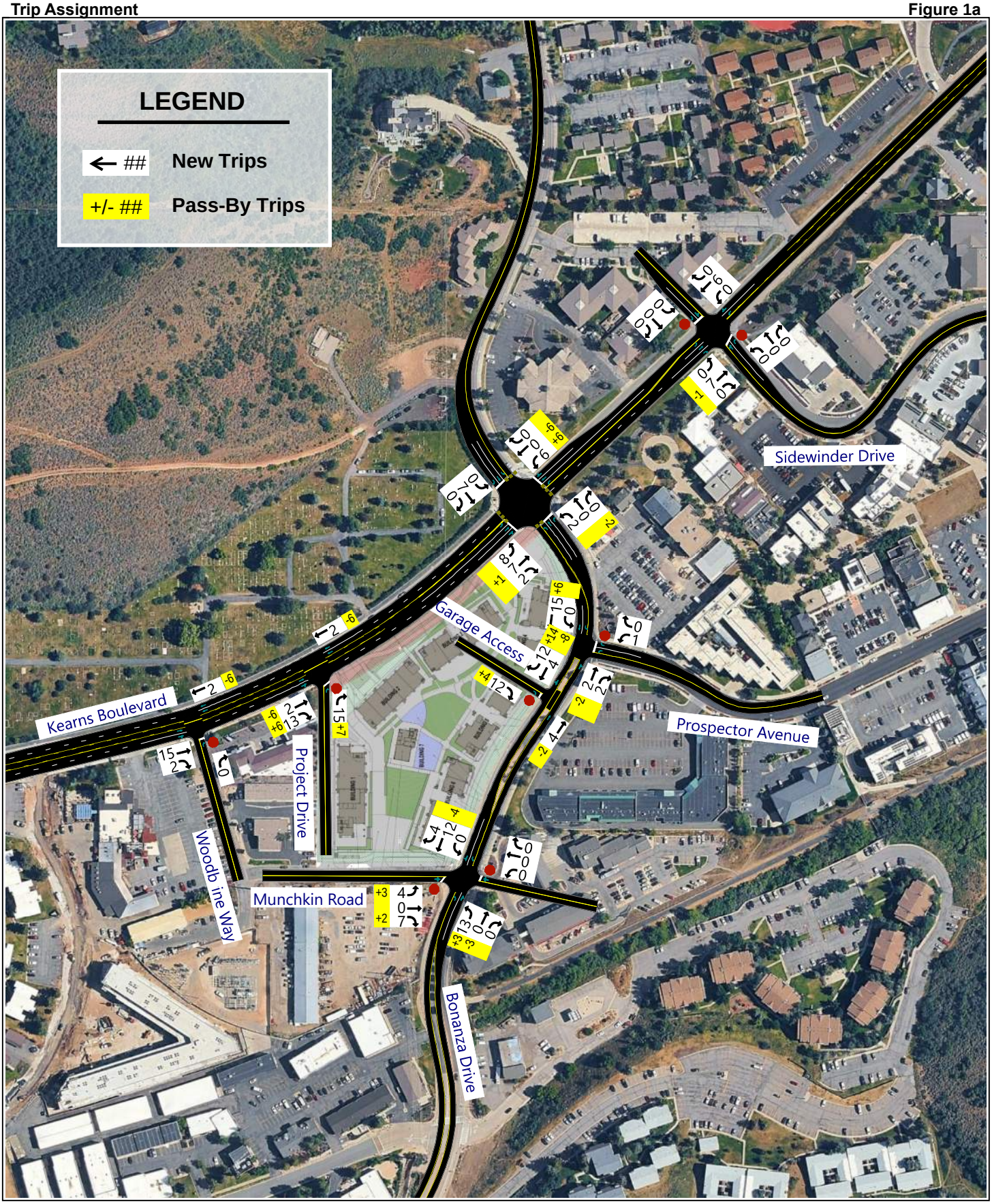
Munchkin Road Connection

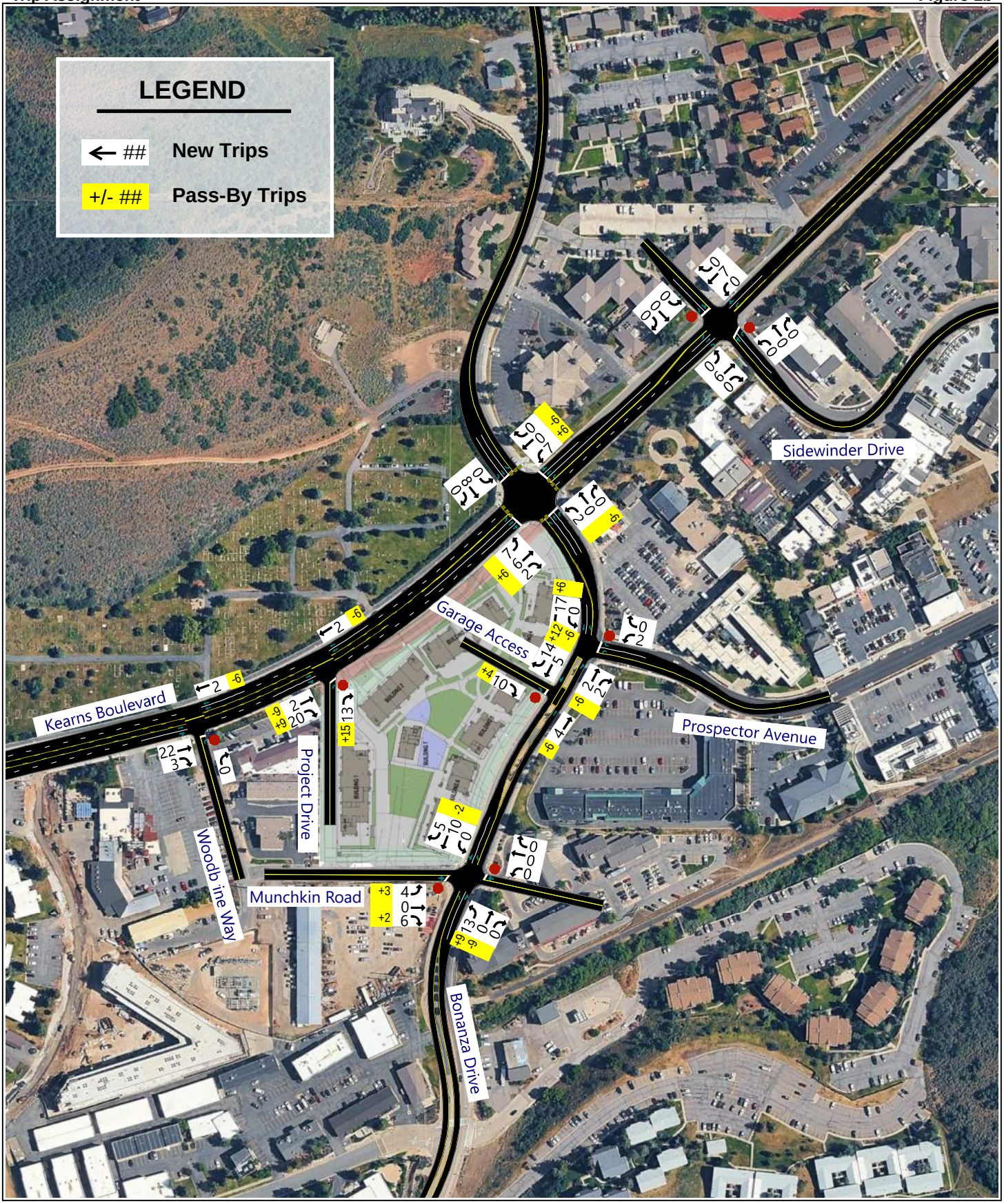
The original TIS showed the expected trip / traffic assignment of development traffic assuming today's roadway network. However, it is anticipated that development traffic will re-route when Munchkin Road connects to the west.

The anticipated development trip assignment assuming the Munchkin Road connection is shown in Figure 1. The primary changes in vehicle routing in this scenario include vehicles that previously would have turned left from Munchkin Road to Bonanza Drive and then left to Kearns Boulevard; these vehicles would now be able to travel westbound on Munchkin Road to access Park Avenue via other intersections. Therefore, the proposed development will have a lesser impact on Bonanza Drive once Munchkin Road connects.

Peak Hour Trip Summary

As identified in the TIS, it is anticipated that the project will generate approximately 105 new trips in the AM peak hour and 108 new trips in PM peak hour. A breakdown of the trips by land use category during peak hours is shown in Figure 2. As shown, the AM peak hour is expected to have a higher exiting flow, and the PM peak hour is expected to have a higher entering flow. These peak flows are in the opposite direction, generally, than existing peak flows in a winter condition in Park City, where there is a heavy entering flow in the AM peak hour and a heavy exiting flow in the PM peak hour.


LEGEND
New Trips
+/- ## Pass-By Trips
Kearns Boulevard
Project Drive
Woodb ine Way
Munchkin Road
Bonanza Drive
Garage Access
Prospector Avenue
Sidewinder Drive


LEGEND
New Trips
+/- ## Pass-By Trips
Kearns Boulevard
Project Drive
Woodbine Way
Munchkin Road
Garage Access
Sidewinder Drive
Prospector Avenue
Bonanza Drive

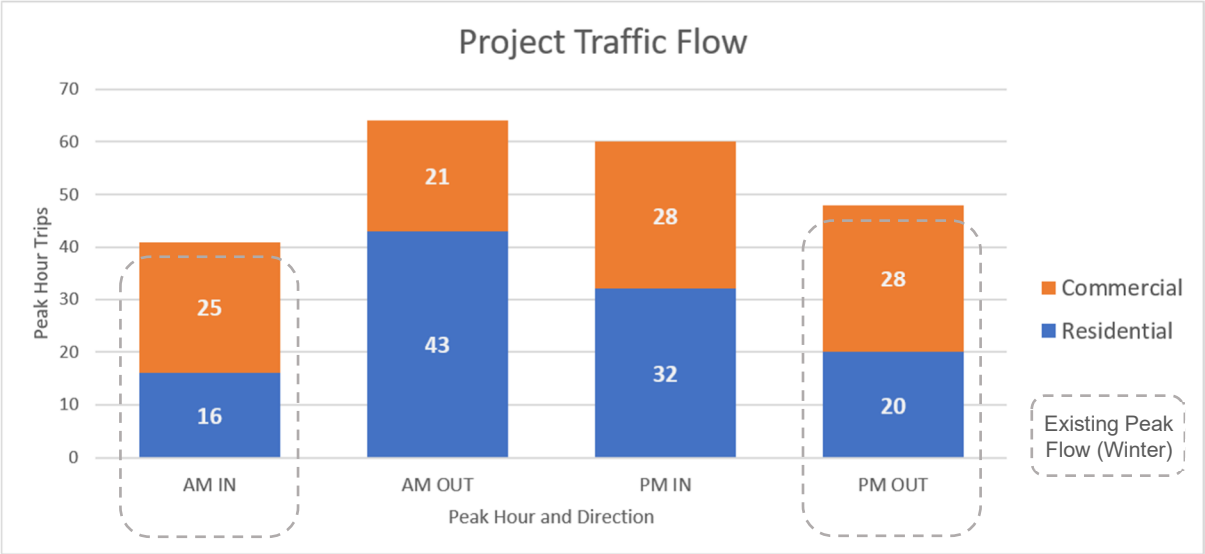


Figure 2: Project Traffic Flow

MEMORANDUM

Date: September 2, 2026

To: Park City

From: Hales Engineering

Subject: Park City 5-Acre Site Transportation Demand Management Plan

UT26-3220

Hales Engineering has compiled a list of transportation demand management (TDM) and reduction strategies being incorporated into the proposed 5-Acre Site development in Park City, Utah. This memo serves as a supplement to the traffic impact and parking studies completed for the project.

The development will incorporate the following strategies in order to reduce travel to//from the site and encourage multi-modal transportation:

- **BRT Lane Dedication**. A future bus rapid transit system is planned in Park City along SR-248 and Bonanza Drive. The project is providing space for dedicated transit lanes on both sides of Bonanza Drive with stops at the development. This will provide quick access to primary regional locations and help avoid delays and queues from vehicular traffic.
- **Bikeshare**. A bikeshare program will be incorporated, in partnership with Summit County, to provide convenient, low-impact mobility options.
- **Vanpool and Transit**. Incentives will be provided for employees who participate in vanpool programs and transit.
- **Additional Bike Parking**. Significantly more bicycle parking will be provided than required by Park City Municipal Code for both temporary outdoor areas and enclosed bicycle storage units.
- **External Pedestrian Connections** will be made to existing and future multi-use trails along Bonanza Drive, Munchkin Road, and Kearns Boulevard. These connections will provide access to local retail/grocery/restaurant amenities, as well as tie into the regional trail network to access downtown Park City, Kimball Junction, and the Park City Sports Complex.
- **Internal Pedestrian Breezeways**. All internal areas of the plan are directly connected to the surrounding trail network through breezeways to limit out-of-direction travel.
- **Enhanced crosswalk elements and streetscapes** will be provided for increased safety and walkability to and around the site.
- **Street-Facing Commercial**. Retail and restaurant establishments provide active use on the ground level below with easy access from street-facing facades.

- **Centralized Service and Delivery**. Management of service and delivery vehicles with centralized delivery of goods
- **On-site childcare** will be provided, reducing the need to external trips to/from external childcare facilities.
- **Paid Public Parking**. Parking at the site will be located in a parking garage with paid public parking available for public retail use as well as separate reserved spaces only for residents.
- **Parking Management Plan**. A parking management plan is being implemented to enforce prohibited parking. This has been shown to reduce vehicular travel to sites and encourage other modes of travel.

Additionally, because of the mix of land uses on site between residential, commercial, and recreational/event space, vehicles to/from the site are anticipated to be spread out throughout the day more evenly than if it was a singular land use. As part of the parking study, a time-of-day parking usage was estimated utilizing ITE time-of-day parking demand percentages for the proposed land uses on a typical weekday. Through the mix of uses, a shared parking results in approximately 15% fewer parking stalls needed when compared to all of the land uses separately.

The parking garage itself will also discourage temporary vehicular travel for the commercial land uses and encourage various modes of travel including transit, walking, and biking. This aligns with the City's goal to increase multimodal transportation and reduce vehicular travel in the core of the City.

Overall, with these transportation demand reduction strategies, vehicular trips to the site will be reduced and transit, biking, and walking will all be encouraged due to the ease of access to the site.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.

Response to Commissioner Questions/Comments

1. ***The view into the site appears to be blocked by building four. The public won't use the space unless they can see into it from the intersection of Kearns and Bonanza*.**

The site design, leasing plan, and the programming and activation are designed to work together as placemaking to create a "Third Place" for community gathering. The Third Place planning concept is meant to build community by providing a safe place to connect *that is not home or work (or online)*. A Third Place is where locals can meetup, engage in activities, communicate, and be recognized as familiar neighbors, creating a sense of community and belonging.

The visual opening into the site from the Kearns and Bonanza intersection is larger than it appears in the block building footprint diagrams in the staff report. The Northernmost ends of Buildings three and four facing the intersection are not solid walls but are large open two-story outdoor deck spaces.

The placement of Buildings Three and Four allow direct views into the site from the intersection from vehicles stopped at a traffic light. However, Buildings Three and Four are located close enough together to shield the open space from traffic noise and exhaust fumes as well as the winter winds coming from the northwest. This site design strategy will make the outdoor open space more habitable and usable over a longer part of the year. The open south facing end of the site on Munchkin allows maximum solar penetration into the open space in the winter.



View from the Corner of Kearns and Bonanza

The buildings facing Bonanza have double sided retail spaces that face both Bonanza and the open space. The interconnecting breezeways through the centers the buildings will allow views into the site through the buildings at grade level. This provides at-grade pedestrian access at seven locations along the street through and between the buildings on Bonanza Drive. These connections are enhanced by transit stops on both Kearns and Bonanza. Multiuse trails along Kearns and Bonanza and through the site continue those connections to current and future trails beyond the site.

While there is both physical and/or visual connectivity to pedestrian, transit users, and automobile traffic, the retail and restaurants that open directly into the open space will naturally activate the site.



View of double- sided retail spaces

The masterplan is designed to create a safe place to meet up and gather for adults, kids, and pets that is protected from the noise, fumes, and busy traffic of the adjacent roadways.

Programming planned around the amenities provided on the site will enhance the use by the local community. There are many passive use amenities and pedestrian respite areas provided that will be an attraction to the site. There will also be an ongoing set of daily events including children' s reading hours, art classes and workshops in the arts pavilion, as well as ongoing meetings, rehearsals, and presentations, outdoor exercise classes, yoga, small art shows and food truck days. We will also be recruiting tenants that will have ongoing public engagements for bike rides, runs and other activities that will create activation and a sense of community.

On a more weekly basis the site will be used as an event space for the arts community and other organizations. Music, dance and the visual arts will be supported as well as special tented events including pop-up retail outdoor markets (winter and summer) and festivals. The multiuse trail system around and through the site will make this an ideal place to start and finish bike and running races that occur on an almost weekly basis in Park City.



View from Munchkin

**Attached are the visioning slides, during the programming sessions done with the City Council.*

What is the leasing strategy and how does that affect traffic?

The leasing strategy is to create a rich mix of local services, provided by both new and existing local businesses, to create a Third Place community gathering place that supports both the arts and the local community. Our leasing agent will focus on recruiting local businesses that serve the neighborhood and residential tenants.

The site design, leasing plan, and the programming and activation are designed to work together as placemaking to create a "Third Place" for community gathering. The Third Place planning concept is meant to build community by providing a safe place to connect that is not home or work (or online). A Third Place is where locals can meetup, engage in activities, communicate, and be recognized as familiar neighbors, creating a sense of community and belonging.

There will be a mix of restaurant, coffee shop, retail spaces, gym, not for profit daycare, arts workshop and not for profit arts studio spaces as well as tenant services (leasing office, mail room, community room, etc.) surrounding the central community open space. The retail spaces aligned along the Bonanza frontage and multiuse pathway will create the Bonanza Promenade with a line of storefronts activating the street frontage and encouraging pedestrian activity. The retail stores will be double sided facing both the street and the central open space. The project will be anchored at the south end by a restaurant and the north end by a coffee shop deli. There may also be additional food service in the remaining retail spaces as leasing develops. Both the restaurant and deli are connected to two-level decks for outdoor dining which will help activate the central plaza.

Retail leases will be at market rate so as not to subsidize or unfairly compete with adjacent developments. Not for-profit-arts studio spaces are planned be at a lower non-profit rental rate. The arts pavilion will be leased at an hourly or daily rate for both locals and not for profit arts groups.

The revised parking study shows the quantity of spaces used throughout the day by the different uses. The coffee shop is the obvious early morning parking demand driver. The peak parking demand is the early afternoon led by the retail uses which are the non-peak daytime travel times. The traffic study addendum indicates the traffic generated by those uses.



















VISION STATEMENT:

The Bonanza Park 5 Acre Redevelopment will be a Mixed-Use Development designed around a Mountain Town Village Concept:

- A “Third Place” for Community Gathering & Activation
- Balanced mix of uses to contribute to the overall success
- Park like Village Green as the project anchor and community resource







Village Green

- Gathering Space
- Linear Playscape
- Multi-Use Pathways
- Pedestrian Respite Areas
- Public Art Integrated throughout
- Dining
- Small Amphitheater
- Mobility Hub



















VILLAGE GREEN

Village Green Potential Programming

- Pop-up shops
- Winter Market
- Art Shows
- Yoga Classes
- Movie Nights
- Block Party
- Live Music
- Ski Beach







MULTIDISCIPLINARY ART SPACE

Multi Disciplinary Art Space

- Community & Tenant Uses
- Will Activate the overall Project
- Fits into Cultural Arts Master Plan
- Flexible layout supporting workshops, dance, spoken word
- Small Performance Space
- Modular Design
- Shared Calendar



MULTIDISCIPLINARY ART SPACE

Potential Uses

- Youth Musical Theater
- Orchestra Groups
- Dance Classes
- Healing Sound & Listening Room
- Open Mic Nights
- Song Circles
- Poetry Slams
- Art Classes
- Exhibits

A CREATIVE COMMUNITY GATHERING SPACE

- **Foster Connection and Belonging:** Create a welcoming space where residents of all ages can gather, connect, and be in community with each other.
- **Prioritize Local Residents and Celebrate Community:** Center programming on residents, encouraging community ownership and participation.
- **Encourage Creativity and Interactivity:** Offer hands-on arts, cultural, and collaborative activities for people of all ages.
- **Support Local Artists and Cultural Nonprofits:** Provide opportunities for artists and feature local nonprofit programming and impact.
- **Ensure Accessibility and Inclusivity:** Offer free or low-cost programming that is welcoming and accessible to all people.
- **Activate the Space Year-Round:** Maintain consistent, vibrant programming that encourages ongoing community engagement and activity.









PROGRAMMING OPPORTUNITIES

- **Pop-up Dance Performances**
  - (Ballet West Academy/BalletNEXT)
- **Live Music**
  - (Mountain Town Music, PC Opera, PCPA)
- **Cultural Presentations**
  - (Artes de Mexico en Utah)
- **Plein Air Paint Outs, Draw Days, Open Studios**
  - (Local galleries, KAC, CREATE PC, PCAA)
- **Interactive and Temporary Public Art**
  - (Murals, chalk art, art gardens, sculptures)
- **Seasonal Art Markets**
  - (Local artists, makers, creative entrepreneurs)
- **Nonprofit Partnership Programming**
  - (Amplify missions of all cultural nonprofits)



























RETAIL CONCEPT

Let's create a THIRD SPACE — places that aren't home or work, but a welcoming, flexible environment where the community naturally gathers

Local Retail
- Brewery / Taproom
- Restaurant / Café

Everyday Essentials
- Coffee / Bakery / Breakfast Spot
- Bike & Outdoor Shop
- Fitness Studio

Family + Community Uses
- Daycare / After-School Enrichment.
- Makerspaces
- Co-Working & Life Skills Hub – UNIVERSITY OF UTAH – HIGHER EDUCATION
- Family-Friendly, Youth and Young Adult Draws

Where we left off:



Ground Floor Uses

Building 1:	Childcare	4,300 SF
	Leasing Office	2,188 SF
Building 2:	Arts Studios	7,160 SF
Building 3:	Finess Studio (Public Access)	3,689 SF
Building 4:	Retail Lease	2,140 SF
	Café Lease	2,200 SF
Building 5:	Retail Lease (Div up to 2)	5,516 SF
Building 6:	Restaurant Lease	2,100 SF
	Retail Lease (Div up to 2)	2,592 SF
Building 7:	Art Pavillion	2,563 SF

Currently Residing

According to the U.S. Census Bureau and Census Reporter, Park City's occupancy levels have remained relatively stable, likely due in part to the limited availability of affordable housing. At the same time, more than 5,800 area job postings on Indeed demonstrate the continued demand for workforce housing. Resident data further supports this need, as the area's 300-plus income-restricted units maintain high occupancy, active waitlists, and consistent leasing traffic.

The largest share of incoming residents comes from within Park City and Summit County, indicating that these communities primarily serve households already living and working locally. Another significant group comes from Wasatch County and the Heber Valley, representing residents from the broader Wasatch Back region seeking more affordable housing options.

Additional residents relocate from Salt Lake County and other Wasatch Front communities. Many may already work in Park City but have historically lived farther away due to the area's high housing costs. Providing income-restricted housing for these households may help shorten commutes and allow employees to live closer to their workplaces.

A smaller percentage of residents may come from other parts of Utah or outside the state, potentially relocating for employment, family, or other opportunities. Overall, the data indicates that the properties primarily serve the existing regional workforce while also accommodating a limited number of new households entering the Park City market.

Residents Working in Park City

Current residents include employees of hotels, restaurants, ski and recreation businesses, retail establishments, construction companies, property-management firms, schools, childcare providers, healthcare organizations, and local government.

A high percentage of Park City-based employees would demonstrate that the income-restricted property is directly supporting the local workforce rather than simply providing housing for people relocating into the community.

Residents Working in the Broader Wasatch Back

Another group consists of residents whose jobs are located outside Park City but within the surrounding area. These may include employees working in:

- Kimball Junction and Snyderville
- Other Summit County communities
- Kamas and the eastern Summit County area
- Heber City and Midway
- Other Wasatch County communities

This group is important because Park City's housing market is part of the broader Wasatch Back labor market. Affordable housing in Park City can support employees working for businesses and service providers throughout the region.

Housing Obligation Compliance Form

Resolution 12-2025

1) Project Information

Project Name: Five Acre Redevelopment

Project Address/ Legal Description: Intersection of Kearns Blvd. and Bonanza Drive, P

Owner/ Developer/ Applicant Name: Brinshore Development, L.L.C.

Date Submitted: 5/1/26

Type of Project:

☐ Residential

☐ Commercial

☑ Mixed-Use

2) Affordable Housing Requirement Summary

(enter values directly from the Housing Mitigation Excel Workbook)

Total Required AUEs (from Excel): 19.8

Total Proposed AUEs: 88

Select how you will meet the obligation (Section 9):

☑ Construction of unit(s) on-site
☐ Construction of unit(s) within Park City
☐ Dedication of existing units within Park City
☐ Construction of units outside Park City (within Park City School District)
☐ Conveyance of Land (within Park City School District)
☐ Payment of Fees in Lieu of Development
☐ Combination approach (provide description):

3) Unit Type & Square Footage Standards (Section 9)

Select Dwelling Unit Distribution:

☐ Single-Family
☑ Multi-family
☐ Mixed
☐ Alternate Distribution Ratios

List the proposed affordable units: Total net affordable SF: approx. 73,291 SF

Unit Type *(e.g., Studio/1BR/2BR)*	# units	Net Livable SF/ unit	Max Occupancy	Sale/ Rental	Target AMI
1BR	2	553.39	2	Rental	40%
2BR	9	845.47	3	Rental	40%
3BR	3	1,155.97	4	Rental	40%
1BR	7	553.39	2	Rental	50%
2BR	10	845.47	3	Rental	50%
3BR	4	1,155.97	4	Rental	50%
1BR	11	553.39	2	Rental	60%
2BR	11	845.47	3	Rental	60%
3BR	8	1,155.97	4	Rental	60%
1BR	3	553.39	2	Rental	70%
2BR	9	845.47	3	Rental	70%
3BR	2	1,155.97	4	Rental	70%
1BR	1	553.39	2	Rental	80%
2BR	6	845.47	3	Rental	80%
3BR	2	1,155.97	4	Rental	80%

Note: Minimum/maximum SF and occupancy per unit type must comply with Section 9.C.

Attach:

☑ Unit floor plan(s)

☑ Documentation demonstrating compliance with Section 9.C.3.

4) Minimum Green Building Requirements (Section 9.F)

Provide a description summarizing how the proposed affordable units comply with the green building requirements.

See enclosed sheet for response.

5) Affordable Unit Amenities (Section 9.G)

Describe how unit amenities meet or exceed minimum requirements.

Unit amenities will be identical between affordable and market-rate units.

6) HOA/ CC&R Requirements (Section 9.H)

If applicable, describe how HOA dues and assessments comply with affordability limitations.

N/A.

8) Timing of Occupancy (Section 11)

Describe how affordable units will be delivered in relation to market-rate units.

- ☑ Delivered concurrently
- ☐ Delivered proportionally by phase
- ☐ Alternative timing (describe below)

9) Housing Mitigation Plan Requirements (Section 13)

Attach:

- ☑ Completed Housing Mitigation Excel Workbook
- ☑ Site Plan(s) showing the location of affordable units
- ☑ Unit floor plan(s) showing unit size and required minimum clearances
- ☑ Supporting documentation per Section 13

10) Construction Timing (Section 14)

Provide a description explaining compliance with construction timing requirements.

See enclosed sheet for response.

11) Good Faith Marketing Requirements (Section 15)

Provide a description of your marketing plan for deed-restricted units.

See enclosed sheet for response.

12) Household Qualifications Requirements (Section 16)

Provide a description of your household qualifications for deed-restricted units.

See enclosed sheet for response.

13) Application Process (Section 17)

Explain the applicant selection, application, and review process.

See enclosed sheet for response.

14) Calculation of Sale Price (Section 18) *if applicable*

Describe how maximum sale price is determined per Section 18.

N/A.

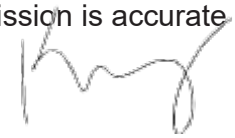
15) Rental Procedures (Section 19) *if applicable*

Provide a description of rental procedures and restrictions.

See enclosed sheet for response.

17) Certification & Reporting

- After full occupation, the Owner/ Developer/ Property Manager must submit an annual compliance report to the City (Section 21). For for-sale units, each property owner is responsible for submitting the annual compliance report beginning in the second year of their ownership.
- By signing below, the Applicant/ Developer certifies the information in this submission is accurate and complete.

Signature: 

Printed Name: Karly Brinla

Date: 5/1/26

4) Minimum Green Building Requirements (Section 9.F)

Provide a description summarizing how the proposed affordable units comply with the green building requirements.

The project will be designed to obtain Enterprise Green Communities and Energy Star Certification.

10) Construction Timing (Section 14)

Provide a description explaining compliance with construction timing requirements.

Affordable and market-rate units will be dispersed throughout each of the buildings throughout the project. Within each building, affordable and market-rate units will delivered for occupancy simultaneously.

11) Good Faith Marketing Requirements (Section 15)

Provide a description of your marketing plan for deed-restricted units.

Brinshore works with management companies well-versed in the specifics of deed-restricted and mixed-income property management, and for the Five Acre Redevelopment intends to work with EMG Management, our partner for Brinshore's Utah properties. EMG will advertise through local Park City media sources such as The Park Record, outreach marketing to local businesses and preferred Park City employers to capture those that work in the local market. In addition, more traditional sources such as Apartments.com, Zillow.com, Facebook Marketplace, and similar sites. All internet ads will be monitored by the Property Manager daily and weekly (at minimum) by the Regional Property Manager and updated with professional pictures and descriptions. Additionally, the management company will work with local housing groups and agencies to send referrals for potential tenants. Targeted SEO will also be utilized to increase traffic during lease up. The team will conduct monthly to bi-monthly market surveys of the area to determine the stability of the market as well as monitor other lease up progress and comparative pricing of additional items.

12) Household Qualifications Requirements (Section 16)

Provide a description of your household qualifications for deed-restricted units.

Household qualifications will be dictated by a tenant selection plan and management plan. In general, households will need to meet particular unit income restrictions; pass a credit check and provide a deposit; undergo a criminal background check, with convictions evaluated on an individualized basis, with a review board considering the nature and severity of the crime, as well as how much time has passed and other mitigating factors; and two years of rental history showing residency in good standing.

13) Application Process (Section 17)

Explain the applicant selection, application, and review process.

The application process will be dictated by a property tenant selection plan finalized before closing. In general, prospective tenants will complete an application; consent to credit reports and criminal background checks, with convictions evaluated on an individualized basis depending on the nature and severity of the crime; provide rental history and income information, including income verification in the case of the income-restricted units. After completion of an application, all applicants will be advised of their eligibility in writing promptly after receipt of the completed application. In the event that there are no available apartment homes of the appropriate size at the time of an application, the prospective resident will be placed on a waiting list in the order the applications are received.

15) Rental Procedures (Section 19)

Provide a description of rental procedures and restrictions.

The property management agreement finalized before closing will describe rental procedures and restrictions in full. In general, of the total 106 units in the project, 88 will be restricted by income. After completion of an application, all applicants will be advised of their eligibility in writing promptly. A member of the on-site staff will inspect the specific unit that a prospective resident will occupy prior to signing the lease agreement. The resident and the member of the staff will sign a move-in inspection form which will state in detail any defects in the unit. All residents will go through a resident orientation at the time of move-in. This should include a thorough review of the lease agreement and property rules and regulations. All residents will be required to adhere to policies listed within the residential rental agreement as well as our community rules and regulations. Warnings, notices, and legal notice will be provided appropriately for any violations or situations that may arise. Periodic inspections will be conducted on each unit to determine the physical condition of

the unit, housekeeping of the unit, and the condition of the safety items inside the unit. Other inspections may be required by other inspecting entities (Utah Housing Corporation, HUD, etc.), and residents will always be given a minimum 24-hour notice before the inspections occur unless an emergency constitutes immediate entry. A move-out inspection will record condition of unit upon move-out and disposition of security deposit.

9) Housing Mitigation Plan Requirements

Please see below total net residential square footage and total net affordable residential square footage.

Net Residental Square Footage By Unit Type

Unit Type	Total Net SF	Total Affordable Net SF
1BR	16,602	13,281
2BR	43,964	38,046
3BR	27,743	21,963
Total	**88,309**	**73,291**

Housing mitigation calculation workbook sheets are enclosed below, followed by site plan and unit floor plans.

PLEASE REFER TO RESOLUTION 12-2025 AFFORDABLE HOUSING GUIDELINES, SECTION 8 FOR CALCULATION OF MINIMUM AFFORDABLE HOUSING REQUIREMENTS

LINK: https://s3-us-west-2.amazonaws.com/municipalcodeonline.com-new/parkcity/resolutions/documents/1750880306_12-2025_Affordable_Housing_Guidelines.pdf

APPLICANT TO ONLY EDIT CELLS IN BLUE

Date	5/1/2026
Applicant	Brinshore Development, L.L.C.
Project Name	5-Acre Redevelopment
Project Location	Intersection of Kearns Blvd. and Bonanza Drive, Park City, UT 84060
Entitlement Type	Master Planned Development

MPD to Provide (TOTAL)			
Residential	1.5 AUE	EQUALING	1,350 SF
Commercial	18.3 AUE	EQUALING	16,470 SF
TOTAL	**19.8 AUE**	**EQUALING**	**17,820 SF**

RESIDENTIAL CALCULATION

Residential Development. For projects where dwelling units are offered for sale or rent, the Developer shall provide affordable housing units in an amount equal to twenty percent (20%) of the total RUEs in the project. Affordable Housing Units developed on-site in fulfillment of this requirement are not included in the density calculation for the project.

****APPLICANT TO ONLY EDIT CELLS IN BLUE****

Net SF	15,018 SF
RUE Equivalent	7.5 RUE
Residential Mitigation Rate	1.5 AUE
SF net livable area	1,350 SF

MPD to Provide		
1.5 AUE	EQUALING	1,350 SF

**This is not the total. Please refer to the Intro tab for overall total*

COMMERCIAL CALCULATION

Commercial Development. The Developer shall be required to mitigate 20 percent of the employees generated. For projects with a commercial component, the minimum affordable housing requirements shall be determined according to the following formulas:

****APPLICANT TO ONLY EDIT CELLS IN BLUE****

Type of Use	Full-Time Equivalents (1,560 hours) per 1,000 New Leaseable SF	SF	FTEs
Restaurant/ Bar	6.5	4,300 SF	28.0 FTE
Education	2.3	4,300 SF	9.9 FTE
Finance/ Booking	3.3	*0 SF*	0.0 FTE
Medical Professional	2.9	0 SF	0.0 FTE
Other Professional Services	3.7	11,156 SF	41.3 FTE
Personal Services	1.3	0 SF	0.0 FTE
Real Estate/ Property Manager	5.9	2,188 SF	12.9 FTE
Commercial/ Retail	3.3	13,711 SF	45.2 FTE
Recreation/ Amusements	5.3	0 SF	0.0 FTE
Utilities	2.9	0 SF	0.0 FTE
Lodging/ Hotels	0.6 per room	0 rooms	0.0 FTE
Condominium Hotel	Greater of lodging/ hotel calculation or residential mitigation rate		
Overal/ General*	4.4	0 SF	0.0 FTE
Total			137.3 FTE
Mitigation Rate			27.5 households
Workers per Household			18.3 AUE
SF net livable area			16,470 SF

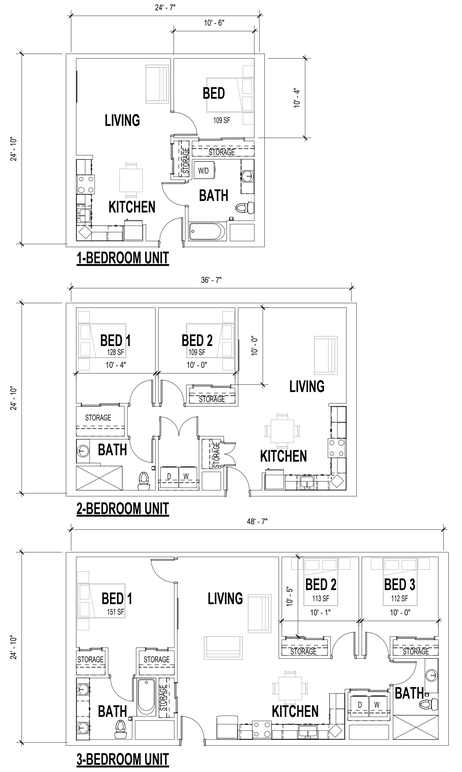
**The Overall/ General Type of Use shall apply to any use not listed in the Employee Generation Table if an Independent Calculation is not performed.*

MPD to Provide*		
18.3 AUE	EQUALING	16,470 SF

**This is not the total. Please refer to the Intro tab for overall total*



1 SITE PLAN - AFFORDABLE HOUSING
1" = 30'-0"



2 UNIT PLANS
1/8" = 1'-0"

AFFORDABLE AND UNRESTRICTED UNITS WILL BE DISPERSED THROUGHOUT EACH BUILDING TO ENSURE A FULLY MIXED-INCOME COMMUNITY, AND AS ALLOWED BY LOW-INCOME HOUSING TAX CREDIT RULES, AFFORDABLE UNIT LOCATIONS WILL LIKELY FLOAT RATHER THAN BEING DESIGNATED TO PARTICULAR UNITS TO ALLOW FLEXIBILITY.

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project:
5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 04 / 30
revisions :

title:
Site Plan - Affordable Housing

sheet:
RD-003
MPD + CUP

Autodesk Docs://MPMU Sandbox - Jdemirge/25.0355 Bonanza Garage.rvt
5/1/2026 11:59:52 AM

June 29, 2026

RE: Five Acre Redevelopment Master Planned Development (MPD)

Dear Planning Commissioners:

The Housing Team has reviewed the Five Acre Redevelopment MPD application submitted by Brinshore Development, L.L.C. The following analysis evaluates the materials submitted on May 1, 2026, for compliance with the affordable housing requirements outlined in Resolution 12-2025 Affordable Housing Guidelines.

Analysis
Section 8 of Resolution 12-2025 requires developers to provide Affordable Unit Equivalents (AUEs) equal to 20% of the total Residential Unit Equivalents (RUEs) generated by a development. The resulting AUEs establish the project's affordable housing obligation. For purposes of calculating the required housing mitigation, each AUE is equivalent to 900 square feet (SF). The applicant was provided with the City's housing obligation compliance form and an Excel file that calculates the required affordable housing square footage for the proposed development.

The proposed development contains both market-rate rental units and commercial uses. Therefore, housing obligations generated by each use must be calculated and combined to determine the total affordable housing requirement.

Residential Obligation
The proposed development includes 20 market-rate rental units totaling 15,018 net square feet (NSF). In accordance with Section 8 of Resolution 12-2025, the residential component generates an affordable housing obligation of 1.5 AUEs, equivalent to 1,350 SF.

Commercial Obligation
The commercial component totals 35,655 SF, including a mix of restaurant/bar, educational, commercial/retail, real estate/property management, and other professional service uses. In accordance with Section 8.B, each commercial use category is assigned an employee-generation ratio per 1,000 SF. The total number of employees generated by the proposed commercial uses is then converted into an affordable housing obligation.

Based on the applicant's submitted calculations, the commercial component generates 18.3 AUEs, equivalent to 16,470 SF.

Total Housing Obligation
A summary of the affordable housing obligation for the Five Acre Redevelopment is shown in Figure 1 below.

MPD to Provide (TOTAL)			
Residential	1.5 AUE	EQUALING	1,350 SF
Commercial	18.3 AUE	EQUALING	16,470 SF
TOTAL	**19.8 AUE**	**EQUALING**	**17,820 SF**

Figure 1: Total Housing Obligation

Based on the proposed residential and commercial development program, the project generates a total affordable housing obligation of 19.8 AUEs, equivalent to 17,820 SF.

Fulfillment of the Housing Obligation
Section 9 of Resolution 12-2025 outlines six methods for satisfying an affordable housing obligation, listed in order of preference established by the Housing Authority. On-site construction of affordable housing units is identified as the preferred mitigation strategy.

The applicant proposes to satisfy the housing obligation by constructing 88 affordable rental units distributed throughout the development. The proposed affordable housing program contains approximately 73,291 NSF of affordable housing, which substantially exceeds the minimum requirement of 17,820 NSF required.

The proposed affordable unit mix is summarized in Figure 2 below.

Unit Type	# units	Net Liveable SF/ unit	Total NSF	Max Occupancy	Sale/ Rental	Target AMI
1 BR	2	553.39	1,107	2	Rental	40%
2 BR	9	845.47	7,609	3	Rental	40%
3 BR	3	1,155.97	3,468	4	Rental	40%
1 BR	7	553.39	3,874	2	Rental	50%
2 BR	10	845.47	8,455	3	Rental	50%
3 BR	4	1,155.97	4,624	4	Rental	50%
1 BR	11	553.39	6,087	2	Rental	60%
2 BR	11	845.47	9,300	3	Rental	60%
3 BR	8	1,155.97	9,248	4	Rental	60%
1 BR	3	553.39	1,660	2	Rental	70%
2 BR	9	845.47	7,609	3	Rental	70%
3 BR	2	1,155.97	2,312	4	Rental	70%
1 BR	1	553.39	553	2	Rental	80%
2 BR	6	845.47	5,073	3	Rental	80%
3 BR	2	1,155.97	2,312	4	Rental	80%
TOTAL	**88**		**73,291**			

Figure 2: Proposed Unit Mix

While the proposed three-bedroom units contain approximately 1,156 SF and exceed the size range identified in Section 9.C of the Affordable Housing Guidelines, the Housing Team supports the proposed unit size. The modest increase in square footage provides additional opportunities for family-oriented housing and does not negatively impact the project's ability to satisfy its housing obligation.

Figure 3 illustrates the proposed unit layouts.

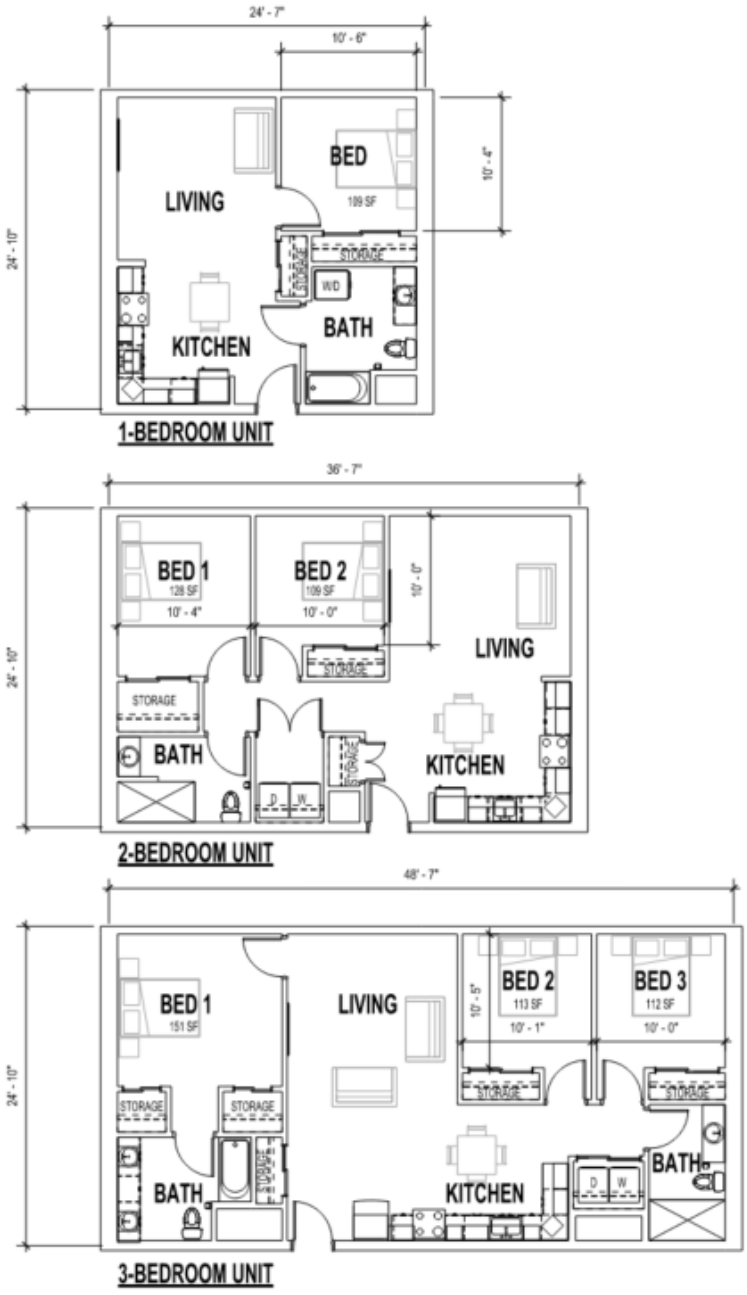


Figure 3: Proposed Unit Layouts

Recommendation
Based on the Housing Team's analysis, the Five Acre Redevelopment Housing Mitigation Plan complies with the requirements of Resolution 12-2025 Affordable Housing Guidelines and exceeds the affordable housing obligation generated by the proposed development. The Housing Team recommends that the Planning Commission find that the proposed Housing Mitigation Plan satisfies the affordable housing requirements set forth in Resolution 12-2025.

Attachments:
Exhibit A Five Acre Redevelopment Housing Obligation Compliance Form

Housing Obligation Compliance Form

Resolution 12-2025

1) Project Information

Project Name: Five Acre Redevelopment

Project Address/ Legal Description: Intersection of Kearns Blvd. and Bonanza Drive, P

Owner/ Developer/ Applicant Name: Brinshore Development, L.L.C.

Date Submitted: 5/1/26

Type of Project:

☐ Residential

☐ Commercial

☑ Mixed-Use

2) Affordable Housing Requirement Summary

(enter values directly from the Housing Mitigation Excel Workbook)

Total Required AUEs (from Excel): 19.8

Total Proposed AUEs: 88

Select how you will meet the obligation (Section 9):

☑ Construction of unit(s) on-site
☐ Construction of unit(s) within Park City
☐ Dedication of existing units within Park City
☐ Construction of units outside Park City (within Park City School District)
☐ Conveyance of Land (within Park City School District)
☐ Payment of Fees in Lieu of Development
☐ Combination approach (provide description):

3) Unit Type & Square Footage Standards (Section 9)

Select Dwelling Unit Distribution:

☐ Single-Family
☑ Multi-family
☐ Mixed
☐ Alternate Distribution Ratios

List the proposed affordable units: Total net affordable SF: approx. 73,291 SF

Unit Type *(e.g., Studio/1BR/2BR)*	# units	Net Livable SF/ unit	Max Occupancy	Sale/ Rental	Target AMI
1BR	2	553.39	2	Rental	40%
2BR	9	845.47	3	Rental	40%
3BR	3	1,155.97	4	Rental	40%
1BR	7	553.39	2	Rental	50%
2BR	10	845.47	3	Rental	50%
3BR	4	1,155.97	4	Rental	50%
1BR	11	553.39	2	Rental	60%
2BR	11	845.47	3	Rental	60%
3BR	8	1,155.97	4	Rental	60%
1BR	3	553.39	2	Rental	70%
2BR	9	845.47	3	Rental	70%
3BR	2	1,155.97	4	Rental	70%
1BR	1	553.39	2	Rental	80%
2BR	6	845.47	3	Rental	80%
3BR	2	1,155.97	4	Rental	80%

Note: Minimum/maximum SF and occupancy per unit type must comply with Section 9.C.

Attach:

☑ Unit floor plan(s)

☑ Documentation demonstrating compliance with Section 9.C.3.

4) Minimum Green Building Requirements (Section 9.F)

Provide a description summarizing how the proposed affordable units comply with the green building requirements.

See enclosed sheet for response.

5) Affordable Unit Amenities (Section 9.G)

Describe how unit amenities meet or exceed minimum requirements.

Unit amenities will be identical between affordable and market-rate units.

6) HOA/ CC&R Requirements (Section 9.H)

If applicable, describe how HOA dues and assessments comply with affordability limitations.

N/A.

8) Timing of Occupancy (Section 11)

Describe how affordable units will be delivered in relation to market-rate units.

- ☑ Delivered concurrently
- ☐ Delivered proportionally by phase
- ☐ Alternative timing (describe below)

9) Housing Mitigation Plan Requirements (Section 13)

Attach:

- ☑ Completed Housing Mitigation Excel Workbook
- ☑ Site Plan(s) showing the location of affordable units
- ☑ Unit floor plan(s) showing unit size and required minimum clearances
- ☑ Supporting documentation per Section 13

10) Construction Timing (Section 14)

Provide a description explaining compliance with construction timing requirements.

See enclosed sheet for response.

11) Good Faith Marketing Requirements (Section 15)

Provide a description of your marketing plan for deed-restricted units.

See enclosed sheet for response.

12) Household Qualifications Requirements (Section 16)

Provide a description of your household qualifications for deed-restricted units.

See enclosed sheet for response.

13) Application Process (Section 17)

Explain the applicant selection, application, and review process.

See enclosed sheet for response.

14) Calculation of Sale Price (Section 18) *if applicable*

Describe how maximum sale price is determined per Section 18.

N/A.

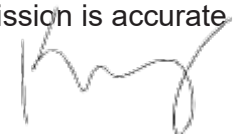
15) Rental Procedures (Section 19) *if applicable*

Provide a description of rental procedures and restrictions.

See enclosed sheet for response.

17) Certification & Reporting

- After full occupation, the Owner/ Developer/ Property Manager must submit an annual compliance report to the City (Section 21). For for-sale units, each property owner is responsible for submitting the annual compliance report beginning in the second year of their ownership.
- By signing below, the Applicant/ Developer certifies the information in this submission is accurate and complete.

Signature: 

Printed Name: Karly Brinla

Date: 5/1/26

4) Minimum Green Building Requirements (Section 9.F)

Provide a description summarizing how the proposed affordable units comply with the green building requirements.

The project will be designed to obtain Enterprise Green Communities and Energy Star Certification.

10) Construction Timing (Section 14)

Provide a description explaining compliance with construction timing requirements.

Affordable and market-rate units will be dispersed throughout each of the buildings throughout the project. Within each building, affordable and market-rate units will delivered for occupancy simultaneously.

11) Good Faith Marketing Requirements (Section 15)

Provide a description of your marketing plan for deed-restricted units.

Brinshore works with management companies well-versed in the specifics of deed-restricted and mixed-income property management, and for the Five Acre Redevelopment intends to work with EMG Management, our partner for Brinshore's Utah properties. EMG will advertise through local Park City media sources such as The Park Record, outreach marketing to local businesses and preferred Park City employers to capture those that work in the local market. In addition, more traditional sources such as Apartments.com, Zillow.com, Facebook Marketplace, and similar sites. All internet ads will be monitored by the Property Manager daily and weekly (at minimum) by the Regional Property Manager and updated with professional pictures and descriptions. Additionally, the management company will work with local housing groups and agencies to send referrals for potential tenants. Targeted SEO will also be utilized to increase traffic during lease up. The team will conduct monthly to bi-monthly market surveys of the area to determine the stability of the market as well as monitor other lease up progress and comparative pricing of additional items.

12) Household Qualifications Requirements (Section 16)

Provide a description of your household qualifications for deed-restricted units.

Household qualifications will be dictated by a tenant selection plan and management plan. In general, households will need to meet particular unit income restrictions; pass a credit check and provide a deposit; undergo a criminal background check, with convictions evaluated on an individualized basis, with a review board considering the nature and severity of the crime, as well as how much time has passed and other mitigating factors; and two years of rental history showing residency in good standing.

13) Application Process (Section 17)

Explain the applicant selection, application, and review process.

The application process will be dictated by a property tenant selection plan finalized before closing. In general, prospective tenants will complete an application; consent to credit reports and criminal background checks, with convictions evaluated on an individualized basis depending on the nature and severity of the crime; provide rental history and income information, including income verification in the case of the income-restricted units. After completion of an application, all applicants will be advised of their eligibility in writing promptly after receipt of the completed application. In the event that there are no available apartment homes of the appropriate size at the time of an application, the prospective resident will be placed on a waiting list in the order the applications are received.

15) Rental Procedures (Section 19)

Provide a description of rental procedures and restrictions.

The property management agreement finalized before closing will describe rental procedures and restrictions in full. In general, of the total 106 units in the project, 88 will be restricted by income. After completion of an application, all applicants will be advised of their eligibility in writing promptly. A member of the on-site staff will inspect the specific unit that a prospective resident will occupy prior to signing the lease agreement. The resident and the member of the staff will sign a move-in inspection form which will state in detail any defects in the unit. All residents will go through a resident orientation at the time of move-in. This should include a thorough review of the lease agreement and property rules and regulations. All residents will be required to adhere to policies listed within the residential rental agreement as well as our community rules and regulations. Warnings, notices, and legal notice will be provided appropriately for any violations or situations that may arise. Periodic inspections will be conducted on each unit to determine the physical condition of

the unit, housekeeping of the unit, and the condition of the safety items inside the unit. Other inspections may be required by other inspecting entities (Utah Housing Corporation, HUD, etc.), and residents will always be given a minimum 24-hour notice before the inspections occur unless an emergency constitutes immediate entry. A move-out inspection will record condition of unit upon move-out and disposition of security deposit.

9) Housing Mitigation Plan Requirements

Please see below total net residential square footage and total net affordable residential square footage.

Net Residental Square Footage By Unit Type

Unit Type	Total Net SF	Total Affordable Net SF
1BR	16,602	13,281
2BR	43,964	38,046
3BR	27,743	21,963
Total	**88,309**	**73,291**

Housing mitigation calculation workbook sheets are enclosed below, followed by site plan and unit floor plans.

PLEASE REFER TO RESOLUTION 12-2025 AFFORDABLE HOUSING GUIDELINES, SECTION 8 FOR CALCULATION OF MINIMUM AFFORDABLE HOUSING REQUIREMENTS

LINK: https://s3-us-west-2.amazonaws.com/municipalcodeonline.com-new/parkcity/resolutions/documents/1750880306_12-2025_Affordable_Housing_Guidelines.pdf

APPLICANT TO ONLY EDIT CELLS IN BLUE

Date	5/1/2026
Applicant	Brinshore Development, L.L.C.
Project Name	5-Acre Redevelopment
Project Location	Intersection of Kearns Blvd. and Bonanza Drive, Park City, UT 84060
Entitlement Type	Master Planned Development

MPD to Provide (TOTAL)			
Residential	1.5 AUE	EQUALING	1,350 SF
Commercial	18.3 AUE	EQUALING	16,470 SF
TOTAL	**19.8 AUE**	**EQUALING**	**17,820 SF**

RESIDENTIAL CALCULATION

Residential Development. For projects where dwelling units are offered for sale or rent, the Developer shall provide affordable housing units in an amount equal to twenty percent (20%) of the total RUEs in the project. Affordable Housing Units developed on-site in fulfillment of this requirement are not included in the density calculation for the project.

****APPLICANT TO ONLY EDIT CELLS IN BLUE****

Net SF	15,018 SF
RUE Equivalent	7.5 RUE
Residential Mitigation Rate	1.5 AUE
SF net livable area	1,350 SF

MPD to Provide		
1.5 AUE	EQUALING	1,350 SF

**This is not the total. Please refer to the Intro tab for overall total*

COMMERCIAL CALCULATION

Commercial Development. The Developer shall be required to mitigate 20 percent of the employees generated. For projects with a commercial component, the minimum affordable housing requirements shall be determined according to the following formulas:

****APPLICANT TO ONLY EDIT CELLS IN BLUE****

Type of Use	Full-Time Equivalents (1,560 hours) per 1,000 New Leaseable SF	SF	FTEs
Restaurant/ Bar	6.5	4,300 SF	28.0 FTE
Education	2.3	4,300 SF	9.9 FTE
Finance/ Booking	3.3	*0 SF*	0.0 FTE
Medical Professional	2.9	0 SF	0.0 FTE
Other Professional Services	3.7	11,156 SF	41.3 FTE
Personal Services	1.3	0 SF	0.0 FTE
Real Estate/ Property Manager	5.9	2,188 SF	12.9 FTE
Commercial/ Retail	3.3	13,711 SF	45.2 FTE
Recreation/ Amusements	5.3	0 SF	0.0 FTE
Utilities	2.9	0 SF	0.0 FTE
Lodging/ Hotels	0.6 per room	0 rooms	0.0 FTE
Condominium Hotel	Greater of lodging/ hotel calculation or residential mitigation rate		
Overal/ General*	4.4	0 SF	0.0 FTE
Total			137.3 FTE
Mitigation Rate			27.5 households
Workers per Household			18.3 AUE
SF net livable area			16,470 SF

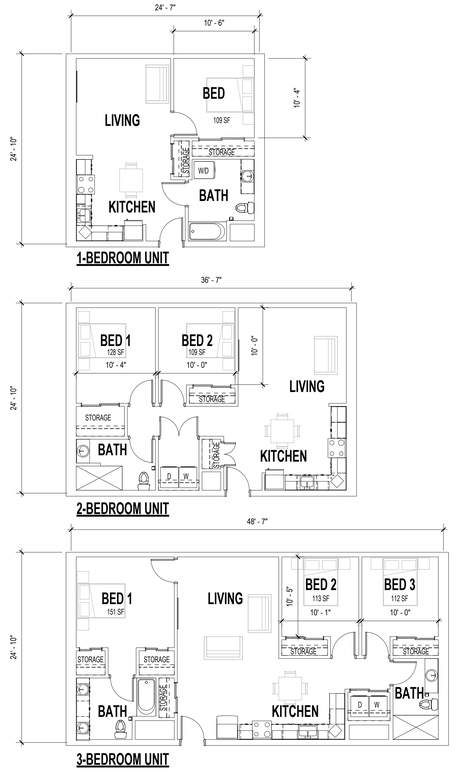
**The Overall/ General Type of Use shall apply to any use not listed in the Employee Generation Table if an Independent Calculation is not performed.*

MPD to Provide*		
18.3 AUE	EQUALING	16,470 SF

**This is not the total. Please refer to the Intro tab for overall total*



1 SITE PLAN - AFFORDABLE HOUSING
1" = 30'-0"



2 UNIT PLANS
1/8" = 1'-0"

AFFORDABLE AND UNRESTRICTED UNITS WILL BE DISPERSED THROUGHOUT EACH BUILDING TO ENSURE A FULLY MIXED-INCOME COMMUNITY, AND AS ALLOWED BY LOW-INCOME HOUSING TAX CREDIT RULES, AFFORDABLE UNIT LOCATIONS WILL LIKELY FLOAT RATHER THAN BEING DESIGNATED TO PARTICULAR UNITS TO ALLOW FLEXIBILITY.

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

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project:
5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 04 / 30
revisions :

title:
Site Plan - Affordable Housing

sheet:
RD-003
MPD + CUP

Autodesk Docs://MPMU Sandbox - Jdemirge/25.0355 Bonanza Garage.rvt
5/1/2026 11:59:52 AM

NOTES

1. This plat is subject to the Conditions of Approval in the Final Action Letter dated _____, 2026, and on file with the Planning Department (PL-26-_____).

2. A Right-of-Way Easement recorded December 10, 1973, as Entry No. 121750 in Book M52 at Page 593 for communications equipment affects this property. No description for the easement is given and cannot be located.

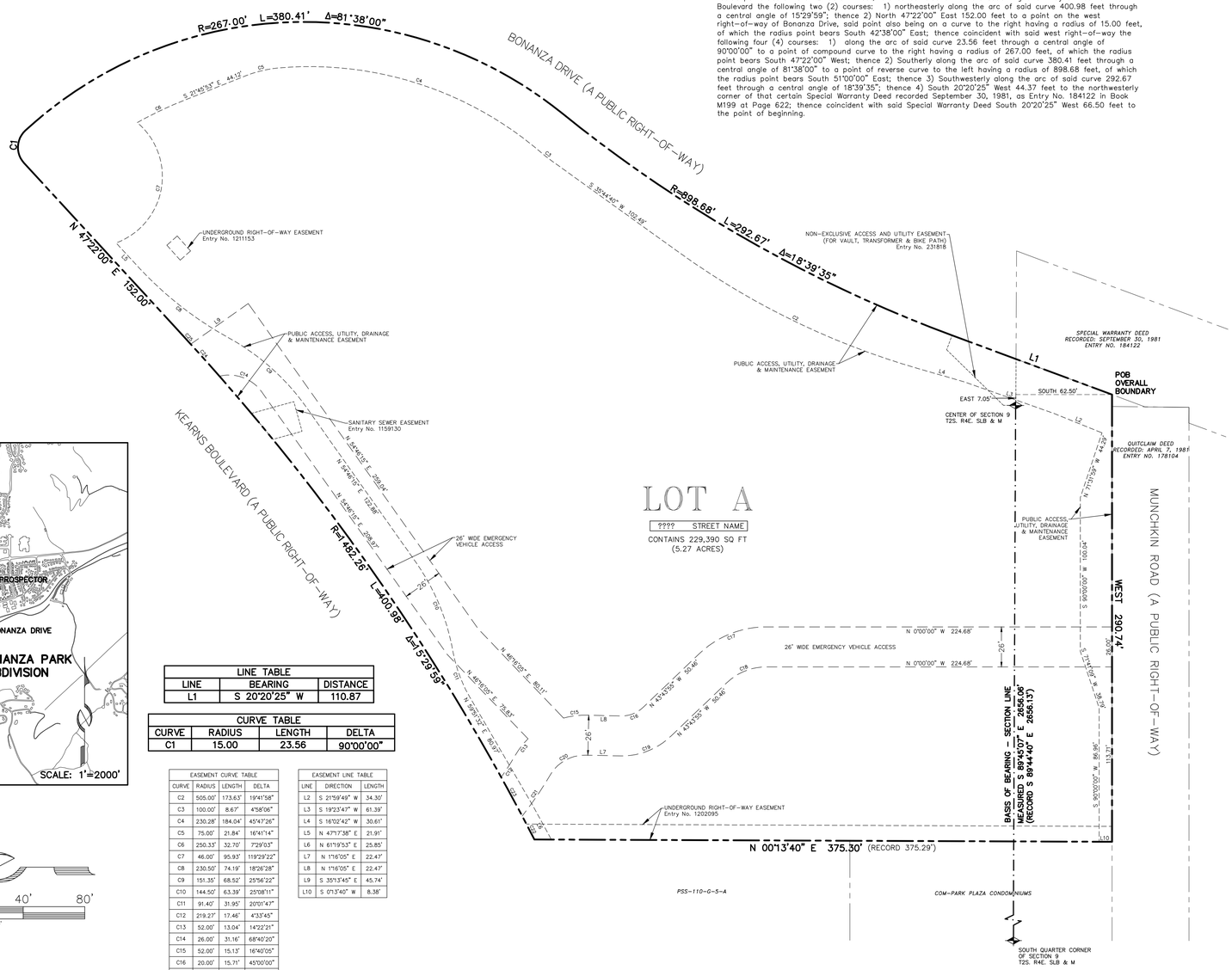
3. Resubdivision of Lot 46 Prospector Square, recorded March 15, 1985, as Entry No. 231818 in the Office of the Summit County Recorder and Kearns Business Center Subdivision, recorded September 24, 1992, as Entry No. 366123 in the Office of the Summit County Recorders Office are superceded by this plat amendment and easements are removed.

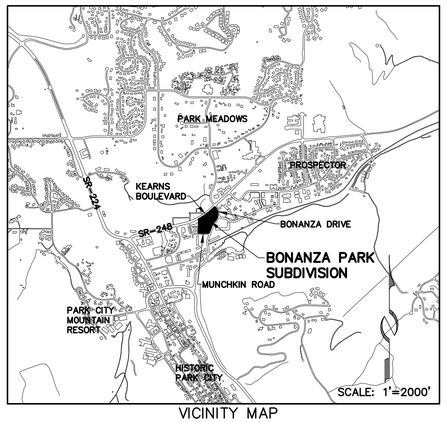
OVERALL BOUNDARY DESCRIPTION

A parcel of land located in Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point East 7.05 feet and South 62.50 feet from the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being South 89°45'07" East 2656.06 feet (record bearing and distance South 89°44'40" East 2656.13 feet) from the west quarter corner of said Section 9; and running thence West 7.73 feet to the northeasterly corner of that certain Quitclaim Deed recorded April 7, 1981, as Entry No. 178104 in Book M184 at Page 106, said point being on the north public right-of-way known as Munchkin Road; and running thence coincident with said north right-of-way West 283.01 feet to the southeast corner of Com-Park Plaza Condominiums, recorded July 10, 1981, as Entry No. 181481 in the Office of the Recorder, Summit County, Utah; thence coincident with said Com-Park Plaza Condominiums North 00°13'40" East 170.33 feet; thence continuing North 00°13'40" East 204.97 feet to a point on the south right-of-way of State Highway 224, also known as Kearns Boulevard, said point also being on a non tangent curve to the left having a radius of 1482.26 feet, of which the radius point bears North 27°08'01" West; thence coincident with the south right-of-way of Kearns Boulevard the following two (2) courses: 1) northeasterly along the arc of said curve 400.98 feet through a central angle of 15°29'59"; thence 2) North 47°22'00" East 152.00 feet to a point on the west right-of-way of Bonanza Drive, said point also being on a curve to the right having a radius of 15.00 feet, of which the radius point bears South 42°38'00" East; thence coincident with said west right-of-way the following four (4) courses: 1) along the arc of said curve 23.56 feet through a central angle of 90°00'00" to a point of compound curve to the right having a radius of 267.00 feet, of which the radius point bears South 47°22'00" West; thence 2) Southerly along the arc of said curve 380.41 feet through a central angle of 81°38'00" to a point of reverse curve to the left having a radius of 898.68 feet, of which the radius point bears South 51°00'00" East; thence 3) Southwesterly along the arc of said curve 292.67 feet through a central angle of 18°39'35"; thence 4) South 20°20'25" West 44.37 feet to the northwesterly corner of that certain Special Warranty Deed recorded September 30, 1981, as Entry No. 184122 in Book M199 at Page 622; thence coincident with said Special Warranty Deed South 20°20'25" West 66.50 feet to the point of beginning.

PROFESSIONAL LAND SURVEYOR
No. 4857264
MICHAEL DEMKOWICZ
STATE OF UTAH





VICINITY MAP

40' 0 40' 80'
1"=40'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 20°20'25" W	110.87

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	15.00	23.56	90°00'00"

EASEMENT CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C2	505.00'	173.63'	19°41'58"
C3	100.00'	8.67'	4°58'06"
C4	230.28'	184.04'	45°47'26"
C5	75.00'	21.84'	16°41'14"
C6	250.33'	32.70'	7°29'03"
C7	46.00'	95.93'	119°29'22"
C8	230.50'	74.19'	18°26'28"
C9	151.35'	68.52'	25°56'22"
C10	144.50'	63.39'	25°08'11"
C11	91.40'	31.95'	20°01'47"
C12	219.37'	17.46'	4°33'45"
C13	52.00'	13.04'	14°22'21"
C14	26.00'	31.16'	68°40'20"
C15	52.00'	15.13'	16°40'05"
C16	20.00'	15.71'	45°00'00"
C17	63.00'	48.09'	43°43'55"
C18	37.00'	28.24'	43°43'55"
C19	46.00'	36.13'	45°00'00"
C20	26.00'	27.60'	60°49'44"
C21	245.27'	32.41'	7°34'20"
C22	1482.26'	17.15'	0°39'46"
C23	1482.26'	28.71'	1°06'35"
C24	1482.26'	27.96'	1°04'51"
C25	1482.26'	7.96'	0°18'28"

EASEMENT LINE TABLE		
LINE	DIRECTION	LENGTH
L2	S 21°59'49" W	34.30'
L3	S 19°23'47" W	61.39'
L4	S 16°02'42" W	30.61'
L5	N 47°17'38" E	21.91'
L6	N 61°19'53" E	25.85'
L7	N 11°16'05" E	22.47'
L8	N 11°16'05" E	22.47'
L9	S 35°13'45" E	45.74'
L10	S 01°34'40" W	8.38'

SURVEYORS CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 4857264 as prescribed under the laws of the State of Utah. I further certify that by authority of the owner, I have made a survey of the land shown on this plat and described hereon, and have combined said land into one (1) lot, hereafter to be known as ARTS & CULTURE SUBDIVISION and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

LEGAL DESCRIPTION

PARCEL 1

PART OF LOT 46, PROSPECTOR SQUARE SUBDIVISION, according to the official plat thereof, on file and of record in the office of the Summit County Recorder, described as follows:

Beginning at a point which is north 551.85 feet and east 93.95 feet from the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 47°22' East 124.28 feet to a point of a 267.00 foot radius curve to the right, the radius point of which is South 49°30'36" West 267.00 feet; said point also being the westerly right-of-way line of Bonanza Drive; thence along the arc of said curve and westerly right-of-way line 259.05 feet; thence North 42°38' West 215.79 feet to the point of beginning.
(Tax Serial No. PSA-46-A-X)

PARCEL 2

LOT 46-B, RESUBDIVISION OF LOT 46 PROSPECTOR SQUARE, according to the official plat thereof, recorded March 15, 1985, as Entry No. 231818, of the official records in the office of the Summit County Recorder.
(Tax Serial No. PSA-46-RE-B-X)

PARCEL 3

LOT 46-C, RESUBDIVISION OF LOT 46 PROSPECTOR SQUARE, according to the official plat thereof, recorded March 15, 1985, as Entry No. 231818, of the official records in the office of the Summit County Recorder.
(Tax Serial No. PSA-46-RE-C-X)

PARCEL 4

LOT 46-D, RESUBDIVISION OF LOT 46 PROSPECTOR SQUARE, according to the official plat thereof, recorded March 15, 1985, as Entry No. 231818, of the official records in the office of the Summit County Recorder.
(Tax Serial No. PSA-46-RE-D-X)

PARCEL 5

Beginning at a point at the center of Section 9 Township 2 South Range 4 East Salt Lake Base and Meridian running thence South 89°44'14" East along Quarter Section Line 693.765 feet to northerly Right of Way Line Union Pacific Railroad Right of Way; thence South 64°24'48" West along said northerly line 773.24 feet to Quarter Section Line; thence North 0°37'14" East along said Quarter Section Line 337.15 feet to beginning.

Excepting therefrom:

Beginning at a point which is South 89°44'14" East along a center of Section Line 30.17 feet from the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence South 89°44'14" East along said center of Section Line 70.27 feet; thence South 20°20'25" West 300.03 feet to a point on the northerly Right of Way line of the Union Pacific Railroad; thence South 64°24'48" West along said Right of Way line 94.89 feet; thence North 89°22'45" East 224.37 feet to a point on the outherly Right of Way line of Summit Drive; thence 89°22'45" East along Summit Drive Right of Way line 10.22 feet to a point on a Center of Section Line; thence North 0°37'15" East along said center of Section Line 28.15 feet; thence North 20°20'25" East 89.42 feet to the point of beginning.

Also excepting the Centura Common Subdivision.

Also excepting the following:

Beginning at a point that is South 00°37'14" West 62.50 feet along the center section line from the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being the northeasterly corner of the parcel described in that certain Quitclaim Deed recorded April 7, 1981, as Entry No. 178104 in the office of the recorder, Summit County, Utah; and running thence East 7.73 feet to the west boundary of that certain Special Warranty Deed recorded September 30, 1981, as Entry No. 184122 in the office of the recorder, Summit County, Utah; thence coincident with said west boundary South 20°20'25" West 22.91 feet to the center section line from the center of said Section 9; thence coincident with the center section line and the east boundary of said Quitclaim Deed North 00°37'14" East 21.48 feet to the point of beginning.
(Tax Serial No. SA-109-G-X-X)

PARCEL 6

PARCELS A AND B, KEARNS BUSINESS CENTER SUBDIVISION, according to the official plat thereof on file and of record in the office of the Summit County Recorder.
(Tax Serial No. KBC-A-X & KBC-B-X)

PARCEL 7

Beginning at a point South 00 degrees 37 minutes 14 seconds West 62.50 feet along a section line and West 90.00 feet from the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence West 85.00 feet; thence North 00 degrees 13 minutes 40 seconds East 162.00 feet; thence East 85.00 feet; thence South 00 degrees 13 minutes 40 seconds West 162.00 feet to the point of beginning.
(Tax Serial No. PCA-110-G-2-A-X)

PARCEL 8

A parcel of land situated in Park City, Summit County, State of Utah:

Beginning at the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence South 00 degrees 37 minutes 14 seconds West along the center section line 62.50 feet; thence West 90.00 feet; thence North 00 degrees 13 minutes 40 seconds East 270.00 feet; thence East 90.28 feet to the center section line; thence South 00 degrees 13 minutes 40 seconds West along said center section line 207.25 feet to the point of beginning.
(Tax Serial No. PCA-110-G-3-X)

PARCEL 9

Beginning at a point North 89°44'40" West along the center section line 283.68 feet and South 63.76 feet from the center section corner of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 01°34'40" East 375.29 feet to the southerly right-of-way line of State Highway U-248, said point being on a curve to the left, the radius point of which is North 27°08'01" West 1482.26 feet; thence northeasterly along the arc of said curve and said right-of-way line 124.46 feet; thence South 01°34'40" West 436.65 feet; thence West 108.00 feet to the point of beginning.
(Tax Serial No. PCA-110-G-1-X)

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that Park City Municipal Corporation is the owner of the above described parcels of land, and hereby causes the same to be unified into one lot of record, together with easements as set forth to be hereafter known as ARTS & CULTURE SUBDIVISION and does hereby dedicate for the perpetual use of the public the areas shown on this plat as intended for public use. The undersigned owner also hereby conveys to any and all public utility companies a perpetual, non-exclusive easement over any public utility easements shown on this plat, the same to be used for the installation, maintenance and operation of utility lines and facilities. The undersigned owner also hereby conveys any other easements as shown on this plat to the parties indicated and for the purposes shown hereon.

In witness whereof, the undersigned set his hand this _____ day of _____, 2020.

Park City Municipal Corporation, a Utah municipal corporation

By: _____
Ryan Dickey, Mayor

ACKNOWLEDGMENT

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

On this _____ day of _____ 2020, Andy Beerman personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he is the Mayor of Park City Municipal Corporation, a Utah municipal corporation, and that said document was signed by him on behalf of said corporation, and he acknowledged to me that he executed ARTS & CULTURE SUBDIVISION.

By: _____
Notary Public

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

BONANZA PARK SUBDIVISION

LOCATED IN SECTION 9
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

SHEET 1 OF 2

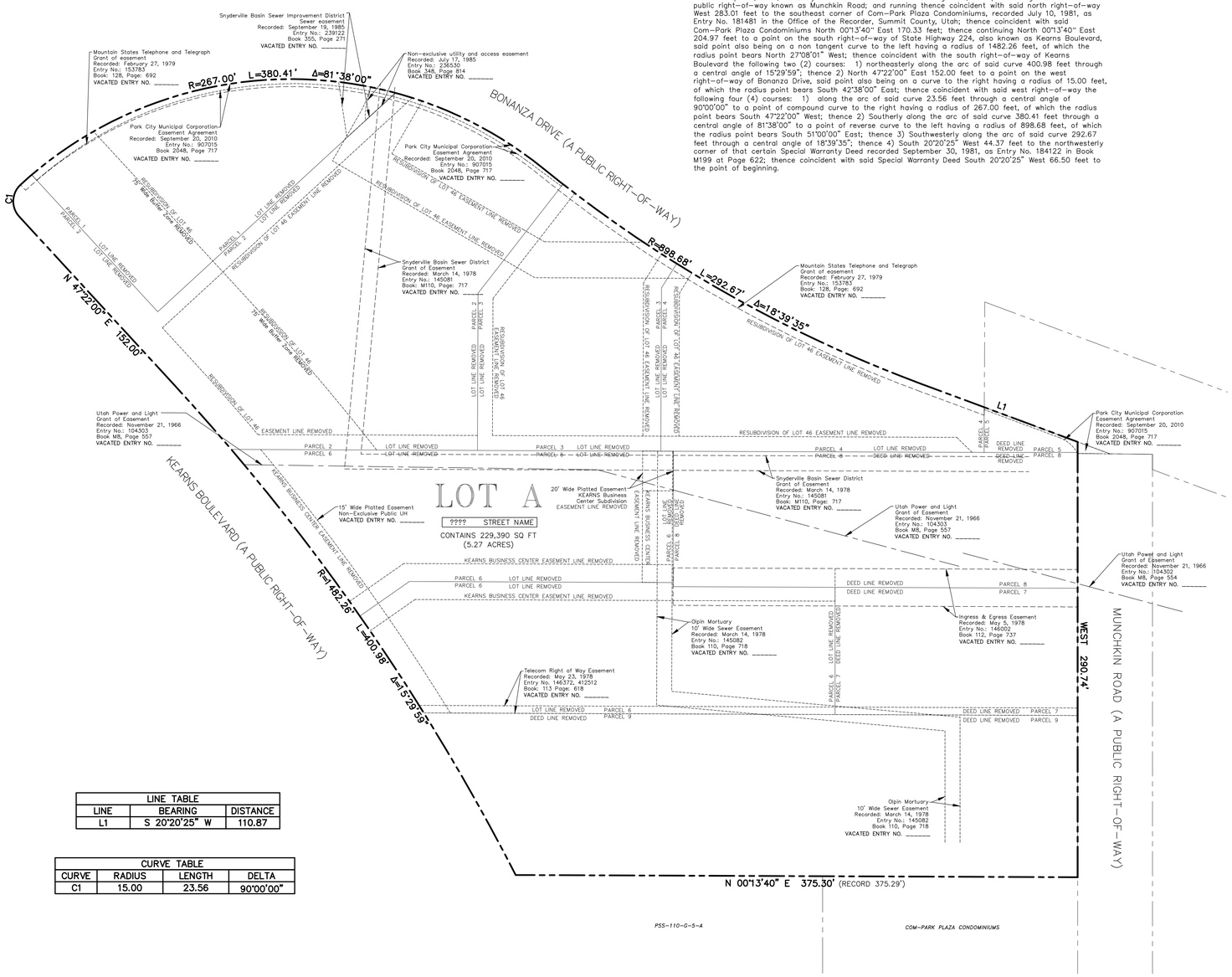
4/30/26 JOB NO.: 08-07-25 FILE: X:\BonanzaPark\dwg\2026\Bonanza Park 2026 Plat Amendment.dwg

PUBLIC SAFETY ANSWERING POINT APPROVAL	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COUNCIL APPROVAL AND ACCEPTANCE	CERTIFICATE OF ATTEST	RECORDED
APPROVED THIS _____ DAY OF _____, 2026	REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2026	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS ____ DAY OF _____, 2026	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2026	APPROVED AS TO FORM THIS _____ DAY OF _____, 2026	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2026	I CERTIFY THIS PLAT WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2026	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
BY _____ SUMMIT COUNTY GIS COORDINATOR	BY _____ ENGINEERING DEPARTMENT	BY _____ CHAIR	BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ MAYOR	BY _____ PARK CITY RECORDER	_____ FEE _____ RECORDER TIME _____ DATE _____ ENTRY NO. _____

OVERALL BOUNDARY DESCRIPTION

A parcel of land located in Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point East 7.05 feet and South 62.50 feet from the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being South 89°45'07" East 2656.06 feet (record bearing and distance South 89°44'40" East 2656.13 feet) from the west quarter corner of said Section 9; and running thence West 7.73 feet to the northeasterly corner of that certain Quitclaim Deed recorded April 7, 1981, as Entry No. 178104 in Book M184 at Page 106, said point being on the north public right-of-way known as Munchkin Road; and running thence coincident with said north right-of-way West 283.01 feet to the southeast corner of Com-Park Plaza Condominiums, recorded July 10, 1981, as Entry No. 181481 in the Office of the Recorder, Summit County, Utah; thence coincident with said Com-Park Plaza Condominiums North 00°13'40" East 170.33 feet; thence continuing North 00°13'40" East 204.97 feet to a point on the south right-of-way of State Highway 224, also known as Kearns Boulevard, said point also being on a non tangent curve to the left having a radius of 1482.26 feet, of which the radius point bears North 27°08'01" West; thence coincident with the south right-of-way of Kearns Boulevard the following two (2) courses: 1) northeasterly along the arc of said curve 400.98 feet through a central angle of 15°29'59"; thence 2) North 47°22'00" East 152.00 feet to a point on the west right-of-way of Bonanza Drive, said point also being on a curve to the right having a radius of 15.00 feet, of which the radius point bears South 42°38'00" East; thence coincident with said west right-of-way the following four (4) courses: 1) along the arc of said curve 23.56 feet through a central angle of 90°00'00" to a point of compound curve to the right having a radius of 267.00 feet, of which the radius point bears South 47°22'00" West; thence 2) Southerly along the arc of said curve 380.41 feet through a central angle of 81°38'00" to a point of reverse curve to the left having a radius of 898.68 feet, of which the radius point bears South 51°00'00" East; thence 3) Southwesterly along the arc of said curve 292.67 feet through a central angle of 18°39'35"; thence 4) South 20°20'25" West 44.37 feet to the northwesterly corner of that certain Special Warranty Deed recorded September 30, 1981, as Entry No. 184122 in Book M199 at Page 622; thence coincident with said Special Warranty Deed South 20°20'25" West 66.50 feet to the point of beginning.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 20°20'25" W	110.87

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	15.00	23.56	90°00'00"

LEGAL DESCRIPTION

PARCEL 1

PART OF LOT 46, PROSPECTOR SQUARE SUBDIVISION, according to the official plat thereof, on file and of record in the office of the Summit County Recorder, described as follows:

Beginning at a point which is north 551.85 feet and east 93.95 feet from the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 47°22' East 124.28 feet to a point of a 267.00 foot radius curve to the right, the radius point of which is South 49°30'36" West 267.00 feet; said point also being the westerly right-of-way line of Bonanza Drive; thence along the arc of said curve and westerly right-of-way line 259.05 feet; thence North 42°38' West 215.79 feet to the point of beginning.
(Tax Serial No. PSA-46-A-X)

PARCEL 2

LOT 46-B, RESUBDIVISION OF LOT 46 PROSPECTOR SQUARE, according to the official plat thereof, recorded March 15, 1985, as Entry No. 231818, of the official records in the office of the Summit County Recorder.
(Tax Serial No. PSA-46-RE-B-X)

PARCEL 3

LOT 46-C, RESUBDIVISION OF LOT 46 PROSPECTOR SQUARE, according to the official plat thereof, recorded March 15, 1985, as Entry No. 231818, of the official records in the office of the Summit County Recorder.
(Tax Serial No. PSA-46-RE-C-X)

PARCEL 4

LOT 46-D, RESUBDIVISION OF LOT 46 PROSPECTOR SQUARE, according to the official plat thereof, recorded March 15, 1985, as Entry No. 231818, of the official records in the office of the Summit County Recorder.
(Tax Serial No. PSA-46-RE-D-X)

PARCEL 5

Beginning at a point at the center of Section 9 Township 2 South Range 4 East Salt Lake Base and Meridian running thence South 89°44'14" East along Quarter Section Line 693.765 feet to northerly Right of Way Line Union Pacific Railroad Right of Way; thence South 64°24'48" West along said northerly line 773.24 feet to Quarter Section Line; thence North 0°37'14" East along said Quarter Section Line 337.15 feet to beginning.

Excepting therefrom:

Beginning at a point which is South 89°44'14" East along a center of Section Line 30.17 feet from the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence South 89°44'14" East along said center of Section Line 70.27 feet; thence South 20°20'25" West 300.03 feet to a point on the northerly Right of Way line of the Union Pacific Railroad; thence South 64°24'48" West along said Right of Way line 94.89 feet; thence North 89°22'45" East 224.37 feet to a point on the outherly Right of Way line of Summit Drive; thence 89°22'45" East along Summit Drive Right of Way line 10.22 feet to a point on a Center of Section Line; thence North 0°37'15" East along said center of Section Line 28.15 feet; thence North 20°20'25" East 89.42 feet to the point of beginning.

Also excepting the Centura Common Subdivision.

Also excepting the following:

Beginning at a point that is South 00°37'14" West 62.50 feet along the center section line from the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being the northeasterly corner of the parcel described in that certain Quitclaim Deed recorded April 7, 1981, as Entry No. 178104 in the office of the recorder, Summit County, Utah; and running thence East 7.73 feet to the west boundary of that certain Special Warranty Deed recorded September 30, 1981, as Entry No. 184122 in the office of the recorder, Summit County, Utah; thence coincident with said west boundary South 20°20'25" West 22.91 feet to the center section line from the center of said Section 9; thence coincident with the center section line and the east boundary of said Quitclaim Deed North 00°37'14" East 21.48 feet to the point of beginning.
(Tax Serial No. SA-109-G-X-X)

PARCEL 6

PARCELS A AND B, KEARNS BUSINESS CENTER SUBDIVISION, according to the official plat thereof on file and of record in the office of the Summit County Recorder.
(Tax Serial No. KBC-A-X & KBC-B-X)

PARCEL 7

Beginning at a point South 00 degrees 37 minutes 14 seconds West 62.50 feet along a section line and West 90.00 feet from the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence West 85.00 feet; thence North 00 degrees 13 minutes 40 seconds East 162.00 feet; thence East 85.00 feet; thence South 00 degrees 13 minutes 40 seconds West 162.00 feet to the point of beginning.
(Tax Serial No. PCA-110-G-2-A-X)

PARCEL 8

A parcel of land situated in Park City, Summit County, State of Utah:

Beginning at the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence South 00 degrees 37 minutes 14 seconds West along the center section line 62.50 feet; thence West 90.00 feet; thence North 00 degrees 13 minutes 40 seconds East 270.00 feet; thence East 90.28 feet to the center section line; thence South 00 degrees 13 minutes 40 seconds West along said center section line 207.25 feet to the point of beginning.
(Tax Serial No. PCA-110-G-3-X)

PARCEL 9

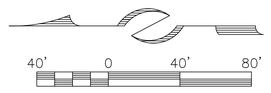
Beginning at a point North 89°44'40" West along the center section line 283.68 feet and South 63.76 feet from the center section corner of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 0°13'40" East 375.29 feet to the southerly right-of-way line of State Highway U-248, said point being on a curve to the left, the radius point of which is North 27°08'01" West 1482.26 feet; thence northeasterly along the arc of said curve and said right-of-way line 124.46 feet; thence South 0°13'40" West 436.65 feet; thence West 108.00 feet to the point of beginning.
(Tax Serial No. PCA-110-G-1-X)

NOTES

1. This plat is subject to the Conditions of Approval in the Final Action Letter dated _____, 2026, and on file with the Planning Department (PL-26-_____).

2. A Right-of-Way Easement recorded December 10, 1973, as Entry No. 121750 in Book M52 at Page 593 for communications equipment affects this property. No description for the easement is given and cannot be located.

3. Resubdivision of Lot 46 Prospector Square, recorded March 15, 1985, as Entry No. 231818 in the Office of the Summit County Recorder and Kearns Business Center Subdivision, recorded September 24, 1992, as Entry No. 366123 in the Office of the Summit County Recorders Office are superceded by this plat amendment and easements are removed.



(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

BONANZA PARK SUBDIVISION

LOCATED IN SECTION 9
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

JOB NO.: 08-07-25 FILE: X:\BonanzaPark\dwg\2026\Bonanza Park 2026 Plat Amendment.dwg

4/30/26

RECORDED RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF _____
_____ _____
FEE RECORDER
TIME _____ DATE _____ ENTRY NO. _____

Stantec

Memo

To:	Park City Municipal Corporation	From:	Izabella Z. Nuckels Austin, Texas
Project/File:	5 Acre Site	Date:	September 2, 2026

Reference: 5 Acre Site, Park City, Utah

1 Scope

The scope of this task order was to provide recommendations regarding design character and material expression for a proposed new-construction mixed-use development within the Bonanza Park neighborhood. Specifically, this memorandum outlines:

- If compatibility with the City's commercial historic districts is the guiding basis for the design and materials, what are the recommended considerations for a project of this massing and scale?
- If compatibility with the City's industrial railyard history and the tie to historic mine sites is the guiding basis for the design and materials, what are the recommended considerations for a project of this massing and scale?

2 Methodology

This memo uses analysis of typical features across the City's commercial historic districts and industrial railyards and historic mine sites to identify character-defining features of related extant buildings. Guidance for compatibility is based on National Park Service recommendations for infill and additions and the principles of the Secretary of the Interior Standards for the Treatment of Historic Properties. The analysis focuses on historic contexts that are most relevant to the proposed development's scale, use, and location within the Bonanza Park neighborhood. While the concept proposal incorporates certain architectural elements commonly associated with Park City's residential historic districts, the proposed project is a large mixed-use development situated within a historically commercial and industrial area. Accordingly, this memorandum focuses on the City's commercial historic districts and industrial/mining heritage as the primary sources of precedent for evaluating overall massing, material expression, and design compatibility.

Material recommendations developed by the Park City Municipal Corporation (PCMC) Materials Committee are recommended for reference to verify and identify compatible materials.

Reference: **5 Acre Site, Park City, Utah**

3 Analysis of Character-Defining Features of Park City's Commercial Historic Districts and Recommended Considerations for Compatibility:

Park City's commercial historic districts developed primarily during the late nineteenth- and early twentieth-century mining era and the rebuilding period following the 1898 fire. The districts are characterized by a cohesive collection of commercial block buildings that form a continuous, pedestrian-oriented streetscape. Historic buildings generally range from one to three stories in height and exhibit a consistent relationship to the sidewalk, creating a strong and well-defined street wall. Historic materials commonly include brick masonry, stone foundations and trim, painted wood storefront components, wood windows and doors, metal cornices, and decorative cast-iron or pressed-metal elements. See **Figures 1** and **2** for examples of character-defining features of the commercial historic districts.

3.1 Character-Defining Features

- Strong pedestrian orientation and active ground-floor uses
- Contiguous street-front development with little or no setback
- Narrow storefront bays that reflect historic lot patterns
- One- to three-story building heights
- Simple rectangular building forms
- Flat roofs concealed behind parapets
- Recessed storefront entrances
- Large storefront display windows
- Vertically proportioned upper-story windows
- Distinct base, middle, and top façade organization
- Decorative cornices and parapet detailing
- Consistent street wall and building alignment
- Human-scaled façade articulation
- Repetitive façade modules reflecting historic parcel widths
- Strong solid-to-void relationships between masonry walls and window openings

3.2 Historic Materials

- Brick masonry

- Natural stone foundations and trim
- Painted wood storefront elements
- Horizontal wood cladding
- Wood windows and doors
- Cast-iron storefront components
- Pressed-metal ornament
- Decorative sheet-metal cornices

3.2.1 Examples of Compatible Contemporary Materials

- Contemporary brick masonry
- Architectural precast concrete with masonry-like texture
- Composite panels
- Fiber cement panels
- Cast stone accents
- Dark bronze or blackened steel storefront systems
- Anodized aluminum storefront systems with muted finishes
- High-performance glazing within vertically proportioned openings
- Heavy timber or mass timber elements
- Weathering steel accents
- Architectural metal panels used in a subordinate manner

3.3 Recommended Design Considerations

If compatibility with the City's commercial historic districts serves as the primary design basis, the project should reference the district's pedestrian-oriented character, building rhythm, and masonry material palette. Large building masses should be visually divided into smaller façade modules that reflect the scale of traditional commercial blocks. Ground-floor façades should emphasize transparency, active storefronts, and pedestrian engagement. Upper stories should maintain a balanced solid-to-void ratio and utilize vertically proportioned openings that reinforce the historic rhythm of the district. Contemporary interpretations of storefronts, parapets, and masonry façades can reinforce historic character while avoiding direct replication of historic architecture. Compatible materials such as brick masonry, stone, dark metal storefront systems, and heavy timber can provide visual continuity with the historic district while contemporary detailing clearly identifies the building as new. PCMC worked with a Materials Advisory Committee to identify a Materials Evaluation Framework for non-traditional cladding materials, which was presented at the June 3, 2025,

Historic Preservation Board meeting. The Framework recommends a variety of compatible alternative materials. As part of the discussion, it was noted that “masonry should only be used in a manner used historically.” For buildings associated with Park City’s commercial historic districts, stone masonry appears to have been historically used for foundations and retaining walls; brick masonry was historically used as a primary cladding material.

4 Analysis of the Characteristics of Park City's Industrial Railyard History and Historic Mine Sites and Recommended Considerations for Combability

Park City's industrial landscape evolved from its mining economy and the transportation infrastructure that supported it. Historic mine sites included headframes, hoist houses, machine shops, compressor houses, mill buildings, warehouses, boarding houses, and other support facilities. These buildings were typically utilitarian in character, emphasizing function, durability, and efficiency. Historic industrial sites were commonly organized around transportation corridors, mine shafts, tramways, and processing facilities, creating a landscape defined by engineering and production. Historic materials commonly included heavy timber framing, structural steel, corrugated metal, industrial wood siding, brick masonry, stone retaining walls, and concrete foundations. See **Figure 3** for examples of character-defining features of historic mine sites.

4.1 Character-Defining Features

- Simple utilitarian building forms
- Functional massing and organization
- Strong structural expression
- Large repetitive structural bays
- Exposed structural systems
- Large industrial openings and loading doors
- Horizontal warehouse-like forms
- Industrial-scale building volumes
- Relationships to transportation infrastructure
- Relationships to mountain topography and natural landforms
- Industrial circulation patterns organized around movement of materials
- Durable materials exhibiting weathering and patina

- Visible evidence of engineering and industrial processes
- Limited ornamentation with emphasis on functionality

4.2 Historic Materials

- Heavy timber framing
- Structural steel
- Corrugated metal cladding
- Concrete foundations
- Concrete or stone retaining walls
- Industrial wood siding
- Board-and-batten siding
- Riveted metal construction
- Metal roofs

4.3 Examples of Compatible Contemporary Materials

- Weathering steel (Cor-Ten)
- Exposed steel framing
- Architectural concrete
- Board-formed concrete
- Heavy timber and mass timber construction
- Corrugated metal panels
- Standing-seam metal panels
- Zinc cladding
- Dark bronze architectural metals
- Contemporary steel-framed glazing systems
- Architectural mesh and metal screening systems
- Exposed connection and fastening systems that express structure honestly

4.4 Recommended Design Considerations

If compatibility with the City's industrial railyard history and historic mine sites serves as the primary design basis, the project should emphasize simple forms, structural expression, and durable industrial materials. Building massing may draw inspiration from warehouses, machine shops, and industrial support buildings through repetitive bays, expressed structure, and carefully articulated volumes. Materials such as weathering steel, exposed steel framing, board-formed concrete, mass timber, and corrugated metal can reference the character of Park City's mining and industrial landscapes while being employed through contemporary construction methods. Particular attention should be placed on expressing structure honestly and creating a material palette that references the historic industrial environment without replicating individual mining buildings or railroad facilities. PCMC worked with a Materials Advisory Committee to identify a Materials Evaluation Framework for non-traditional cladding materials, which was presented at the June 3, 2025, Historic Preservation Board meeting. The Framework recommends a variety of compatible alternative materials. As part of the discussion, it was noted that “masonry should only be used in a manner used historically.” For buildings associated with Park City’s industrial and mining eras, stone masonry appears to have been historically used for foundations and retaining walls.

4.5 Compatible but Differentiated

National Park Service guidance emphasizes that new construction within or adjacent to historic districts should be both compatible with and differentiated from historic resources. Compatibility is achieved through responding to the established scale, massing, proportions, materials, rhythm, and spatial relationships that define the historic environment. Differentiation is achieved through contemporary detailing, modern construction methods, and architectural expression that clearly convey the building's contemporary origin. A new building should reinforce the character of the district without creating a false sense of historical development.

For the Bonanza Park development, compatibility could be achieved through elements such as brick masonry, vertically proportioned openings, articulated storefront bays, and pedestrian-oriented building fronts inspired by the commercial historic districts, or weathering steel, exposed structural elements, heavy timber, and industrial-inspired detailing derived from the city's mining and railroad history. Contemporary window systems, modern material assemblies, simplified detailing, and current sustainability requirements should remain visible and legible. The project should not attempt to reproduce a historic commercial block, mine building, or railroad structure. Instead, it should interpret the underlying design principles and material character of these historic resources through a contemporary architectural vocabulary, allowing the development to contribute to Park City's evolving built environment while respecting its historic identity.

5 Bonanza Park Context and Design Direction

The Bonanza Park neighborhood has historical associations with both Park City's mining industry and the rail infrastructure that supported it. When rail service reached Park City in the 1880s, two rail lines converged in Bonanza Park, providing an important link between the mines and outside markets. The neighborhood later evolved into a commercial and residential area while retaining physical and historical connections to the city's mining economy. As a result, the neighborhood's commercial, industrial, and transportation history provides important context for evaluating design compatibility for new development.

Table 1. Commercial and Industrial Historic Precedents and Contemporary Design Applications

Historic Commercial District Precedent	Industrial/Mining Precedent	Potential Contemporary Application
Pedestrian-oriented storefronts and active street frontage	Functional buildings organized around production and movement of materials	Active ground-floor uses, transparent storefronts, and strong pedestrian engagement
Continuous street wall and consistent building alignment	Large-scale industrial and warehouse forms	Clearly defined street edges with articulated building masses
Narrow storefront bays and repetitive façade rhythm	Repetitive structural bays and modular industrial construction	Façade articulation that breaks larger buildings into smaller visual modules
Brick masonry commercial buildings	Steel, timber, corrugated metal, and concrete construction	Material palettes that combine masonry with metal, timber, and concrete elements
Vertically proportioned window openings	Large industrial openings and expressed structure	Contemporary window systems that reinforce building rhythm while accommodating modern uses
Decorative cornices, parapets, and storefront detailing	Limited ornamentation and emphasis on function	Simplified contemporary detailing that references historic proportions without replication
Human-scaled commercial blocks	Durable industrial buildings designed for long-term use	Design that balances pedestrian-scaled experiences with larger mixed-use building forms
Historic commercial streetscape patterns	Historic rail, mining, and industrial development patterns	Site planning and material selection that acknowledge the neighborhood's commercial and industrial heritage

As shown above, Park City's commercial historic districts and industrial/mining resources offer different but complementary sources of precedent. The commercial historic districts provide guidance regarding pedestrian orientation, storefront character, façade rhythm, and urban form, while industrial and mining resources provide guidance regarding massing, structural expression, materiality, and the interpretation of the neighborhood's historic development patterns. A contemporary mixed-use development in Bonanza Park may draw from both traditions to create a design that responds to the neighborhood's history while remaining clearly of its own time.

Reference: **5 Acre Site, Park City, Utah**

The proposed development incorporates residential uses; however, historic residential district precedents are less directly applicable to the evaluation of overall massing, scale, materials, and architectural character for a project of this size and type. Park City's historic residential districts are generally characterized by detached buildings, smaller building footprints, and residential development patterns that differ substantially from a large mixed-use project located within a historically commercial and industrial area. Residential historic district features may inform selected architectural elements, but the commercial historic districts and the industrial and mining heritage of Bonanza Park provide more directly relevant precedents for evaluating the project's overall form, material expression, and relationship to its setting.

Accordingly, the most appropriate design approach may be one that draws from both commercial and industrial precedents. Such an approach can incorporate the pedestrian-oriented qualities, storefront character, and masonry traditions associated with Park City's commercial historic districts while also reflecting the durable materials, structural expression, and industrial character associated with the city's mining and rail history. This approach would allow the project to acknowledge the historical development of Bonanza Park while clearly expressing its contemporary construction and use.

5.1 Key Principles for Respectful Modern Material Use

- Prioritize compatibility over imitation
- Respect historic scale, proportions, and façade rhythms
- Use authentic, durable materials rather than synthetic imitations
- Draw inspiration from historic materials and building traditions without copying specific details
- Maintain a subordinate visual relationship to historic resources
- Express modern materials through contemporary detailing and craftsmanship
- Avoid highly reflective materials, exaggerated forms, or architectural features that compete with historic resources
- Balance historic and modern influences by using historic patterns and proportions alongside contemporary material assemblies and construction techniques
- Ensure that new construction is recognizable as a product of its own time while reinforcing the character of the surrounding historic environment

Thank you,

Stantec Consulting Services Inc.



Izabella Z. Nuckels MSHP, AIC PA
Historic Preservation Specialist
Phone: (512) 831-6189

Reference: **5 Acre Site, Park City, Utah**

Mobile: (737) 368-1515
izabella.nuckels@stantec.com

stantec.com

Attachment: Attachment A: Features of the Commercial Historic Districts and Historic Mining Sites

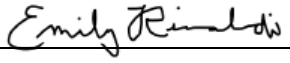
Reference: **5 Acre Site, Park City, Utah**

Disclaimer

The conclusions in the Report titled Park City Municipal Corporation are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from Park City Municipal Corporation (the "Client") and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided by the Client to applicable authorities having jurisdiction and to other third parties in connection with the project, Stantec disclaims any legal duty based upon warranty, reliance or any other theory to any third party, and will not be liable to such third party for any damages or losses of any kind that may result.

Prepared by:		Signature
	Izabella Nuckels	Printed Name
Reviewed by:		Signature
	Emily Rinaldi-Williams	Printed Name
Approved by:		Signature
	Emily Reed	Printed Name

Reference: **5 Acre Site, Park City, Utah**

Attachment A: Features of the Commercial Historic Districts and Historic Mining Sites



Figure 1. Characteristics of Park City's Commercial Historic Districts. Source: Google StreetView.

Reference: **5 Acre Site, Park City, Utah**



Figure 2. Characteristics of Park City's Commercial Historic Districts. Source: Google StreetView.

Reference: **5 Acre Site, Park City, Utah**

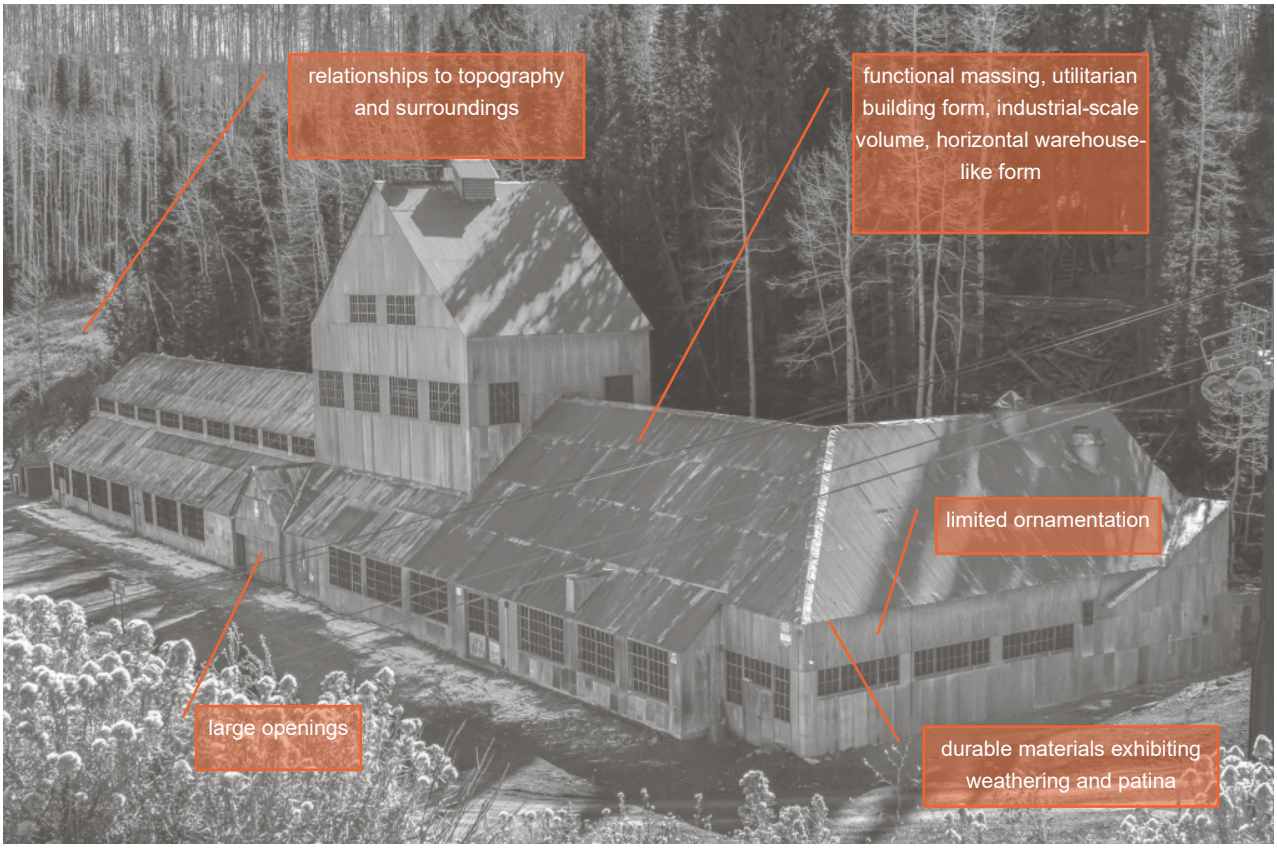


Figure 3. Characteristics of Historic Mine Sites. Silver King Mine. Source: Park City Museum.

METHODS CONSULTING

To: John Robertson, City Engineer **Project #:** 26-169 Task 1

From: Scott Johnson, PE, PTOE **Date:** 7/10/2026

Jeremy Searle, PE, PTOE

Subject: Independent Technical Review: 5-Acre Development Parking Study

METHODS Consulting was asked to review the parking study (PS) for the proposed 5-Acre Development in Park City, Utah. The PS is dated June 26, 2026, and includes an analysis of the anticipated parking supply and demand. The purpose of this memorandum is to provide an independent 3rd party review of the PS and summarize our comments and findings.

The TIS was reviewed and a summary of our comments and observations are provided below.

TECHNICAL REVIEW

1. **City Code Requirements**
    a. The text of the memo says that the City would require 165 parking spaces according to the Park City Municipal Code, but the total at the bottom of Table 2 (and elsewhere in the report) is 209 spaces.
    b. Is the assumption that the retail & service commercial minor, personal service parking requirement applies to the resident leasing office? Also, 3.0 spaces per 1,000 square feet would calculate to 6 spaces required for the leasing office, not 7 spaces.
    c. Section 15-4-9 of the Park City Municipal Code states that, for a child care center, one off-street parking space shall be provided for each employee *in addition* to the underlying parking requirements outlined in Section 15-3-6. Section 15-3-6 refers to Section 15-4-9 for child care center parking requirements. It should be verified what is meant by underlying parking requirements as it could potentially mean that more than four parking spaces may be required for this land use.
    d. Section 15-3-6 states that when calculating required parking spaces results in a fractional number, the number of spaces required must be rounded up to the next whole number. Thus, the required parking

spaces for the 8,100 square-foot non-profit arts spaces should be 9 instead of 8.

e. Both the café and restaurant in buildings 4 and 6, respectively, are shown to have outdoor seating on the site plan. Were the outdoor seating areas included in the net leasable floor areas used for the parking requirement calculations?

f. The square footage of the non-residential land uses adds to 30,299 square feet, including the 4,299 square feet listed on the site plan for the childcare tenant space. The building use area table in the site plan lists a total of 32,581 square feet of ground floor non-residential leasable area. There appears to be approximately 2,300 square feet of leasable area that is not accounted for.

g. Bicycle parking requirements (Section 15-3-9 of the Park City Municipal Code) were not addressed in this memo. Outdoor bicycle parking is labeled on the site plan, but enclosed bicycle storage does not appear to be provided.

2. **ITE Parking Demand**

   a. The land uses in Table 2 and Table 3 do not align. The non-profit arts spaces and residential leasing office are listed in Table 2 but not Table 3. Conversely, public park is listed in Table 3 but not Table 2.

   b. Should the fitness studio shown on the site plan in building 3 have its own land use in Table 3? ITE has a land use code for this, 492-Health/Fitness Club.

3. **Event Center Analysis**

   a. Why was the requirement of 1 space per 4 seats used instead of 5 spaces per 1,000 square feet of floor area?

   b. The calculation of required parking spaces for an event appears to be incorrect. 980 seats divided by four would be 245 spaces, not 270.

4. **Other Comments**

   a. The site plan indicates an area intended to be used for food trucks. Were food truck events considered in any of these analyses?

   b. The layout and access plan for the parking facilities isn't shown on the site plan nor is it described in the text of the memo.

c. Will residential parking be cordoned off from other uses? How many spaces will be reserved for residents? Will there be permits required? Will permits be included in the lease or will there be additional fees? Will permits coincide with specific reserved spaces in the parking garage or will it just grant access to the lot?

d. Will parking spaces be assigned to non-residential tenants or will it be a shared pool? Will parking be limited to employees/patrons of the on-site commercial establishments? Will non-patrons be allowed to park here? How will this be monitored?

EXCESS PARKING DISCUSSION

The parking study recommended that 260 parking spaces would be sufficient to meet the parking demands of the proposed project based on ITE Parking Generation data. It appears that the Park City Municipal Code would only require 209 parking spaces on site. As it is currently proposed, the project will provide 289 parking spaces.

Providing significantly more parking stalls than is required by City code raises concerns that the excess parking provided will result in higher traffic generated by the site than if the minimum number of parking spaces were provided.

Parking Demand vs. Trip Generation

There is not a direct correlation between the number of parking spaces provided for a land use and the number of trips that will be generated by that land use, because the number and timing of trips generated by a land use vary widely.

For example, trips generated by an office building generally consist of employees arriving in the morning and leaving in the evening, with most vehicles remaining in the parking lot the entire day. Trips generated by a fast-food restaurant will arrive on site and stay only for a short time before leaving, with parking spaces turning over up to two or three times per hour. Thus, many more trips are being generated with much fewer parking spaces on site. If the fast-food restaurant has a drive-through window, there will likely be even more trips generated compared to the number of parking spaces being needed on site.

Parking Management

Reduced parking serves as a disincentive for driving by making it more of a challenge, which aligns with Park City's goals of promoting walking, biking, and using transit over single occupancy vehicles.

In the Park City Forward master plan, Park City outlines their transportation goals. One of those is to *"Develop a Park Once Community"*, which encourages drivers to park once, and then use transit and other modes to get around the city. Providing excess parking goes against this goal by encouraging patrons of the development to drive here as well as other locations.

How the excess parking is managed and advertised or presented to the public will determine how much excess traffic is generated. It is recommended that a parking management plan be implemented for the residential and non-residential parking areas. For residential parking this could include assigned parking, parking passes, or some other method to prevent or discourage non-residents from parking in residential parking spaces. For the non-residential parking area this could include monitoring, paid parking, parking validation, or other means. These measures will either prevent or highly discourage the use of excess parking in a way that would generate additional traffic on the surrounding roadways.

Reduced Parking

Providing less parking could result in fewer trips generated by the development. If residential parking is unbundled from leases (every resident doesn't necessarily have access to on-site parking) residents may be more likely to utilize transit. And if parking for the commercial tenants is constrained, employees and patrons may be more likely to walk, bike, carpool, or utilize transit instead of driving personal vehicles to and from the site.

Therefore, the applicant could consider reducing the provided parking to align with Park City goals and further encourage alternate modes of travel to and from the site.

BONANZA 5-ACRE SITE
Parking Management Plan
June 2026

Executive Summary

This Parking Management Plan responds directly to questions regarding the proposed parking supply, long-term parking management program, and operational strategies that will guide parking throughout the life of the project.

The Bonanza 5-Acre Site proposes 280 structured parking spaces compared to the 210 spaces required by the Park City Land Management Code. The proposed parking supply reflects the operational needs of the approved project, not additional development intensity. The Bonanza 5-Acre Site intentionally develops only approximately 38% of the site's developable area, preserving nearly two acres of publicly accessible community gathering space while providing housing, locally-serving commercial uses, arts and cultural amenities, and childcare. Although this lower development intensity results in a lower calculated parking requirement, the proposed parking supply provides the operational flexibility necessary to support the project's unique mix of uses while reducing the potential for parking spillover into surrounding neighborhoods and unnecessary circulation.

The parking required to support the planned ongoing events, outdoor dining, and daily visitation to the park-like amenities being provided are unique and not addressed by the code. This parking will be required to successfully meet the desire for the project to be a vibrant and highly-activated community gathering space.

The City has successfully managed parking throughout the City including the China Bridge Parking Structure, Bonanza Flats, and a park-and-ride lot for Main Street employees. These experiences, combined with the citywide peak day mitigation efforts, informs the Parking Management Plan and the strategy to effectively operate the parking.

Further, providing additional parking does not, by itself, increase vehicle trips. Vehicle trip generation is determined primarily by the project's land uses and is evaluated through the project's Traffic Impact Study (TIS). Likewise, multimodal transportation improvements and transportation demand reduction strategies are evaluated through the project's Transportation Demand Management (TDM) Plan. Rather than duplicating those analyses, this report focuses specifically on how parking will be supplied, allocated, managed, enforced, monitored, and adjusted over time.

The objective of this project and Parking Management Plan is not to maximize parking, but to provide an appropriate parking supply for a community-oriented mixed-use development while also prioritizing the walkability, transit investments, and publicly accessible gathering spaces envisioned by the Bonanza Park Small Area Plan. Successful parking management depends on more than the number of parking spaces provided. Drawing from Park City's experience managing parking at Bonanza Flats and during Peak Day operations, this Plan establishes a comprehensive framework for parking allocation, enforcement, monitoring, and adaptive management.

The proposed parking program is guided by four principles:

- Provide sufficient parking to support the project's mix of residential, commercial, arts, childcare, and community uses.

- Minimize parking spillover into adjacent neighborhoods and unnecessary circulation.
- Monitor parking performance and implement operational adjustments when appropriate to improve efficiency and address changing conditions.

When implemented together with the Traffic Impact Study and Transportation Demand Management Plan, this Parking Management Plan demonstrates that the proposed parking program supports the operational needs of the project while protecting surrounding neighborhoods and advancing the transportation and land use goals established by the Bonanza Park Small Area Plan.

1. Purpose

1.1 Introduction

The Bonanza 5-Acre Site is a mixed-use redevelopment project that includes housing, locally-serving commercial uses, arts and cultural amenities, childcare, publicly accessible open space, and underground structured parking.

The project proposes 280 structured parking spaces compared to the 210 spaces required by the Park City Land Management Code. Nine additional surface parking spaces are proposed along Munchkin Road. However, because these spaces do not satisfy the Land Management Code parking requirements, they are not included in the project's parking calculations.

The purpose of this Parking Management Plan is to explain the rationale for the proposed parking supply and establish how parking will be allocated, managed, enforced, monitored, and adapted throughout the life of the project. The Plan is intended to support project and community residents, businesses, visitors, employees, and publicly accessible gathering spaces while minimizing parking spillover into surrounding neighborhoods and unnecessary circulation while supporting the City's broader transportation objectives.

While the number of parking spaces is an important factor in parking management, successful management depends on how parking is allocated, managed, enforced, monitored, and adjusted over time to respond to changing travel patterns, occupancy, and community needs. Accordingly, this Plan demonstrates how the proposed parking program is intended to support project operations while minimizing impacts on surrounding neighborhoods through active management, enforcement, monitoring, and adaptive management.

This Parking Management Plan should be read in conjunction with the project's Traffic Impact Study (TIS) and Transportation Demand Management (TDM) Plan. The Traffic Impact Study evaluates vehicle trip generation, roadway operations, access design, circulation, and intersection performance, while the TDM Plan identifies strategies to reduce single-occupant vehicle trips through transit, walking, bicycling, ridesharing, and other transportation alternatives. Those analyses are not repeated in this report, which is limited to parking supply and parking management. Together, these documents establish a comprehensive transportation strategy that supports the long-term success of the Bonanza 5-Acre Site while protecting surrounding neighborhoods and advancing the goals of the Bonanza Park Small Area Plan.

2. Parking Supply

2.1 Proposed Parking Supply

The Park City Land Management Code requires 210 parking spaces for the proposed mix of residential, commercial, and other uses. The Bonanza 5-Acre Site proposes a total of 280 structured parking spaces, resulting in 70 spaces above the minimum code requirement.
With the exception of a limited number of surface spaces on Munchkin Road, all parking is located within structured parking below grade, including the 210 required spaces and 70 additional. Locating nearly all parking below grade preserves the surface for community gathering spaces, landscaping, pedestrian circulation, and public activity rather than surface parking lots, reinforcing the project's walkable design while minimizing the visual and functional impacts of surface parking lots.
The proposed parking supply reflects the operational needs of the project rather than simply meeting the minimum code requirement. It is intended to support residents, employees, customers, visitors, and community gathering spaces while reducing the likelihood of parking demand spilling into adjacent neighborhoods.

2.2 Rationale for the Proposed Parking Supply
The proposed parking supply is based on several project-specific considerations.

Reserved Residential Parking- We have dedicated 118 parking spaces dedicated to the residential units. Additional spaces may also be designated to residents if required to meet demand. Because many residential spaces are reserved, fewer spaces are available to support visitors and commercial uses than the total parking count may suggest.

Larger Housing Units- The project includes a significant number of two- and three-bedroom homes designed to accommodate families, which generally generate greater residential parking demand than smaller units. Of the 106 proposed residential units, 24 are three-bedroom units. During project discussions, the City Council expressed support for providing additional parking to better accommodate these larger family-oriented homes. This approach is consistent with the Engine House development, which provided 140 parking spaces compared to the 127 spaces required by the Land Management Code. Providing sufficient on-site residential parking helps ensure residents can reliably park within the development rather than relying on nearby public streets or commercial parking areas.

Mixed-Use Development- The Bonanza 5-Acre Site combines locally-serving commercial uses, arts and cultural spaces, restaurants, housing, and publicly accessible open space within a single development. The project's mix of residential, commercial, arts, childcare, and community uses generates parking demand at different times throughout the day and week, allowing portions of the parking supply to serve multiple users while still requiring sufficient overall capacity.

Community Gathering Spaces- The project includes nearly two acres of publicly accessible gathering space intended to support everyday community use, including informal recreation, arts programming, and events. While the Land Management Code does not require any parking, the flex plaza and amphitheater lawn seating area are proposed to accommodate approximately 56 event tents or approximately 980 attendees.

The proposed parking supply supports these activities while recognizing that larger events will continue to rely on transportation management strategies similar to those used throughout Park City, including transit, remote parking, walking, bicycling, and event-specific traffic and parking management.
See Special Events Parking Memo, Exhibit A, for additional information regarding parking needs and management strategies while hosting special events, including possible parking needs for the community gathering area.

Art Spaces- The Land Management Code requires relatively little parking for the artist studios and arts pavilion in the amount of 1 space per 1,000 square feet, resulting in 8 spaces to support the artist studios in building 2 and 1 space for the arts pavilion. However, these spaces are intended to function as active community destinations rather than passive studio space. Programming may include classes, workshops, performances, exhibits, markets, and similar activities that periodically generate parking demand beyond these minimum code requirements.

Protecting Surrounding Neighborhoods- One of the objectives of the proposed parking supply is to reduce parking spillover into surrounding residential neighborhoods and nearby commercial areas. Providing adequate on-site parking, combined with active management and enforcement, helps ensure parking demand generated by the project remains within the development to the greatest extent practicable.

38% Density and Parking Requirements- The required parking for this project reflects the amount of development proposed, not the amount of land available for development. The current design intentionally occupies only approximately 38% of the developable area, preserving nearly two acres of publicly accessible community gathering space and larger setbacks. A more intensive development utilizing a greater percentage of the site's developable area would generate a substantially higher parking requirement.
The proposed parking supply supports the vision for a community-focused development by providing parking that serves residents, locally-serving businesses, arts programming, and community gathering spaces without increasing the project's development intensity, floor area, or mix of uses. Rather, the additional parking provides operational flexibility to support the approved development program.

Net Neighborhood Parking Inventory- In 2016, the City purchased an existing parking lot (staff report, page 101) and converted it into a park-and-ride lot for Main Street employees (staff report, page 7), providing approximately 214 parking spaces. That facility has since been redeveloped as the EngineHouse project, which includes 140 parking spaces, resulting in a net reduction of 74 spaces.
In addition, the Bonanza 5-Acre Site has historically accommodated 225 parking spaces to support a variety of temporary uses, including the Kimball Arts Center, Rocky Mountain Power undergrounding, EngineHouse construction, special events, nearby businesses, and residential parking. While those parking areas served evolving operational needs, they were not supported by a comprehensive parking management strategy.

The Bonanza 5-Acre Site replaces these temporary parking arrangements with a permanent, actively managed parking program integrated with the project's Traffic Impact Study and Transportation Demand Management Plan. Viewed in the context of the City's historical parking supply within the Bonanza neighborhood, the proposed parking program does not represent a substantial increase in public parking capacity. Rather, it consolidates parking into a structured facility supported by transit investments, multimodal improvements, and ongoing parking management designed to reduce spillover parking and improve overall transportation performance.

3. Parking Program

3.1 Purpose

Providing an appropriate number of parking spaces is only one component of a successful parking program. Equally important is how parking is allocated, managed, enforced, and adjusted over time. The Parking Management Program is also intended to evolve as occupancy patterns, transportation choices, and community needs change.

3.2 Residential Parking

Dedicated resident parking spaces will be provided within the structured parking facilities to ensure reliable access for project residents. Reserved residential parking also supports operational requirements associated with affordable housing financing, including Low-Income Housing Tax Credit (LIHTC) requirements where applicable.

Residential parking areas will be clearly identified and managed to discourage unauthorized use while ensuring project residents have dependable access to parking near their homes.

Before initial residential leasing, residential parking procedures will be developed addressing whether parking is included with residential leases or administered separately, household eligibility, vehicle registration and permits, stall assignments, guest access, and any requirements associated with affordable housing or project financing. These procedures will be coordinated with the final leasing and operating structure and before the garage opens.

3.3 Visitor Parking

Visitor parking will be available throughout the project to support residential guests and community gathering spaces on the site.

Visitor parking will be managed to encourage turnover and maximize availability during periods of higher demand. Appropriate signage, time limitations, or other operational measures may be implemented where necessary to ensure visitor parking remains available for its intended users.

3.4 Commercial Parking

Commercial parking is intended to support locally-serving retail, restaurants, cafés, arts-related uses, and other daily activities within the development.

The parking supply has been designed to accommodate typical daily activity while recognizing that visitors will also arrive by walking, bicycling, or transit as encouraged through the project's Transportation Demand Management Plan.

Commercial parking will be actively managed to support business operations while balancing the needs of other uses within the project.

Before nonresidential occupancy, procedures will be developed describing how parking will be allocated among businesses and other nonresidential uses. The procedures will address whether spaces are assigned by business or administered through permits, how employee and customer parking are distinguished, the number and type of permits available to each use, and whether businesses may or must validate customer parking. The approach will be based on the final tenant mix, hours of operation, and anticipated parking demand.
Consistent with the TDM Plan and TIS, the parking program anticipates paid public parking serving retail and other nonresidential activity. Before the garage opens, the operating procedures will identify how payment will be collected, whether paid parking is available only to patrons of on-site uses or to the public at large, the applicable rates and hours, any duration or overnight restrictions, and the availability and administration of business validations. These details will be established after the parking operator and final commercial program are known.

3.5 Public Open Space and Community Gathering Areas

The Bonanza 5-Acre Site includes approximately two acres of publicly accessible gathering space designed to support informal recreation, arts programming, and community events.
The proposed parking supply is intended to support typical daily use of these public amenities and smaller local events.
The project is not intended to provide sufficient on-site parking to accommodate the largest community events or peak demand. Similar to other community gathering places throughout Park City, larger events will rely on event-specific parking management strategies, transit, remote parking, walking, bicycling, and other transportation measures appropriate to the anticipated attendance.

4. Parking Enforcement and Operations

4.1 Purpose

An effective parking management program depends upon consistent parking operations and enforcement.
Clear parking regulations, signage, and enforcement procedures help ensure parking remains available for its intended users while discouraging unauthorized or long-term parking. As a result, trips not generated by the site or inconsistent with the intended parking use, will be prevented from using the surplus parking on site, thus avoiding the generation of extra trips.

4.2 Parking Enforcement

Parking enforcement measures may include:

- Clearly marked reserved parking spaces.
- Use of parking permits/stickers for vehicles authorized to park.
- Numbered parking stalls.
- Visitor parking time limits where appropriate.
- Parking permits for project residents.
- Parking regulations posted throughout the garage.
- Unauthorized vehicle enforcement
- Fining and owing of vehicles parked in violation of posted regulations, when necessary.

- Coordination between property management and the City regarding enforcement responsibilities.

The specific enforcement program may evolve over time based on observed parking conditions. Before the garage opens, a final parking operations and enforcement program will be prepared identifying the regulations applicable to each parking area. The program will address resident and employee authorization, visitor and public parking, payment requirements, parking duration, overnight parking, accessible spaces, electric vehicle charging, loading areas, fire lanes, vehicle storage, and the circumstances under which warnings, fees, permit restrictions, or towing may be used. The regulations will be posted at garage entrances and within the applicable parking areas.

A violation will be determined by comparing a vehicle's use of a parking area with the posted regulations and applicable permit, payment, registration, authorization, or time records. The final program will identify the records and enforcement methods used by the parking operator and assign enforcement responsibilities between property management and the City.

The final program will also include measures intended to discourage people from leaving vehicles on the site. Potential measures may include parking fees, duration or overnight restrictions, permits or registration, monitoring, and enforcement. The appropriate combination may be adjusted if monitoring shows that off-site or long-term parking is reducing availability for project residents, businesses, visitors, or community uses.

4.3 Wayfinding

Clear and consistent wayfinding will be incorporated throughout the project to improve parking efficiency and reduce unnecessary vehicle circulation.

The parking garage and surface parking areas will include directional signage identifying project resident parking, visitor parking, accessible parking, commercial parking, bicycle parking, electric vehicle charging, and building entrances.

Effective wayfinding helps visitors quickly locate available parking while minimizing unnecessary circulation through or around the site.

4.4 Parking Spillover Prevention

One of the objectives of the proposed parking supply is to minimize parking demand within surrounding neighborhoods. Several strategies highlighted in this report support this effort include providing adequate parking, reserving resident parking, active parking management and enforcement, and ongoing monitoring of parking utilization.

Together, these measures are intended to accommodate project-generated parking demand on-site while preserving existing parking resources within the surrounding neighborhood.

5. Lessons Learned from Existing Park City Parking Programs

5.1 Bonanza Flats

The City's experience operating Bonanza Flats provides valuable insight into the long-term management of parking.

Rather than relying solely on the number of parking spaces provided, Bonanza Flats demonstrates the importance of active parking management through paid parking, trail access, improvements to reduce road hazards and support transit operations, access to high-capacity

transit, wayfinding, and enforcement. These efforts resulted in increased transit ridership, preserved residential access with local permits, reduced vehicle circulation and idling, improved safety, and supported high visitation.
These practices have helped maintain parking availability for residents and provide parking alternatives, while also reducing parking conflicts. Similar management principles and operational adjustments over time are proposed for the Bonanza 5-Acre Site.

5.2 Peak Day Parking Management

Park City has long managed parking demand associated with peak days, including holiday periods, and other community events. As outlined in May 2023 (page 51), the City reported the results of the parking plan implemented over the 2022/2023 peak season as a traffic mitigation strategy. The plan focused on neighborhood and Main Street Business protection, employee parking, and the utilization of the Richardson Flat Park and Ride, and included stationing at entry points, patrolling, maintaining an enforcement presence, paid parking, and permit-only parking areas. These strategies resulted in less cut-through traffic, reduced ski parking in neighborhoods, adjusted parking rates stabilized demand, and increased utilization of the Richardson Flats Park and Ride.

Rather than constructing enough permanent parking to accommodate the highest parking demand of the year, the Bonanza 5-Acre Site will rely on successful and proven operational strategies that include parking fees, transit service, remote parking facilities, parking attendants, temporary wayfinding, public communication, event-specific parking management plans, and other temporary traffic control measures. This operational approach recognizes that parking demand varies throughout the year and allows parking resources to be managed efficiently.
The Bonanza 5-Acre Site will follow this same philosophy. The proposed parking supply is intended to support typical daily activity and smaller community events, while larger events may incorporate event-specific parking management measures as appropriate.

6. Parking Monitoring and Adaptive Management

6.1 Purpose

Parking demand and travel patterns evolve over time as occupancy, business activity, transportation options, and community needs change. The Bonanza 5-Acre Site Parking Management Plan is intended to remain flexible and responsive throughout the life of the project. Monitoring provides an opportunity to identify operational improvements that enhance parking performance.
Consistent with Park City's approach to parking management in other areas of the community, parking conditions may be periodically monitored to evaluate how effectively the parking supply is serving residents, businesses, visitors, and community activities.

6.2 Parking Monitoring

Following project occupancy, parking conditions may be periodically evaluated using a combination of field observations, occupancy counts, and operational feedback.
Monitoring may include:

- Residential parking occupancy.

- Visitor parking utilization.
- Commercial parking demand.
- Community event parking demand.
- Parking turnover.
- Neighborhood spillover parking.
- Unnecessary circulation.
- Resident and business feedback.
- Parking-related complaints.
- Utilization of accessible parking.
- Utilization of electric vehicle charging spaces.

Monitoring may occur seasonally or in response to observed operational issues, significant changes in project occupancy, or community events. The findings will inform future operational decisions.

6.3 Adaptive Parking Management

Parking management is most effective when operational strategies can evolve as conditions change. If monitoring identifies opportunities for improvement, operational adjustments may be considered to improve parking performance while maintaining flexibility for future conditions. Potential management strategies may include:

- Modifying parking assignments.
- Refining visitor parking time limits.
- Expanding or modifying permit parking.
- Improving parking signage and wayfinding.
- Increasing enforcement efforts.
- Implementing event-specific parking management measures.
- Coordinating with adjacent property owners or City departments regarding operational concerns.

6.4 Coordination with Transportation Programs

Parking management represents one component of the project's overall transportation strategy. As conditions evolve, parking operations may be coordinated with transportation programs identified in the project's Transportation Demand Management Plan, including transit initiatives, bicycle facilities, rideshare programs, and other transportation options that help reduce parking demand over time.

Similarly, any future transportation issues identified through monitoring of traffic operations or intersection performance will be evaluated through the processes established in the project's Traffic Impact Study and associated transportation planning efforts.

7. Conclusions

The Bonanza 5-Acre Site proposes 280 structured parking spaces to support a unique combination of housing, locally serving commercial uses, arts and cultural amenities, childcare, and nearly two acres of publicly accessible community gathering space. The proposed parking supply reflects the operational needs of this mixed-use development and supports family-oriented housing, active arts programming, neighborhood-serving businesses, and community

gathering spaces without increasing the project's development intensity, floor area, or mix of uses. Because the project intentionally develops only approximately 38% of the site's developable area to preserve significant public open space and community amenities, the Land Management Code requires fewer parking spaces than a more intensive development on the same site. The additional parking is intended to provide operational flexibility that supports the approved development program rather than facilitate additional development.

The proposed parking program should also be considered within the context of the City's long history of providing and managing parking within the Bonanza neighborhood. The project replaces temporary and dispersed parking arrangements with a permanent structured parking facility supported by transit investments, multimodal improvements, and a comprehensive parking management program. As a result, the proposed parking supply does not represent a substantial increase in neighborhood parking capacity, but rather a more efficient and organized approach to serving the area's evolving transportation and parking needs.

The proposed parking supply is also based on the specific operational characteristics and mix of uses within the Bonanza 5-Acre Site. Factors including reserved residential parking associated with affordable housing financing, family-oriented housing, active arts and cultural programming, publicly accessible community gathering spaces, and the preservation of nearly two acres of open space distinguish this project from a typical mixed-use development and support the proposed parking supply.

This Parking Management Plan considers the overall parking supply and establishes a long-term framework for active parking management through enforcement, monitoring, and adaptive management to respond to changing conditions over time. The project will also utilize transportation and parking management strategies that have been successfully implemented throughout Park City, including event-specific parking management, transit, remote parking, temporary wayfinding, and public communication when appropriate.

Together with the Traffic Impact Study and Transportation Demand Management Plan, this Parking Management Plan demonstrates that the proposed parking supply and management program appropriately support the operational needs of the Bonanza 5-Acre Site while minimizing parking spillover, reducing unnecessary circulation, protecting surrounding neighborhoods, and advancing the transportation and land use goals of the Bonanza Park Small Area Plan.

EXHIBITS

Exhibit A- Special Events Parking Memo

MEMORANDUM

To: Planning Commission / City Staff
From: Chris Phinney, Park City Special Events Department
Date: June 29, 2026
Subject: Special Event Parking Requirements at the Bonanza 5-Acre Site

The Park City Special Events Department has reviewed the proposed Bonanza 5-Acre Site Parking and Transportation Strategy Supplemental Information from the perspective of future special event operations and permitting.

This memorandum is not intended to take a position on the broader land use or policy question of whether parking in excess of the minimum Land Management Code requirements should be approved. Rather, this review is limited to how the proposed parking supply may affect the site's ability to accommodate special events while minimizing impacts on surrounding neighborhoods, businesses, and public rights-of-way.

Although the Park City Municipal Code does not establish a minimum parking ratio for special events, the Special Events Department evaluates parking, transit access, pedestrian and bicycle accommodations, loading, public safety, and traffic management as part of the special event permitting process.

As a general operational benchmark, the Special Events Department plans for approximately one parking space per three anticipated attendees (approximately 33 parking spaces per 100 attendees). Actual parking demand varies depending on the event type, time of day, transit availability, bicycle access, rideshare use, event management measures, and whether attendees are already on site for residential, commercial, or other purposes.

The Bonanza 5-Acre Site includes a centrally located community gathering area anticipated to support both informal community use and organized events. Based on the current site layout, the flex plaza and amphitheater lawn seating area are proposed to accommodate approximately 56 event tents or approximately 980 attendees.

Using the Department's general planning benchmark, an event with approximately 980 attendees could generate demand for approximately 327 parking spaces if all attendees arrived by private vehicle at that ratio:

980 attendees ÷ 3 attendees per vehicle = approximately 327 parking spaces

This calculation is not intended to establish the required parking amount for the site or for any particular future event. Rather, it illustrates that larger community events can generate temporary peak parking demand that exceeds the site's available parking supply.

Accordingly, successful event operations will continue to rely on a combination of on-site parking, transit, walking and bicycling, ridesharing, shuttle service, event scheduling, and event-specific traffic and parking management.

Because the Bonanza 5-Acre Site includes residential, commercial, arts, childcare, and community-serving uses, parking demand from those uses may overlap with event attendance depending on the timing and nature of the event. Without adequate on-site parking management, event attendees may seek parking in adjacent neighborhoods or nearby commercial parking areas, creating potential impacts related to circulation, access, business operations, and public safety.

From an operational special events perspective, the proposed 72 additional parking spaces should not be viewed as accommodating peak event parking demand on their own. Rather, they provide additional capacity and operational flexibility to support day-to-day community activities and a broader range of events while helping reduce the potential for spillover parking into surrounding neighborhoods. The additional parking functions as one component of a comprehensive event management strategy, complementing transportation demand management measures rather than replacing them.

For larger events, the Special Events Department would continue to require event-specific operational plans, as appropriate. Depending on the nature and scale of the event, these measures may include transit coordination, bicycle parking, rideshare accommodations, shuttle service, temporary traffic control, parking management, and other transportation strategies necessary to safely and efficiently accommodate attendees while minimizing impacts on surrounding neighborhoods and businesses.

From a special event operations and permitting perspective, the proposed increased parking supply provides additional flexibility to support community programming at the Bonanza 5-Acre Site. While the additional parking alone is not intended to satisfy peak event parking demand, it represents one important component of a broader operational strategy that supports successful community events while minimizing impacts on the surrounding area.

Transportation Planning Memo: 5-Acre Mobility

Subject: Bonanza 5-Acre site
Department: Transportation
Date: 08/12/26

To: Planning Commission

Transportation Planning has reviewed the Five-Acre Site materials in relation to the Re-create 248 project, the Citywide Bus Stop Improvement Project, the City's adopted Bike & Pedestrian Plan, and the Park City Forward Plan.

The Transportation Department supports the proposed transportation elements, including the space provided for the planned transit lane improvements along Bonanza Drive, the proposed bus stop locations, and the multi-use pathway improvements along Bonanza Drive and Kearns Boulevard. Transportation has worked with the development team to incorporate comments that improve transit operations, multimodal connectivity, and safety for pedestrians, cyclists, transit users, and motorists.

The Bonanza Drive bus stop will provide a 100-foot by 10-foot waiting area, allowing two buses to serve the stop simultaneously without stacking and creating delay. The bus stop along Kearns Boulevard will be designed to comply with applicable City bus stop standards, including requirements for accessibility, passenger circulation, and safe connections to the surrounding pedestrian network.

The development team consolidated three proposed delivery zones into one 60-foot delivery zone on Bonanza Drive. Deliveries will be limited to off-peak periods to reduce conflicts with transit operations and general traffic during the busiest travel times. When needed, the consolidated zone may also function as a bus bypass or staging area to support reliable transit operations.

The proposal also provides space for two 11-foot transit lanes with 2-foot buffers without impacting the Prospector Square properties. The larger multi-use pathways included in the 5-Acre plan are consistent with the direction established in both the Park City Bike and Pedestrian Plan and the Park City Forward plan, which support expanded, comfortable facilities for walking, bicycling, and other nonmotorized travel. Together, these elements advance the City's broader goals of improving transit access, strengthening multimodal connectivity, and creating a safer and more intuitive transportation network.

Transportation has received a grant to advance the multi-use pathway and bus stops along the Kearns Boulevard/SR-248 portion of the parcel. The project scope includes the pathway between Monitor Drive and Homestake Road. The applicant and development team are coordinating with Transportation on the final design. As that coordination continues, the design is anticipated to include a landscape buffer between the pathway and the back of curb at the east and west ends of the parcel, along with refinements to the bus stop location and access shown in the applicant's current concept plans.

Transportation is also advancing the Citywide Bus Stop Improvement Project in the surrounding area, including upgraded stops with improved ADA accessibility, passenger amenities, and pedestrian connections. Coordinating the Five-Acre Site transit elements with these planned

public improvements will help create a seamless transit experience and maximize the long-term benefits of both projects. Figure 1 shows the bus stop locations with planned improvements within a 1/2 mile walkshed.



Figure 1: bus stop location selected for improvements within a ½ mile of the 5-Acre site

Transportation's review affirms the proposal's alignment with the Bus Stop Improvement Project and the transit-related elements of Re-create 248. This memorandum focuses on the transportation topics within the department's area of expertise and is intended to support the Planning Commission's consideration of the broader site plan, land use, architecture, building placement, parking supply, and other applicable review criteria.

Transportation looks forward to continued coordination as the project advances through design and review.

Sustainability Memo

Subject: Bonanza 5-Acre site
Author: Celia Peterson
Date: 08/12/26

On January 8, 2026, the Sustainability department met with the redevelopment team to discuss the City's net-zero carbon and 100% renewable electricity goals, as well as strategies for incorporating best planning practices for sustainable development, including energy-efficient design and construction. The meeting covered the City's overall approach to community-scale renewables, including the Community Renewable Energy Act to procure 100% renewable electricity for the Park City community (link), and a recently completed Phase 1 feasibility study on district-scale thermal energy networks (TENs; see Exhibit A). Additionally, staff recommended three core best practices: 1) high efficiency, 2) all-electric design with no on-site combustion, and 3) power sourced from renewables. The redevelopment team proposed that the project's affordable housing components utilize the Enterprise Green Communities standard (EGC; 2026 version) —a third-party certification for healthy, efficient and climate-resilient affordable homes that aligns well with City goals.

The proposed project aligns with the Bonanza Park Small Area Plan by creating a walkable, mixed-use, transit-oriented neighborhood with housing near jobs, transit, and other community amenities. Public open space, pedestrian connections, bicycle access, and neighborhood-serving retail support community connectivity while reducing dependence on private vehicles.

Water-efficient plumbing fixtures and appliances will be installed throughout the development to reduce potable water consumption. Landscape design will utilize drought-tolerant plant materials suited to Park City's mountain environment, minimizing long-term irrigation requirements while creating accessible outdoor spaces.

Heating and cooling will be provided through high-efficiency heat pumps. As an all-electric development, the project will be capable of utilizing renewable energy resources available through Park City's renewable energy initiatives and utility programs. High-performance building envelope systems, advanced insulation, air-sealing measures, energy-efficient windows, and LED lighting throughout residential and common areas will further improve energy performance and support Enterprise Green Communities energy efficiency goals.

In parallel, Park City has contracted with Grey Edge Group to complete Phase 2 of a TENs feasibility study for the Bonanza neighborhood (link). Neighborhood-scale redevelopment presents a unique opportunity to evaluate shared heating and cooling infrastructure that could increase affordability, strengthen energy resilience, and reduce both fuel dependence and greenhouse gas emissions. The Phase 2 TENs study is expected to be completed by October 31, 2026. The Sustainability Department has met with the Bonanza Five-Acre team multiple times to explore how the project could accommodate a potential TENs integration should the analysis demonstrate technical and economic feasibility.

Phase 1 Geothermal Evaluation Report

for

Park City

3/27/25

Prepared for:

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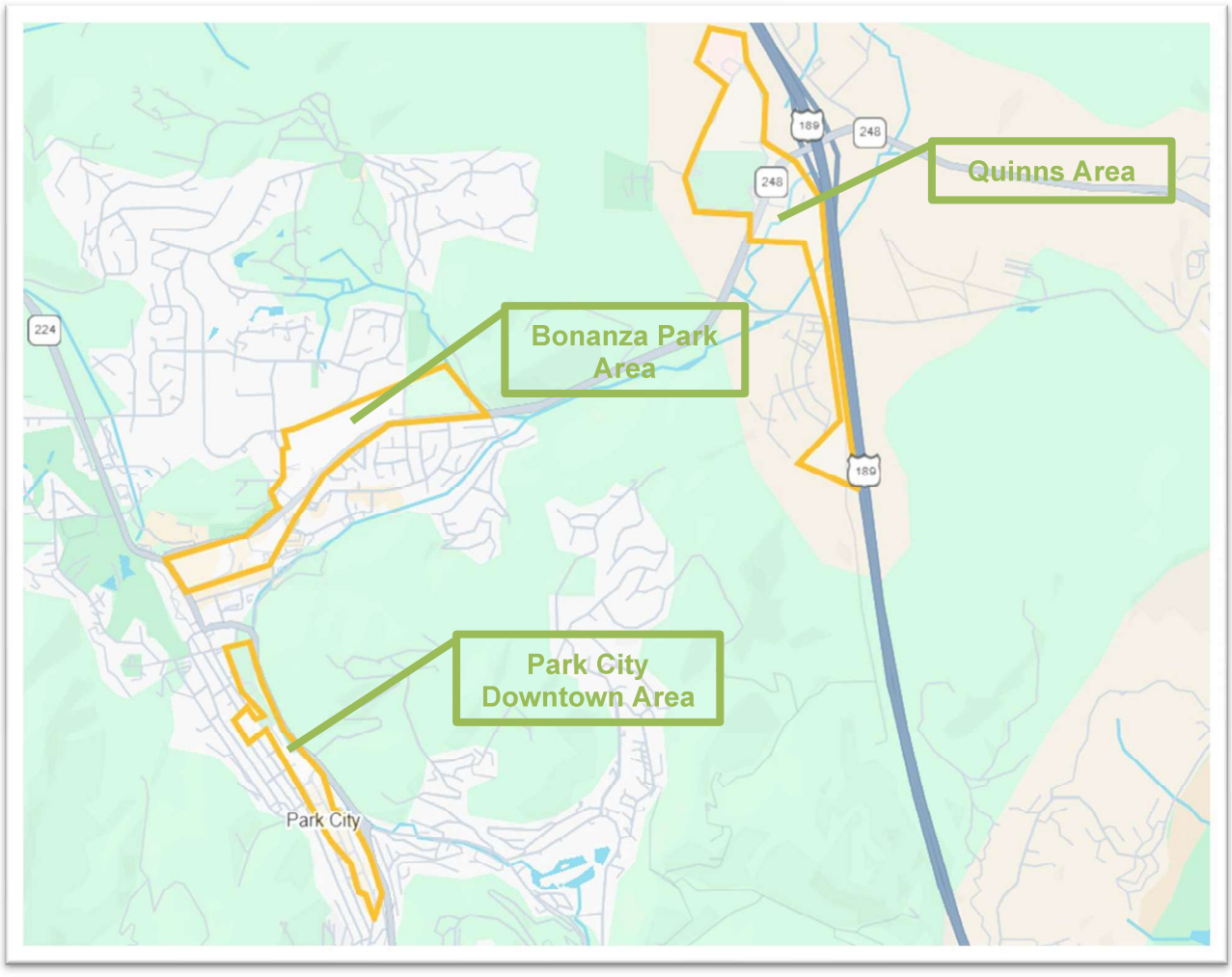
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1. Executive Summary

The GreyEdge Group (TGEG) has been engaged to review the possibilities of using a geothermal Ambient Temperature Loop (ATL) system for three sites in the vicinity of Park City, Utah. The three sites are shown below and would include specific existing buildings and infrastructure as an “anchor” to the system, allowing each to expand over time. Each site has unique opportunities as well as challenges for a district system. The goal of this study is to evaluate the potential for developing an ATL at each site and will describe potential building connections and available thermal assets. These characteristics will be used to prioritize sites for implementation.

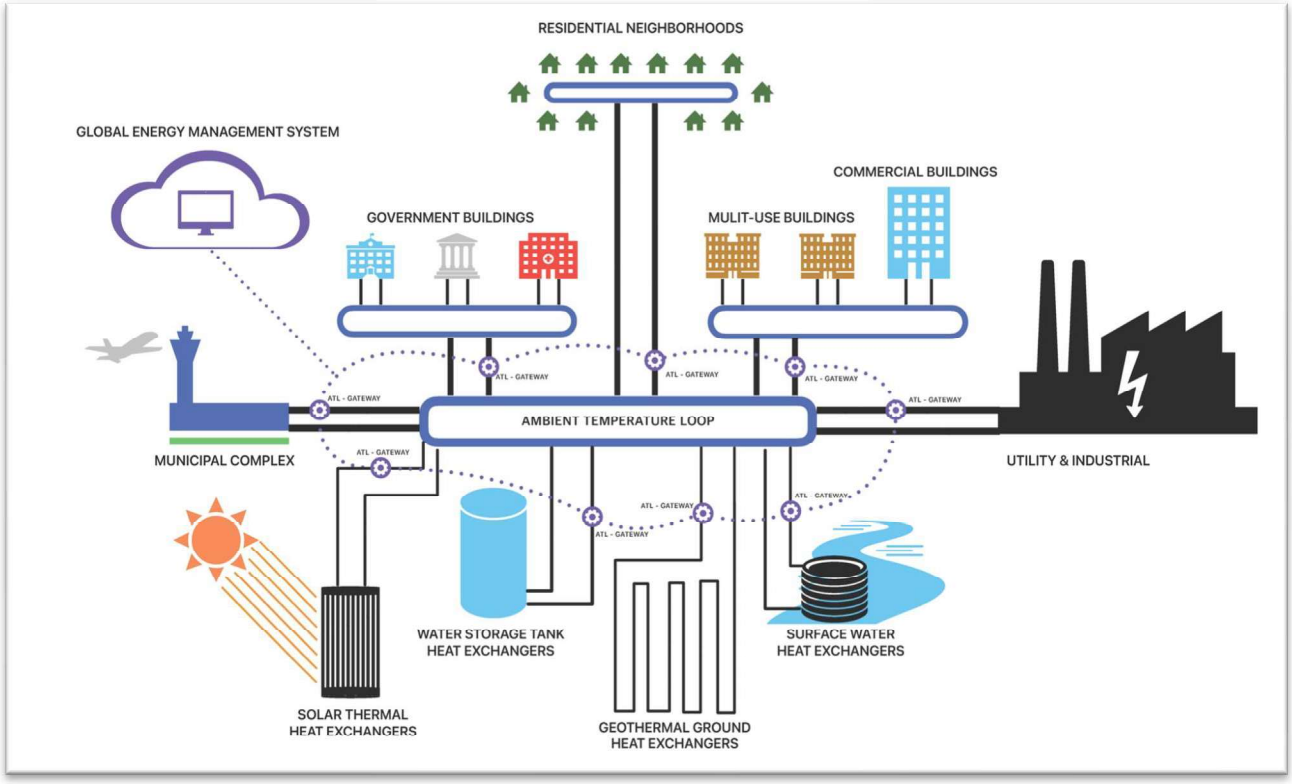
Figure 1: Park City ATL Districts



An Ambient Temperature Loop is a type of Thermal Energy Network (TEN) and offers a grid-stabilizing path to electrification and decarbonization. An ATL is a paradigm shift from a standard geothermal system. A traditional geothermal system relies solely on the earth to act as

the source (a place to extract energy from) and sink (a place to reject energy to). In the context of a system in Park City at 7,000' of elevation and with a cold deep earth temp near 46°F, a geothermal system would require a large and likely expensive borefield to sustainably operate over time. Using a one-pipe Ambient Temperature Loop design opens opportunities to incorporate other, more cost effective thermal assets and shifts the borefield's primary role to storage. In this, the ground's performance is less affected by deep earth temperatures and more dependent on its thermal storage characteristics, as measured by diffusivity. An optimized ATL has both higher efficiency and lower first cost than a traditional geothermal system. Figure 2 below shows the conceptual arrangement of an ATL with its three basic components- building loads, the central ambient temperature loop and several potential thermal management assets.

Figure 2: ATL Conceptual Schematic



As part of the study TGEG developed a hydrogeological report for the Park City area to review available data on the local lithology and information from previous drill logs. A summary of this report is included in section 2 and the full report is attached in Appendix A.

Key observations from our analysis are below:

- Drilling conditions on all sites are likely to be challenging but manageable with proper techniques- this will require an experienced mountain driller to be cost effective
- Wastewater Energy Transfer systems could supply a portion of the system's heating needs and all three sites have access to substantial flows
- Several million gallons per day of mine water is being treated at the 3 Kings Water Treatment Plant and is already being used as a heat pump source for that facility
- The Park City Water District's source protection zone would present a large challenge for vertical drilling in the Downtown area and the West portion of the Bonanza Park area

With all data considered, the GreyEdge Group believes the Bonanza Park area has the best mix of potential buildings, thermal assets and drillable open land. We feel this would support a highly efficient ambient temperature loop system.

2. Hydrogeology Study

TGEG member Rich White PE developed a hydrogeological report for the Park City area. The full report is included in Appendix A and a short general summary is provided below. Specific geologic descriptions have been included for each specific district in section 4.

Local Geology

Park City, UT is situated in a geologically complex area. Unconsolidated materials grade from clay to boulders and range in thickness from 15 feet to 200 feet in the evaluated areas. Bedrock in the areas of interest is extensively fractured and consists of interbedded sandstone, siltstone, mudstone, and shale. Volcanic mudflow deposits exist in a portion of the area of interest. Potential drilling challenges include difficulties associated with encountering cobbles and boulders, potentially high quantities of groundwater, and potential lost circulation.

Groundwater Conditions

The borehole logs provided in Attachment A (in Mr. White's report) indicate that the depth to groundwater varies substantially in the area, with reported static water levels ranging from 125 feet below ground surface at borehole 9935005P00 in the Downtown evaluation area to an artesian pressure of 11.55 feet above groundwater surface at borehole 35-9323 in the Bonanza Park evaluation area. No water level was reported for the borehole in the Quinns District evaluation area.

Holmes et al. (1986) indicate that most bedrock in the region is highly fractured, with this fracturing serving as a primary conduit for groundwater flow. As a general indication of the ability of the rock to yield groundwater, the log for well 35-337 (in the Bonanza Park evaluation area) indicates that the well was pumped at a rate of 0.624 cubic feet per second ("cfs" – 280 gallons per minute ["gpm']) following construction. The log for well 35-9323 (also in the Bonanza Park evaluation area) was pumped at a rate of 3.342 cfs (1500 gpm) following construction.

Potential Drilling Conditions

Given the probable presence of cobbles and boulders in the unconsolidated alluvial/colluvial materials and the probable fractured nature of the underlying bedrock, We anticipate that drilling could present some challenges. These challenges include difficulties associated with drilling through cobbles and boulders, potentially high quantities of groundwater, and potential lost circulation. A well-maintained mud program will be critical to address these issues. We also recommend that the driller be prepared to install surface casing through the unconsolidated alluvial/colluvial materials to maintain hole integrity and be prepared with means to seal zones where lost circulation occurs.

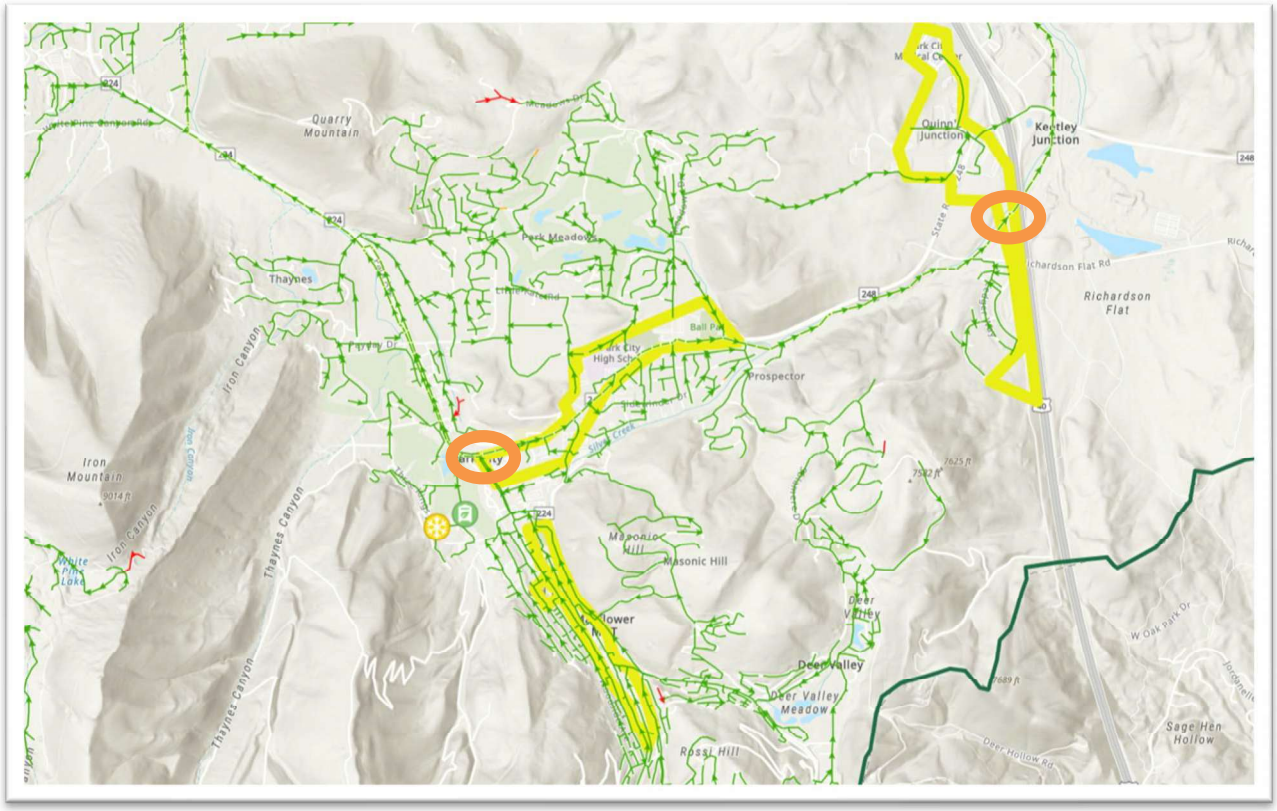
3. Thermal Asset Review

Several potential thermal assets were identified as opportunities for a Park City ATL. Due either to the magnitude of potential heat generation or the timing of it, these would need to be paired with a thermal storage asset such as geothermal boreholes to create a functioning system and would not be sufficient on their own. An evaluation of each is presented below.

1. Wastewater Energy Recovery

TGEG and Park City staff Celia Peterson and Luke Cartin met with Snyderville Basin Water Reclamation District (SBWRD) and discussed the potential to leverage wastewater energy recovery opportunities for an ATL. SBWRD was aware of the technology and generally in favor of it as long as it did not impede the sewer system function and the installer, in this case Park City, assumed responsibility for it.

Figure 3: Wastewater Piping at Park City



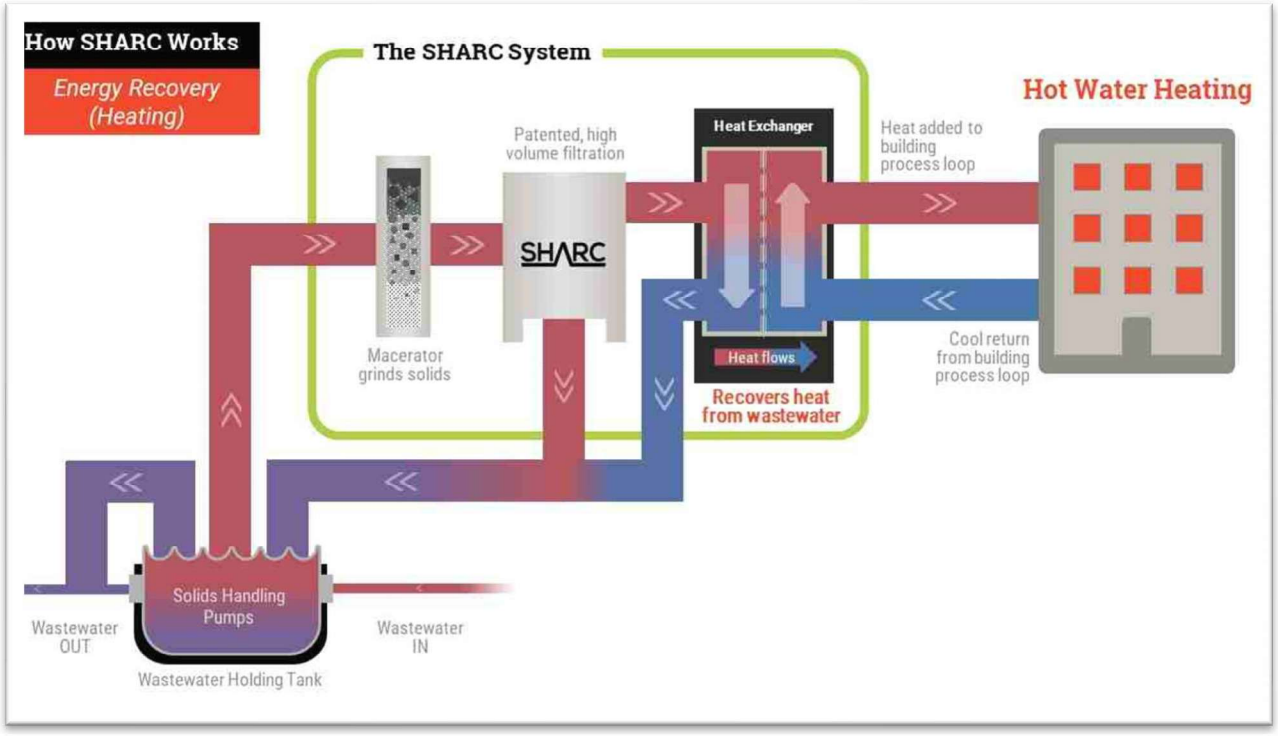
As seen in Figure 3 above, all three sites have access to significant wastewater flows. SBWRD does not have metered data for flow or temperatures at any point near Park City, but from studies within the last 10 years they know that they historically had approximately 1 million gallons per day flow through a diverter at the intersection of highways 224 and 228. The diverter splits flow East toward the Quinns area and North towards Snyderville basin. As the area has seen significant development in the last 10 years, we anticipate flows are now likely higher. Though no meter data is available for this area, we anticipated temps to be approximately 55-65°F and offer a significant thermal resource- in the range of 434 ton/hrs using 1MGD and recovering 15°F. Note that this number would be refined in the next phase of study, would represent a ”trickle charge” to the system and does not need to match peak loads to be highly impactful. This energy would be easiest to access with a district at Bonanza Park but is reasonable to access at the downtown district. The flow at the Quinns area is likely greater than this and would offer more recoverable energy. Note that any heat removed from the Bonanza Park node would have a slight impact on the downstream Quinns location.

Metering would need to be installed to gain better data or live sampling could be provided by the wastewater district to give more context. Per SBWRD any heat extracted from the sewer line will

have negligible impact on the digestion process as the Silver Creek Water Reclamation Facility as it is 7 miles from the Bonanza Park node and collects all of Park City and Soldier Summit areas.

If the resource proves viable and accommodation could be made to intercept flow, a wastewater energy transfer system such as a SHARC could be installed. The SHARC system includes a macerator and solids diverter to pull solids from the waste stream and then directs strained fluid through a plate and frame heat exchanger. Heat can be transferred in or out of the waste fluid through this process, though a system in Park City would prioritize heating operation. After heat recovery, the diverted wastewater and solids are returned to the sewer main. This system would need to be housed in a sheltered place such as a mechanical room or pump house. Figure 4 below shows a conceptual schematic of system operation for context.

Figure 4: SHARC Wastewater Energy Transfer

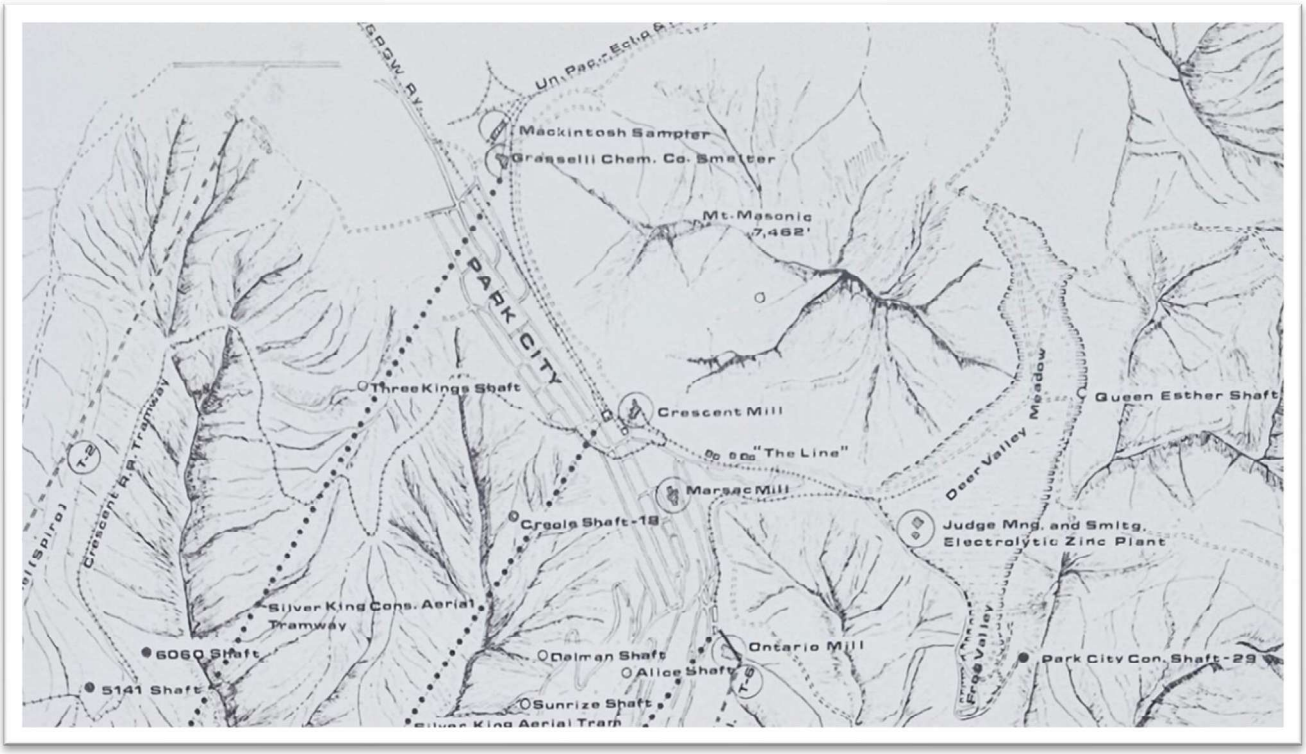


2. Mine Shaft Water

Park City is adjacent to several historic mine shafts including the Spiro Tunnel and Judge Mines. These offer a unique and highly valuable thermal resource for the Downtown and Bonanza Park areas.

Park City mines are already being used as water and thermal resources for the area. Water from the Judge mine flows several million gallons per day along the West perimeter of Park City and joins a similar sized flow from the Spiro Tunnel at the Three Kings Water Treatment Plant. Here it is treated to remove heavy metals and become drinking water. The new (2024) water treatment facility is conditioned by a water source heat pump pulling energy from the Spiro Tunnel water. The heat pump system has been successfully operating and is an excellent local example of the potential for mine water to be used as a source for space heating applications.

Figure 5: Park City Mine Map at Spiro Tunnel



Historic mine maps were difficult to locate within the constraints of this study, but a map found at the entrance of the Spiro Tunnel illustrates the number of mines and shafts in the immediate area around Park City.

In discussions with Jim Goddard from the Utah Department of Natural Resources Division of Water Rights, no limiting regulations exist in the use of mine water as a non-consumptive thermal resource beyond a permit. The simplest system to leverage this resource would be looped HDPE piping, commonly called a “slinky” system, set in the open water of a mine shaft or tunnel. This is a highly effective and low-cost strategy. A “pump and re-injection” strategy could also be used where mine water would be pumped through the source side of a flat plate heat exchanger or the condenser side of a heat pump and then re-injected into the same

underground reservoir. No temperature monitoring is done on flows coming out of the Judge Mine and Spiro Tunnel, but it is anticipated that this will be in the range of 45°F-50°F and consistent with known ground temps in the area. Using a conservative estimation of 5 million gallons per day and recovering 5°F, an estimated 723 ton/hrs would be available to trickle charge the system every hour of the year. This resource could be easily accessed by the Downtown and Bonanza Park sites and would provide a low cost, highly valuable asset.

To our knowledge the only unique mine with elevated thermal temps in the area is the Mayflower mine, located West of exit 8 on highway 40 near the Jordanelle Reservoir marina. This mine reportedly had ground water reaching 150°F and is tied to the same underground reservoir as the hot springs in Midway. Though 3.5 miles from the Downtown Park City area and not connected to the ground water flowing out of the Judge and Spiro tunnels, it would be worthwhile to investigate this in the next phase of study and evaluate how close elevated water temperatures come to the Park City sites.

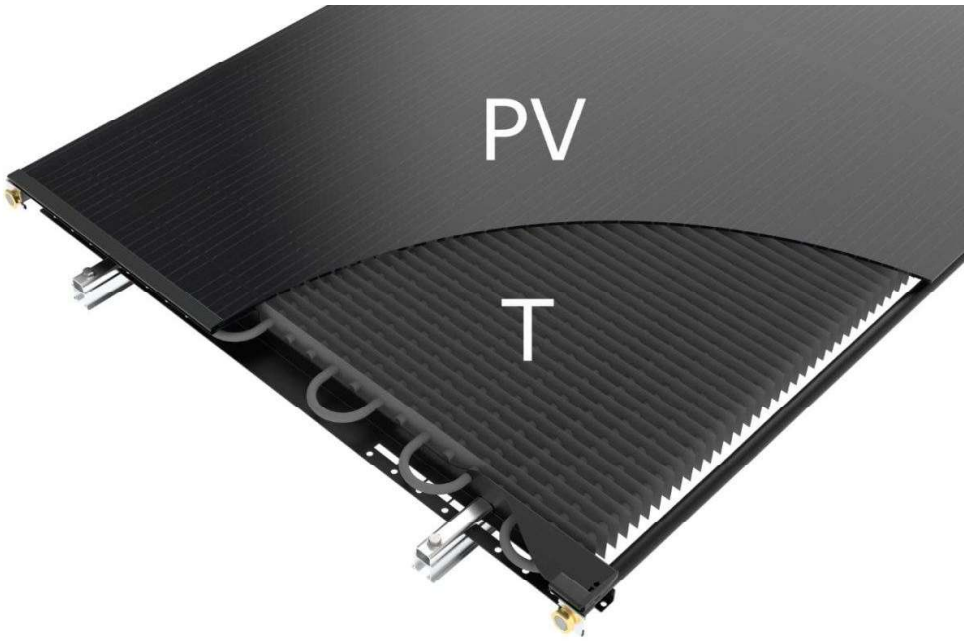
Though a low risk and low-cost strategy, any use of this opportunity would need to be coordinated with the Park City Water District and designed in a way that does not hinder their main directive of providing clean drinking water or compromise the function of the existing water-to-water heat pump operating in the Three Kings Water Treatment Plant. Care will also need to be taken to understand remediation requirements and their costs that would be incurred by any given strategy.

3. Solar Thermal

Solar thermal panels mounted on rooftops, ground mounted or on shade structures, would be an excellent source of heat for this project. With over 229 average sunny days a year, Park City is an ideal place for a solar thermal system. To maximize the benefit from this system it needs to be coupled with a thermal storage asset such as a ground heat exchanger (vertical boreholes). Though long-term thermal storage will be limited by the ground properties, short term (hourly, daily) storage is likely possible with the right system configuration to allow a banking of energy gathered during the day for nighttime use. Data gathered from a thermal conductivity test would inform how effective the “ground battery” would be at storing energy. Solar thermal is best implemented as a roof or appropriately positioned vertical mounting system on existing or new building designs. This is a simple system to scale after other thermal resources have been quantified to optimize the system for performance and first cost. An alternative to this system is a PhotoVoltaic Thermal panel (PVT). PVT combines electric

producing solar panels with a hydronic heat exchanger to produce hot water. The combined system increases electricity production as the T portion cools the PV cells.

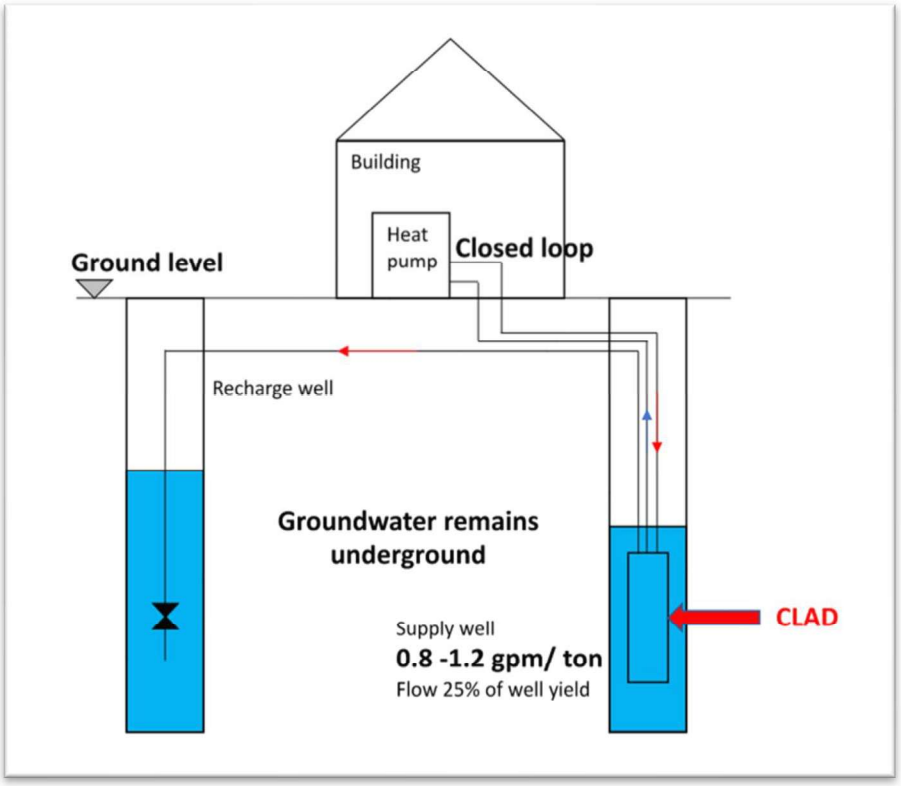
Figure 6: PVT Panel Example



4. CLAD System

A system likely to be well suited to conditions in Park City is the CLAD System. CLAD (Closed Loop Advection Device) is a closed loop heat exchanger intended to couple ground source heat pumps with ground water without drawing any water above ground. If feasible, this technology offers the potential to gain more system capacity in a smaller footprint and at lower cost than geothermal boreholes. As noted in Mr. White's hydrogeological report, several wells in the area are known to have artesian flows and others have accessible ground water. These systems offer an alternative to the traditional open loop pump and reinjection strategy and significantly increase energy efficiency while reducing the number of wells and water flow volume required. CLAD can be installed in traditional shallow wells such as those used in the region and comes in three sizes - 20-, 50- and 100-ton units. A basic diagram is included below.

Figure 7: CLAD



The closed loop portion of CLAD is similar to any other traditional geothermal system. A building pump or ATL pump pushes a water or antifreeze mixture through the CLAD unit and can either absorb or reject heat through CLAD. The groundwater portion of CLAD uses a water well pump that pumps small amounts of water through CLAD to help achieve this heat transfer and is then put back into the ground via a return well. The CLAD well and the return well can be drilled and installed by traditional water well contractors. In discussion with the Park City Water Department, open loop systems are prohibited within the source protection zones that cover the Downtown and Bonanza Park areas, but variances are possible. The Quinns area is not within a source protection zone and could use this technology unrestricted.

CLAD Requirements:

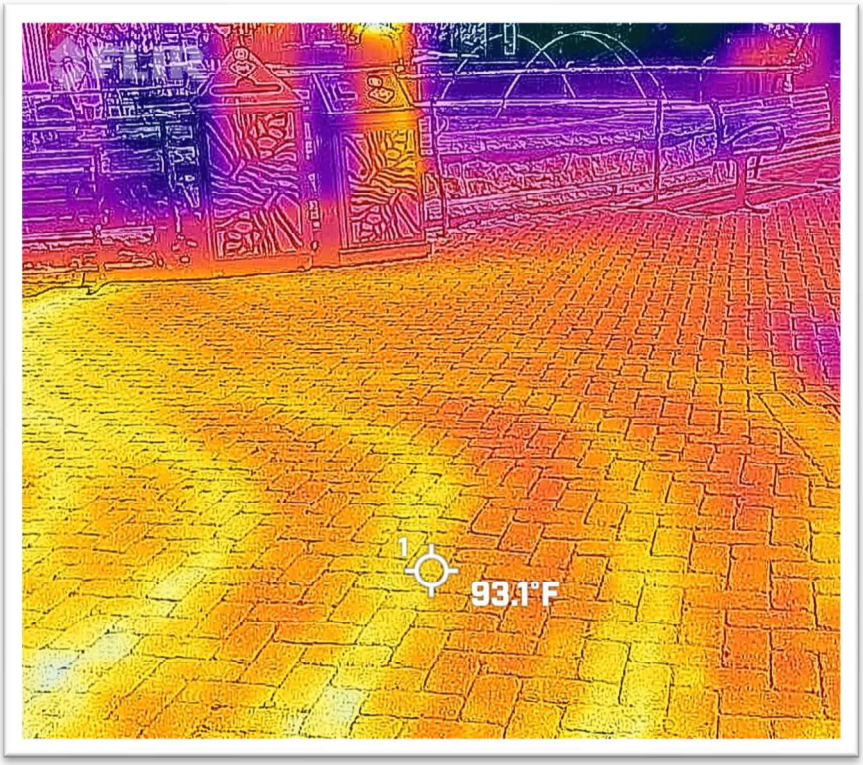
- 1-2 reinjection wells are required for each production well.
- In cold climates a mech room/pump house and anti-freeze is not required because the pitiless adapter unit will be installed below the frost line level. The ground water temperature is designed to remain 7-8 deg above freezing point. Hence the CLAD units may be installed outside.

Water is drawn by a pump into the CLAD head unit and pumped through a heat exchanger that serves the ATL. After either extracting or rejecting thermal energy, the water is then pumped back into a reinjection well. The CLAD source well and the reinjection well can be drilled by traditional water well contractors.

5. Snowmelt as a Solar Collector

Though not currently existing in any of the three sites as far as we know, a snowmelt system would represent a large load on the ATL but also offer an opportunity to recoup a portion of the energy used by gathering solar energy when not in melting mode. We have observed dark colored pedestrian walks at ground temps over 80°F when outdoor air temps are in the 50°s at other mountain town locations. When coupled with a thermal storage asset, the system can pump the snowmelt loop when the walks are above the deep earth temp, moving solar energy from sidewalks and storing it for later use. Depending on the ground properties, the earth will conduct some of this energy away but much of it can be saved for days and months, elevating ground temps and creating more efficient heat pump operation when heating is needed again. Having an accurate thermal conductivity test performed is critical to understanding the storage potential of the site's geology. Using the snowmelt loop to "trickle charge" the ground in this way can have a significant impact on annual performance. We have seen this strategy successfully used in high mountain communities for the last 20 years and are currently working with the Town of Vail to design an ATL which will leverage their existing snowmelt system.

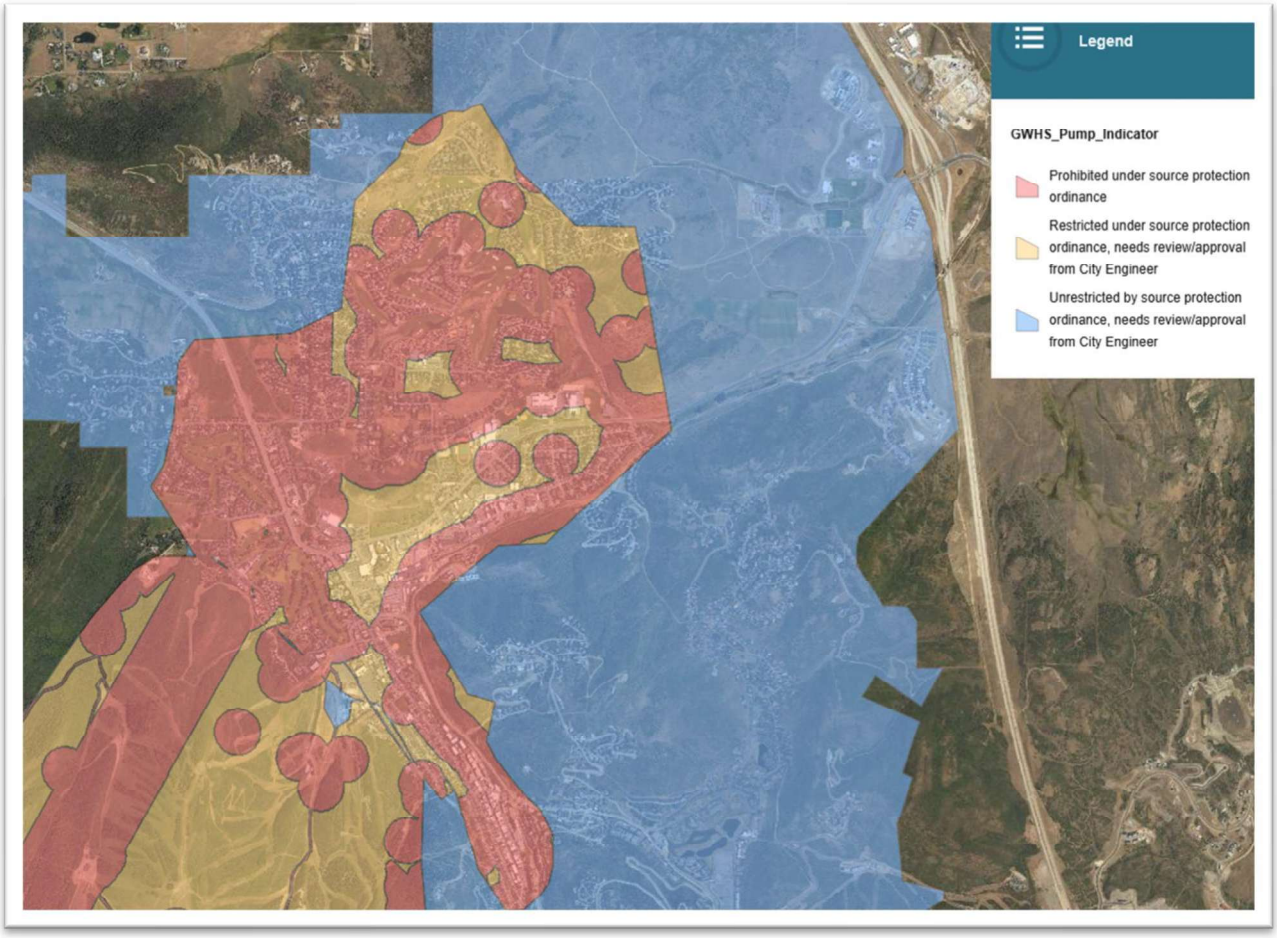
Figure 8: Snowmelt as a Solar Collector



6. Vertical Closed Loop Ground Heat Exchanger

A ground heat exchanger offers challenge and opportunity. From our experience in the area, geologic conditions are favorable for using the ground as a sink (a place to put energy), a source (a place to pull energy from) and storage. Of the three, storage would be the most valuable asset as it allows it to act as a buffer between heat production assets and building demand. This can happen on a daily cycle such as solar thermal energy being produced during the day and used at night or as a trickle charge where wastewater heat recovery supplies heat at a slow rate and raises earth temperature around the borehole.

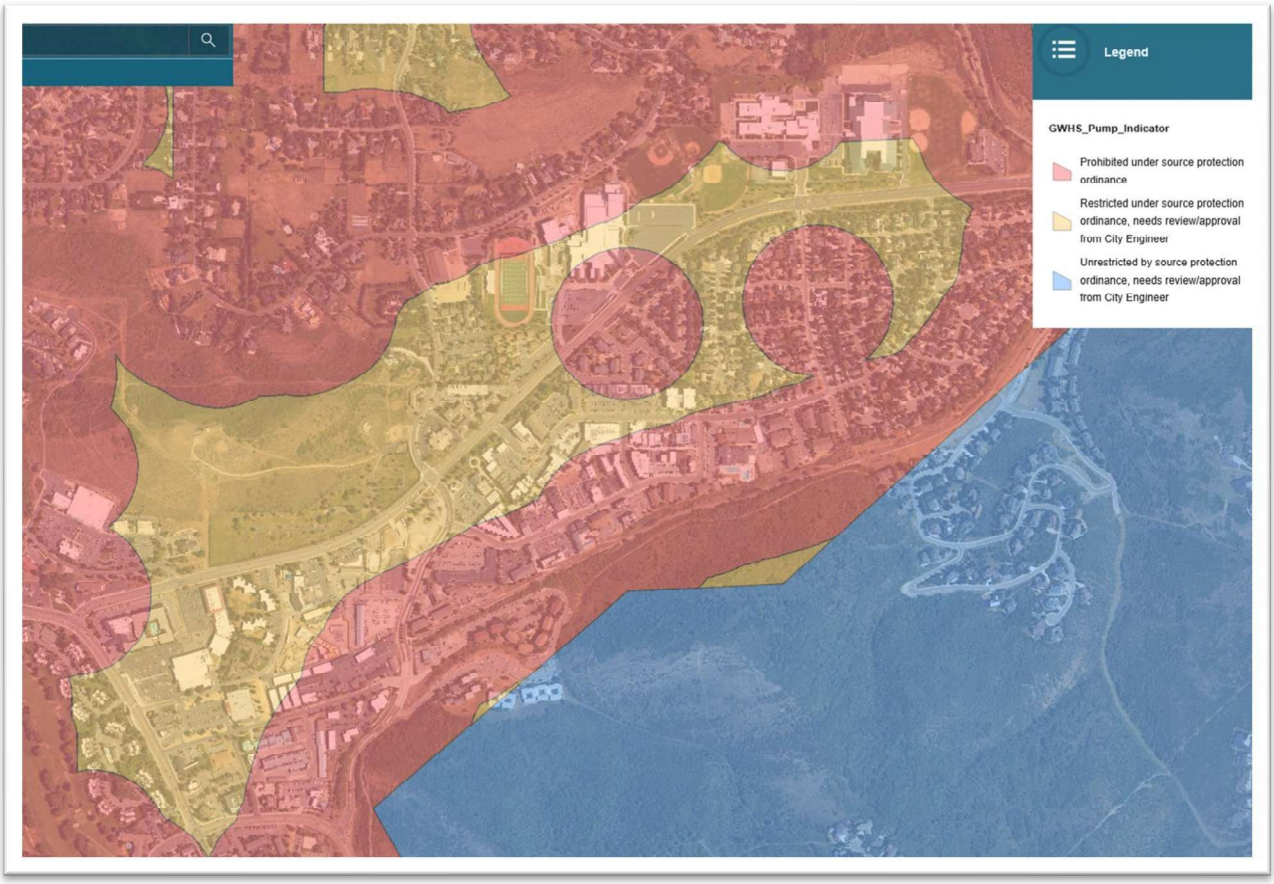
Figure 9: Park City Source Protection Zone



As noted in the hydrogeology report, drilling conditions at all three sites are likely to be challenging but manageable with proper techniques. A major consideration for any geothermal drilling however is Park City's water source protection zones. There are three areas designated- prohibited, restricted and unrestricted. The downtown area falls wholly within the prohibited zone and could present a challenge finding enough open area to support a substantial borefield. Considering its highly developed state, this area would be difficult to incorporate sufficient thermal storage to accommodate an ATL on its own. The Bonanza Park area has more options within the restricted zone and has more open space to accommodate a vertical borefield. The Quinns area has significant open areas including large sports fields and undeveloped land which lies outside the restricted zones. For areas within the restricted zone, a variance would need to be obtained from the Park City Water district and methodologies to protect the local aquafer included in the design. As closed loop vertical boreholes present a small risk to aquafer

contamination, TGEG is confident that an acceptable process can be defined and used. A larger image of the Bonanza Park source protection boundaries is included below.

Figure 10: Bonanza Park Source Protection Boundaries



Shallow horizontal geoexchange systems, often referenced as “slinky” systems can be an excellent resource in the right circumstances. These systems typically require large amounts open space and to be buried at a depth that the surface temperatures will not hinder seasonal performance. Given the built environment and the highly heating dominated climate, we would not recommend horizontal geoexchange strategies for this application.

4. Site Evaluations

TGEG worked with Park City to discuss the three sites and the implications of constructing a system on each. For each potential Ambient Temperature Loop installation, also known as a micro-grid, the initial building connections will be an important factor to consider as these will act as an “anchor” and collectively represent the base load of the system. The system can be designed to accept further individual building connections as long as it has sufficient capacity.

An ATL has a native ability to connect to future micro-grids. From our experience, each independent micro-grid should be greater than 300 tons (3.6MMBTU) for its peak load to be economically advantageous over a single building geothermal installation. This would be roughly 100,000-200,000 square feet of conditioned building area. Discussions of each zone are included below.

Downtown Park City

The Downtown district would stretch from the Park City Park in the North to the intersection of Swede Alley and Main Street in the South, and between Park Avenue on the East and Highway 224 on the West.

Figure 11: Downtown Park City Area

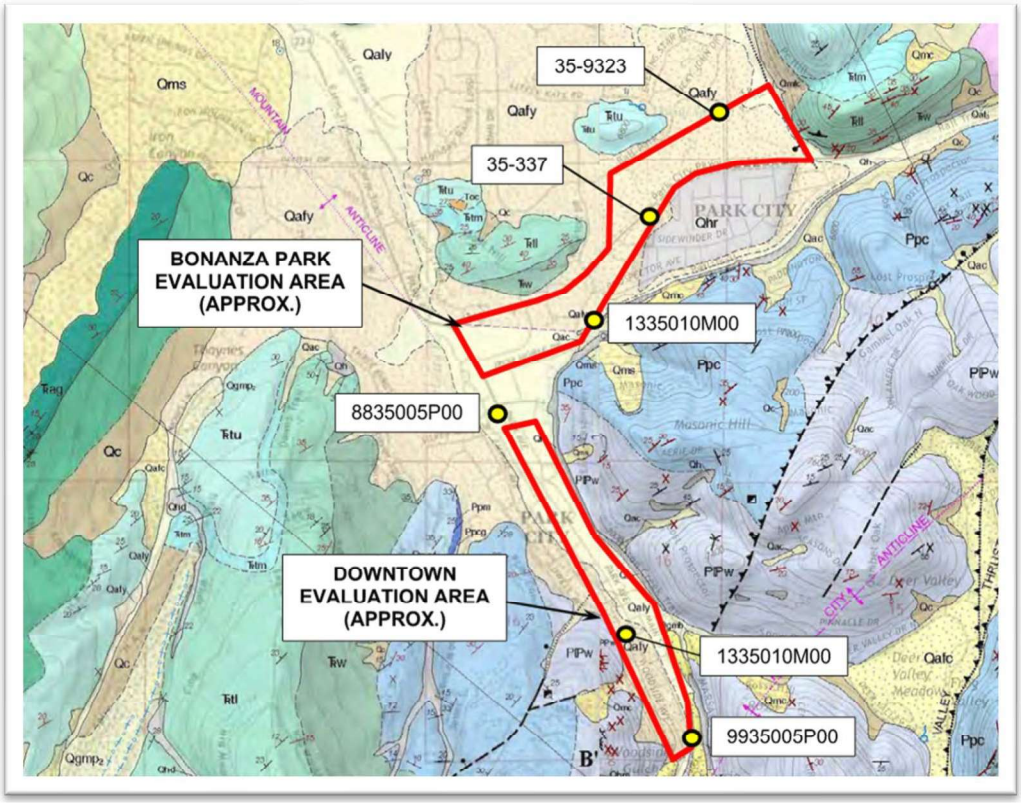


This is a highly built out district with significant and aged in-ground infrastructure and limited open space. All open space including Park City Park and Library field is within the prohibited zone for geothermal drilling despite the City Hall building have a shallow geothermal system.

This area represents the densest built environment of the three and likely has the greatest number of private owners. It would present a large logistical challenge to engage with the community and facilitate the necessary retrofits to connect to an ATL. Downtown is also the most historic district of the three, increasing the likelihood of more complex mechanical updates to building systems.

Significant development is planned for areas within the downtown area and adjacent to it. A new community center is planned south of the City Park, going in the parcel where the public bathrooms now sit. At the Southern end of Swede Alley, the large parking lots are to be re-developed. Vail Resorts owns the surface parking lots west of the City Park and Miners Hospital and has plans to develop them in the coming years. These new projects and others not mentioned here would be excellent opportunities to tie into a central loop and could be an excellent path to expansion if the Bonanza Park district were installed first.

Figure 12: Bonanza Park and Downtown Area Surface Geology



The Downtown evaluation area is situated in a narrow valley underlain by alluvial stream and

fan deposits. These materials consist predominantly of poorly- to well-sorted clay- to boulder-sized sediment deposited in active stream channels and floodplains and debris flows and debris floods.

Bonanza Park

The Bonanza Park district is proposed from the intersection of Highways 224 and 248 on the East, starting south of Highway 248 and switching to North of the Highway at the intersection with Bonanza Drive. From there it stretches East along to the Park City School District office.

Figure 13: Bonanza Park Area



This district is also highly built out, but it includes many large parking lots, sports fields and is generally a more open built environment. Key buildings include McPolin Elementary School, Park City High School and the Kimball Art Center. Large development plans are moving forward around the intersection of Highway 248 and

Bonanza drive including HOPA, the Small Area Plan and 5 Acre Site. The current program is to construct several hundred thousand square feet of new developments including mixed use commercial and residential neighborhoods. The target is to be complete by 2030 and offers a unique opportunity to set the ATL and water source heat pumps as the basis of design. This system will not only be the most efficient option but also may reduce mechanical room requirements and open up leasable space in the building. Future developments aside, the current combination of commercial, residential and K-12 schools gives this area the greatest use type diversity of the three sites.

Diversity is beneficial in an ATL as it creates opportunities for heat sharing between dissimilar use patterns. Additionally, non-coincident loads within the system- i.e. the school in heating during the day and the homes at night- reduces overall peak loads needed from the ATL. Large commercial buildings including the schools are likely to be designed with a central hot water system. These systems are simple to retrofit with a heat pump, often only requiring updates in the mechanical room, and offer an opportunity to hybridize the ATL. If natural gas boilers are present and in good working order, these can be sequenced in with heat pumps as a resource for the ATL. Used as “peakers” to supplement the system under the highest heating loads, they would ideally operate less than 10% of the season and offer increased resiliency and reliability. Expansion of this district would be simple to the North or South, including networking with a micro district in the Downtown area.

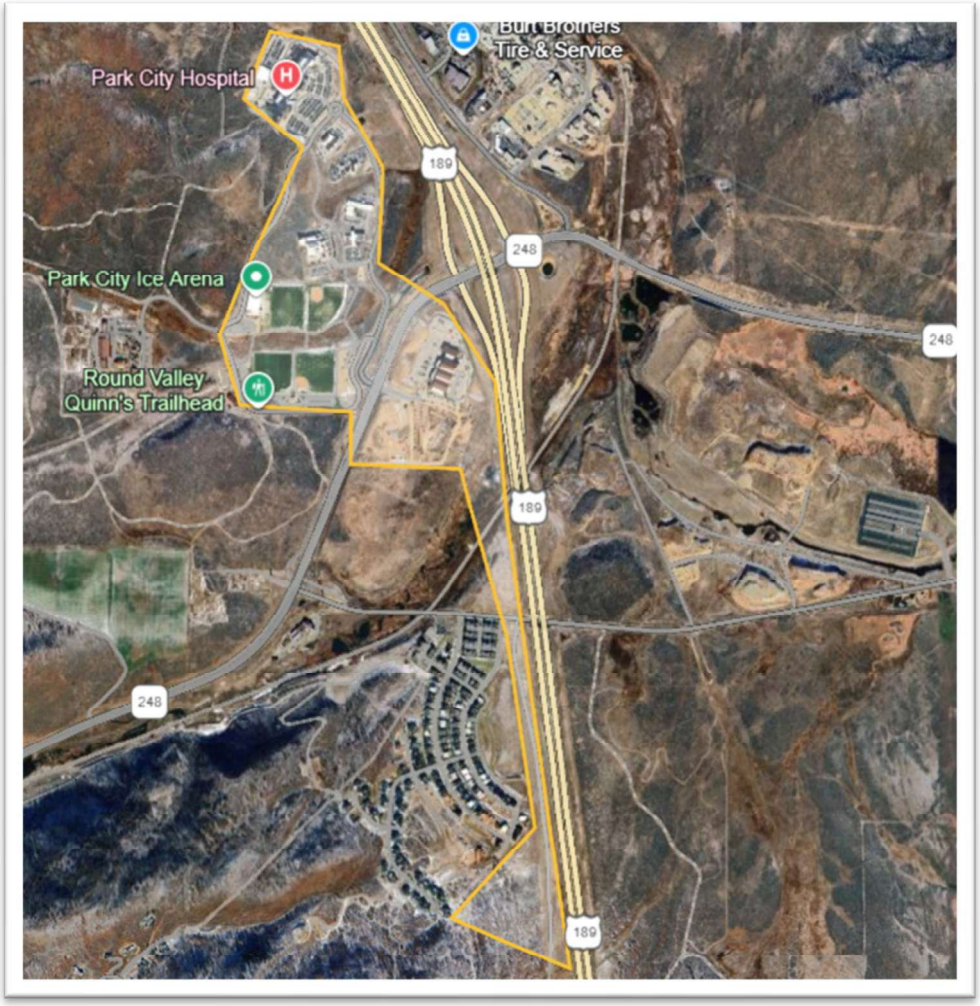
Treasure Mountain Junior High is a large building on the East side of the district. Reportedly, the school is to be torn down in 2026 and will be replaced with two soccer fields and eight tennis courts. This could provide an excellent opportunity for collaboration as geothermal borefields are invisible infrastructure and ideally located under sports fields.

Figure 12 indicates that the Bonanza Park evaluation area is underlain primarily by alluvial fan deposits which, as described above, consist of clay- to boulder-sized sediment. The borehole logs presented in Attachment A (of Mr. White’s report) indicate that the unconsolidated sediments in this area could be up to about 200 feet thick. These deposits are described as consisting of clay- to gravel-sized sediments.

Quinns

The Quinns area is located on the East side of Highway 189 and includes the Park City Hospital on the North and 1.3 miles south of the Highway 248 junction.

Figure 14: Quinns Area



The Quinns area has the largest portion of open and undeveloped land and the fewest buildings. The entire district is outside of the source protection zone so regulatory limitations on drilling or pump-and-reinjection strategies would not be an issue.

Buildings in this area include The Utah Film Studio, the Park City Ice Arena, the US Ski and Snowboard Center, Summit County Health Dept, the Park City Surgery Center, a medical office building, the Peace House and the Intermountain Health Park City

Hospital. Future sports court areas and a large residential neighborhood are also in planning stages.

As mentioned in the intro to this section, we typically see an economic viability inflection point between a single building geothermal system and an ATL around 300 tons of load. Certainly, all the above-named buildings together would have a combined load higher than this, the hospital is likely above it on its own. Unless large future developments can be coordinated with this system, a successful ATL would need to connect to most of the existing buildings to cross the threshold of minimum viable size if the hospital does not participate. Intermountain Health has a history of investing in sustainable projects but due to the critical nature of their systems, will be understandably cautious of any decision perceived to impact the reliability of their HVAC system. Significant coordination and education would be a necessary part of any collaboration.

The Quinns area has excellent access points to key thermal resources in its open land for vertical boreholes and wastewater energy recovery. Solar thermal and CLAD systems are likely also good fits with the available building roof area on the ice rink and one existing water well within the area. TGEG met with the facility operators at the Ice Arena and discussed the potential for recovering waste heat associated with maintaining the ice sheet. Reportedly, waste heat is already being used to melt Zamboni ice shavings and warm the ground under the ice sheet. The ammonia chiller has relatively low run times in the winter and captured waste heat is sometimes not enough to melt Zamboni ice. The chiller is at the end of its usable life and scheduled to be replaced in 2027, which may offer an opportunity to re-evaluate the amount of waste heat available. The arena HVAC system is also in poor condition and would benefit from an update.

With a minimally developed and recently implemented built environment, installing infrastructure in the Quinns area will be the simplest of the three. The most notable challenge associated with this area will be finding partnerships among the existing or planned buildings. Expansion of this system over time will be dictated by future development as this area is largely isolated.

Figure 15: Quinns Area Surface Geology

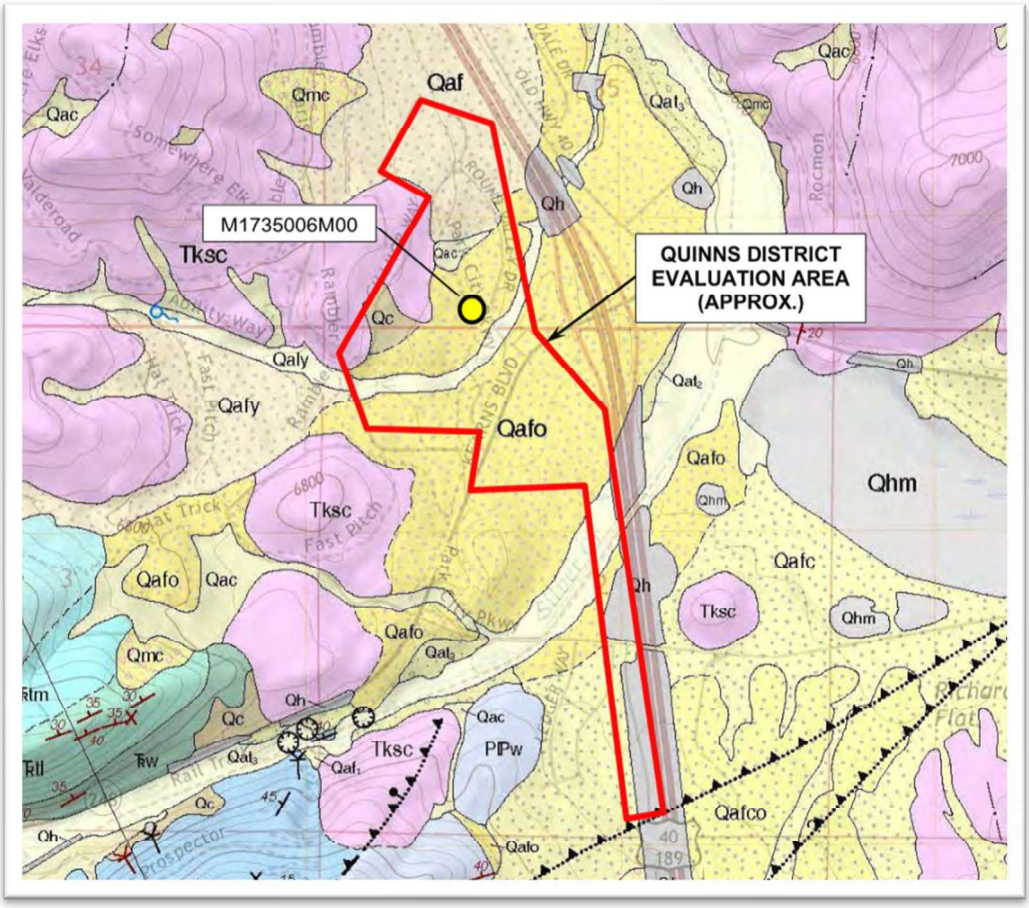


Figure 15 indicates that the Quinns District evaluation area is underlain primarily by fan alluvium of various ages as well as mixed fan alluvium and colluvium (Qafc). Biek (2022) describes these materials as poorly- to moderately-sorted clay- to boulder-sized sediment deposited by debris flows and debris floods. The well log at the site shown in Figure 15 indicates that unconsolidated materials at this location are 80 feet thick.

Given the faulting in the area and the masked bedrock, we are uncertain what formations underlie the alluvial fill and breccia in the Quinns District evaluation area. However, this likely consists of the Weber Sandstone (PPw on Figure 15) in the southern portion of the area and the Park City and Phosphoria Formations, undivided (Ppc on Figure 15) in the northern portion of the area. These formations are described above and likely attain thicknesses of at least several hundred feet beneath the area.

5. Summary & Recommendations

Each of the three districts evaluated offers a unique mix of resources and their own challenges. Our selection criteria are based on these factors:

- Thermal Asset Availability
- Potential Connected Loads
- Constructability

With the above considerations in mind, we recommend the Bonanza Park area be given preference when selecting the first implementation site, with the Quinns district and Downtown areas following in that order. From our observations, this site offers the greatest diversity of building types, the greatest collection of large buildings, open area outside the source protection zone and a more open built environment for routing. It's proximity to both the wastewater line at the intersection of highways 224 and 228, and to the mine water flows at the 3 Kings Water Treatment Plant offer a cost-effective path to significant thermal resources. If a sufficiently large set of buildings could be committed to connect to a common ATL and access to available resources negotiated, we believe this system would be a highly efficient and robust anchor that future systems could build upon.

The GreyEdge Group is capable of supporting Park City through the next phase of evaluation and through system design, construction and operation. Our primary concern is to ensure a project achieves its goals from a performance and operation standpoint. Next steps for the evaluation include the following:

- Work with specific building owners to gauge interest in connecting
- Develop a load profile for those that agree
- Develop a retrofit plan for potential connected buildings
- Refine information around thermal assets including wastewater and mine water
- Drill a test borehole and perform an advanced thermal conductivity test
- Research potential incentives and grants

Appendix A: Hydrogeology Report

Memorandum



To: Matt Garlick

From: Rich White RBW

Date: 20 Feb 2025

Subject: Summary of anticipated hydrogeologic conditions, Potential Park City, Utah ambient temperature loop locations

It is my understanding that ambient temperature loop installations are being considered in three areas in Park City, UT (see Figure 1). The purpose of this memorandum is to present a summary of hydrogeologic conditions and potential drilling issues in these areas to assist in future decisions.

Executive Summary

Park City, UT is situated in a geologically complex area. Unconsolidated materials grade from clay to boulders and range in thickness from 15 feet to 200 feet in the evaluated areas. Bedrock in the areas of interest is extensively fracture and consists of interbedded sandstone, siltstone, mudstone, and shale. Volcanic mudflow deposits exist in a portion of the area of interest. Potential drilling challenges include difficulties associated with encountering cobbles and boulders, potentially high quantities of groundwater, and potential lost circulation.

Local Geology

Biek (2022) and Biek et al. (2022) prepared comprehensive geologic maps of the Park City, UT area. Portions of those maps are presented in Figures 2 and 3, covering the Downtown, Bonanza Park, and Quinns District evaluation areas. As indicated in these figures, the region is geologically complex, being dissected by multiple faults and anticlines and overlain by alluvial deposits and volcanic mudflow breccia at various thicknesses. Anticipated geologic conditions for each of the evaluation areas are discussed below.

<u>Downtown Evaluation Area</u>

The Downtown evaluation area is situated in a narrow valley underlain by alluvial stream and fan deposits (identified as Qaly and Qafy, respectively, on Figure 2). These materials consist predominantly of poorly- to well-sorted clay- to boulder-sized sediment deposited in active stream channels and floodplains (in the case of Qaly) and debris flows and debris floods (in the case of Qafy).

Figure 2 shows the locations of three boreholes drilled within and adjacent to the Downtown evaluation area. Driller's logs for these boreholes, downloaded from the Utah Division of Water Rights web site (https://maps.waterrights.utah.gov/EsriMap/map.asp) are provided in Attachment A. These logs indicate that the thickness of unconsolidated alluvial sediments in the area varies from 15 feet to 65 feet, being thickest at well 1335010M00 where stream deposits are overlain by alluvial fan deposits. Clay- through cobble-sized sediments were commonly reported in the well logs.

The Downtown evaluation area is bounded by the Park City and Phosphoria Formations, undivided (Ppc on Figure 2) and the Weber Sandstone (PPw on Figure 2). The Park City Formation consists of limestone interbedded with sandstone, siltstone, and mudstone (Biek, 2022). Colors range from light to dark gray. This formation is the principal host for the lead-zinc-silver deposits that were the focus of historic mining in the Park City area. The Phosphoria Formation is a shale interbed that separates members of the Park City Formation in some areas of the region.

Measurements presented by Biek (2022) and Biek et al. (2022) indicate that the Park City and Phosphoria Formations, undivided generally dip at angles of 20 to 30 degrees to the northwest. A cross section prepared by Biek et al. (2022) and located about ¼ mile southwest of the Downtown evaluation area suggests that the Park City and Phosphoria Formations, undivided are approximately 100 to 200 feet thick in the area as an aggregate.

The Weber Sandstone underlies the Park City and Phosphoria Formations in the area. Biek (2022) describes the Weber Sandstone as consisting of pale orange, grayish-orange, and yellowish-gray fine-grained, well-cemented quartzitic and calcareous sandstone with occasional limestone interbeds. Biek also indicates that the formation is typically highly fractured. Measurements presented by Biek (2022) and Biek et al. (2022) indicate that the Weber Sandstone generally dips at angles of 20 to 30 degrees to the northwest.

The cross section prepared by Biek et al. (2022) suggests that the Weber Sandstone could be approximately 1000 feet thick in the region. Accounting for the thickness of the alluvial deposits and bedrock exposures on the slopes adjacent to the narrow valley, the Weber Sandstone is likely 400 to 500 feet thick beneath the Downtown evaluation area.

The Round Valley Limestone, which does not outcrop within the area shown in Figure 2, underlies the Weber Sandstone in this area. According to Baker (1964), the Round Valley Limestone consists of light- to medium-gray limestone with occasional interbeds of chert and sandstone. The above-noted cross section presented by Biek et al. (2022) suggests that the Round Valley Limestone is approximately 400 feet thick beneath the Downtown evaluation area.

Bonanza Park Evaluation Area

Figure 2 indicates that the Bonanza Park evaluation area is underlain primarily by alluvial fan deposits which, as described above, consist of clay- to boulder-sized sediment. The borehole logs presented in Attachment A indicate that the unconsolidated sediments in this area could be up to about 200 feet thick. These deposits are described as consisting of clay- to gravel-sized sediments.

This Bonanza Park evaluation area is bounded by the Thaynes Formation (TRtu, TRtm, and TRtl on Figure 2) and the Woodside Shale (TRw on Figure 2) on the north and east and by the Park City and Phosphoria Formations, undivided on the south. Biek (2022) indicates that the Thaynes Formation is readily divided into three parts: a lower brown calcareous sandstone and sandy limestone, a middle red siltstone and shale, and an upper medium-gray limestone. Measurements presented by Biek (2022) indicate that the Thaynes Formation generally dips at angles of 25 to 45 degrees to the northwest. Although a cross section prepared by Biek (2022), located about 0.3-mile northeast of the Bonanza Flat evaluation area, suggests that the Thaynes Formation is approximately 2000 feet thick in the area, the steep dip of this

formation indicates that it may not exist within the upper 1000 feet beneath parts of the Bonanza Park evaluation area.

The Woodside Shale underlies the Thaynes Formation in the Bonanza Park evaluation area. Biek (2022) describes this formation as interbedded reddish-brown to light-gray, thin-bedded siltstone, fine-grained sandstone, mudstone, and occasional limestone. The above-noted cross section prepared by Biek (2022) indicates that the Woodside Shale is approximately 500 feet thick beneath the area.

The Park City and Phosphoria Formations, undivided underlies the Woodside Shale in the Bonanza Park evaluation area. The Biek (2002) cross section indicates that this group is approximately 600 feet thick beneath the area.

Quinns District Evaluation Area

Figure 3 indicates that the Quinns District evaluation area is underlain primarily by fan alluvium of various ages (Qaf and Qafo) as well as mixed fan alluvium and colluvium (Qafc). Biek (2022) describes these materials as poorly- to moderately-sorted clay- to boulder-sized sediment deposited by debris flows and debris floods. The well log at the site shown in Figure 3 indicates that unconsolidated materials at this location are 80 feet thick.

Volcanic mudflow breccia of Silver Creek (Tksc on Figure 3) bounds most of the Quinns District evaluation area. Biek (2022) indicates that this unit consists of andesitic to rhyodactic volcanic mudflow breccia with minor interbedded lava flows and ash-flow tuff. On a cross section located about 1 mile southwest of the Quinns District evaluation area, Biek (2022) indicates that this breccia is approximately 100 feet thick in the area. On another cross section located about 3 miles northeast of the Quinns area, Biek (2022) indicates that the breccia is about 500 feet thick. Accounting for the thickness of the alluvial deposits, I anticipate that the breccia is approximately 200 feet thick beneath the Quinns District evaluation area.

Given the faulting in the area and the masked bedrock, I am uncertain what formations underlie the alluvial fill and breccia in the Quinns District evaluation area. However, this likely consists of the Weber Sandstone (PPw on Figure 3) in the southern portion of the area and the Park City and Phosphoria Formations, undivided (Ppc on Figure 3) in the northern portion of the area. These formations are described above and likely attain thicknesses of at least several hundred feet beneath the area.

Groundwater Conditions

The borehole logs provided in Attachment A indicate that the depth to groundwater varies substantially in the area, with reported static water levels ranging from 125 feet below ground surface at borehole 9935005P00 in the Downtown evaluation area to an artesian pressure of 11.55 feet above groundwater surface at borehole 35-9323 in the Bonanza Park evaluation area. No water level was reported for the borehole in the Quinns District evaluation area.

Holmes et al. (1986) indicate that most bedrock in the region is highly fractured, with this fracturing serving as a primary conduit for groundwater flow. As a general indication of the ability of the rock to yield groundwater, the log for well 35-337 (in the Bonanza Park evaluation area) indicates that the well was pumped at a rate of 0.624 cubic feet per second ("cfs" – 280 gallons per minute ["gpm"]) following construction. The log for well 35-9323 (also in the

Bonanza Park evaluation area) was pumped at a rate of 3.342 cfs (1500 gpm) following construction.

Potential Drilling Challenges

Given the probable presence of cobbles and boulders in the unconsolidated alluvial/colluvial materials and the probable fractured nature of the underlying bedrock, I anticipate that drilling could present some challenges. These challenges include difficulties associated with drilling through cobbles and boulders, potentially high quantities of groundwater, and potential lost circulation. A well-maintained mud program will be critical to address these issues. I also recommend that the driller be prepared to install surface casing through the unconsolidated alluvial/colluvial materials to maintain hole integrity and be prepared with means to seal zones where lost circulation occurs.

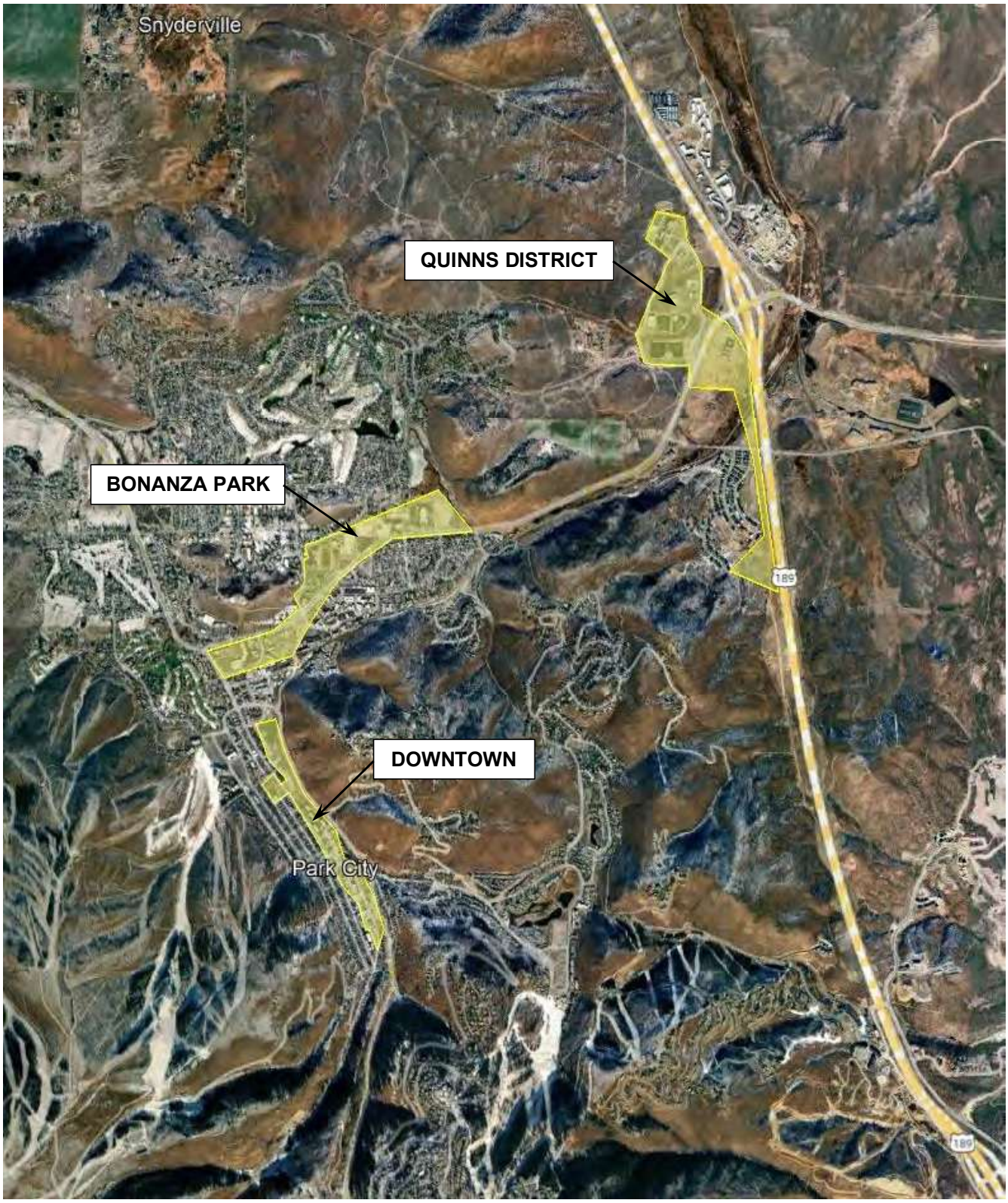
References Cited

Baker, A.A. 1964. Geology of the Aspen Grove Quadrangle Utah. Map GQ-239. U.S. Geological Survey. Washington, D.C.

Biek, R.F. 2022. Geologic Map of the Park City East Quadrangle, Summit and Wasatch Counties, Utah. Map 296DM. Utah Geological Survey. Salt Lake City, Utah.

Biek, R.F., W.A. Yonkee, and W.D. Loughlin. 2022. Geologic Map of the Park City West Quadrangle, Summit and Salt Lake Counties, Utah. Map 297DM. Utah Geological Survey. Salt Lake City, Utah

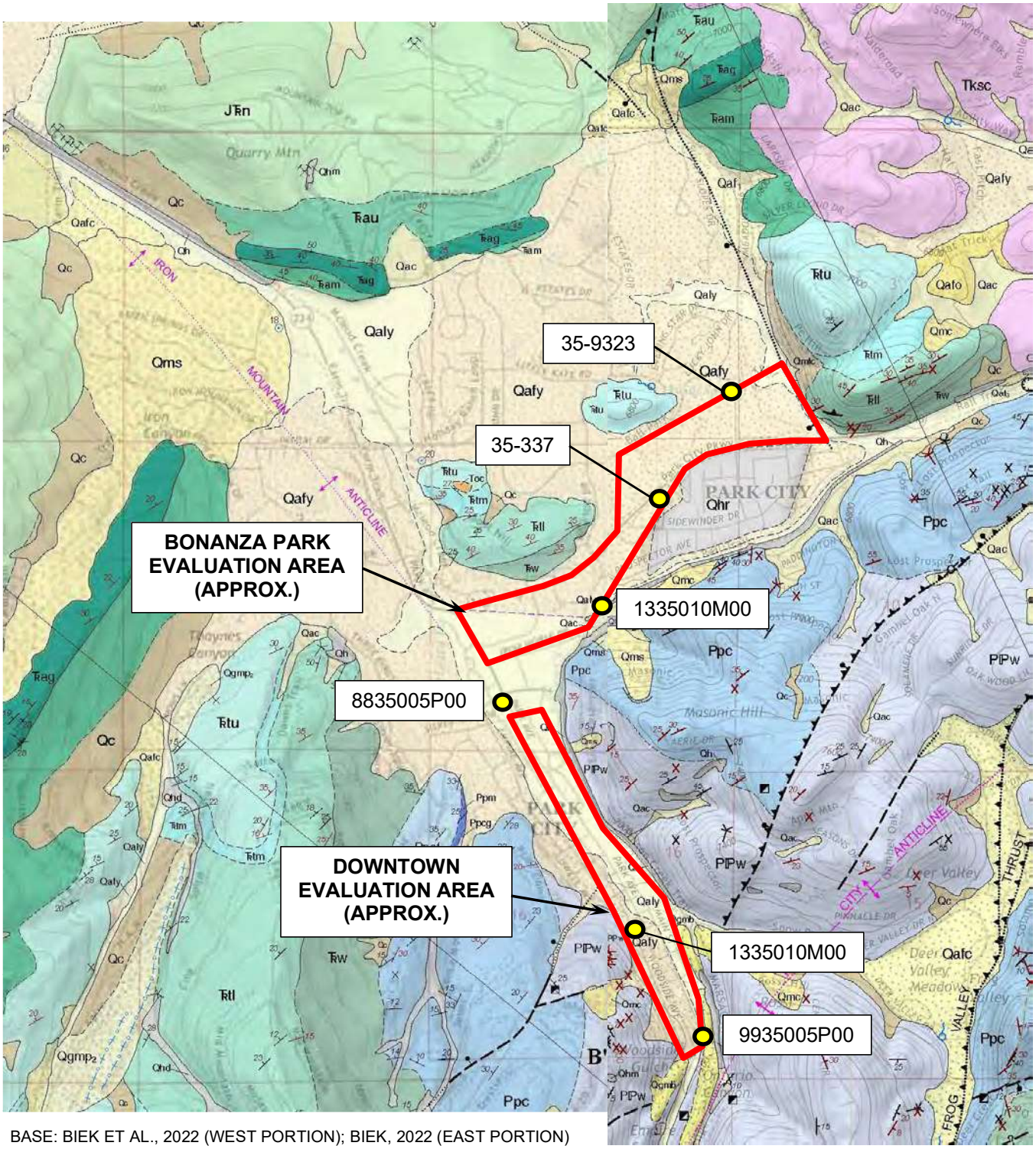
Holmes, W.F., K.R. Thompson, and M. Enright. 1986. Water Resources of the Park City Area, Utah with Emphasis on Ground Water. Technical Publication No. 85. Utah Department of Natural Resources. Salt Lake City, Utah.



BASE: GOOGLE EARTH IMAGE DATED 11/9/2024

FIGURE 1. AREAS EVALUATED.

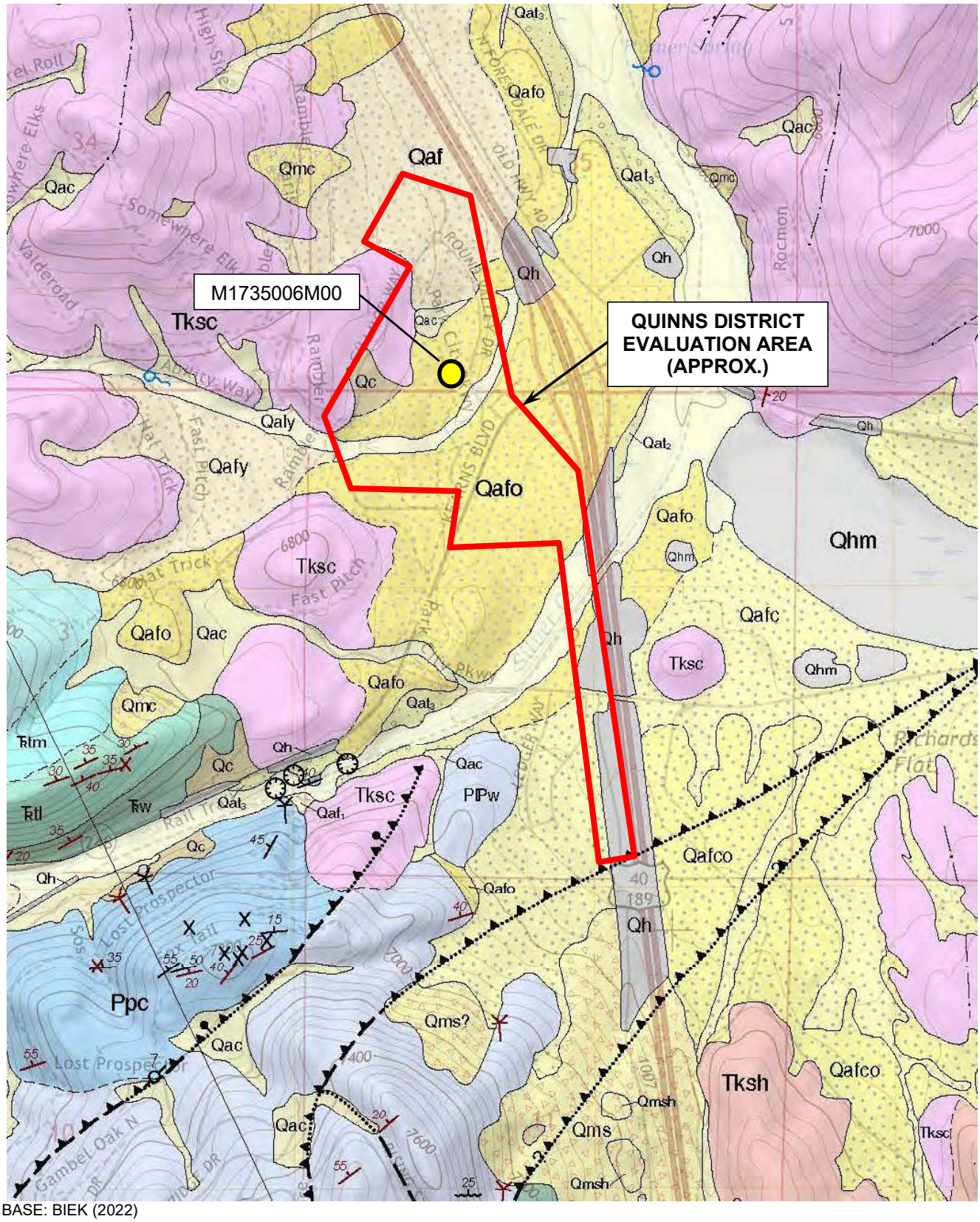
R B WHITE P.E.



BASE: BIEK ET AL., 2022 (WEST PORTION); BIEK, 2022 (EAST PORTION)

FIGURE 2. SURFACE GEOLOGY OF THE DOWNTOWN AND BONANZA PARK EVALUATION AREAS, WITH LOCATIONS OF DRILLER'S LOGS.

R*B*WHITE P.E.



BASE: BIEK (2022)

FIGURE 3. SURFACE GEOLOGY OF THE QUINNS DISTRCT EVALUATION AREA, SHOWING LOCATION OF DRILLER'S LOG.

R B WHITE P.E.

ATTACHMENT A

Borehole Logs

Utah Division of Water Rights

WELLPRT Well Log Information Listing

Version: 2003.09.18.00 Rundate: 10/09/2003 07:38 PM

Utah Division of Water Rights

Water Well Log 35-337

LOCATION:

S 944 ft W 1175 ft from NE CORNER of SECTION 9 T 2S R 4E BASE SL Elevation: feet

DRILLER ACTIVITIES:

ACTIVITY # 1 NEW WELL
DRILLER: D&H DRILLING INC LICENSE #: 541
START DATE: 07/26/1948 COMPLETION DATE: 09/19/1948

BOREHOLE INFORMATION:

Depth(ft) From	To	Diameter(in)	Drilling Method	Drilling Fluid
0	446	16.0		

LITHOLOGY:

Depth(ft) From	To	Lithologic Description	Color	Rock Type
0	5	SAND,GRAVEL		
		SAND & GRAVEL		
5	9	SAND		
		SOLID SAND		
9	35	CLAY,GRAVEL		
		GRAVEL & CLAY		
35	66	CLAY,GRAVEL		
		GRAVEL & CLAY		
66	70	WATER-BEARING,GRAVEL		LOOSE GRAVEL
		LOOSE GRAVEL SOME WATER		
70	165	CLAY,GRAVEL		
		GRAVEL & CLAY		
165	175	CLAY,GRAVEL		
		QUARTZITE CLAY AND FINE GRAVEL		
175	200	CLAY		
200	210	CLAY,GRAVEL		
210	215	WATER-BEARING,GRAVEL		
215	260	CLAY		
		QUARTZITE LIME AND CLAY		
260	295	OTHER	RED	SHALE
295	315	WATER-BEARING,OTHER	RED	SHALE
315	360	GRAVEL,OTHER	RED	SHALE
		RED SHALE QUARTZITE AND GRAVEL		
360	365	OTHER		SEE COMMENTS
		HARD LIME AND QUARTZITE SHELL		
365	425	GRAVEL,OTHER	RED	SHALE
		RED SHALE, QUARTZITE AND GRAVEL		
425	432	GRAVEL,OTHER		SEE COMMENTS
		COARSE GRAVEL, RED SHALE, WATER STRONG SULPHUR ODOR.		
432	445	GRAVEL,OTHER	RED	SHALE
		RED SHALE, QUARTZITE AND GRAVEL		
445	446	OTHER		BEDROCK
		BEDROCK (VERY HARD)		

WATER LEVEL DATA:

Date	Time	Water Level (feet) (-)above ground	Status
09/22/1948		20.00	STATIC

CONSTRUCTION - CASING:

Depth(ft) From	To	Material	Gage(in)	Diameter(in)
0	446			12

CONSTRUCTION - SCREENS/PERFORATIONS:

Depth(ft) From	To	Screen(S) or Perforation(P)	Slot/Perf. siz	Screen Diam/Length Perf(in)	Screen Type/# Perf.
305	403	PERFORATION	10.0		PERF LINER
398	446	PERFORATION	6.00		PERF LINER

WELL TESTS:

Date	Test Method	Yield (CFS)	Drawdown (ft)	Time Pumped (hrs)
09/22/1948		.624		

GENERAL COMMENTS:

CONSTRUCTION INFORMATION
Size/Kind of casing: New 16" steel 5/16 wall, new 12" standard
305 10' perforated liner set 305' to 403'; 6" perforated liner
398' to 446'
Additional data not available

Utah Division of Water Rights

WELLPRT Well Log Information Listing

Version: 2003.09.18.00 Rundate: 10/09/2003 02:23 AM

Utah Division of Water Rights

Water Well Log 35-9323

LOCATION:
N 648 ft W 180 ft from SE CORNER of SECTION 4 T 2S R 4E BASE SL Elevation: feet

DRILLER ACTIVITIES:
ACTIVITY # 1 NEW WELL
DRILLER: ROSS DRILLING & CONSTRUCTION INC LICENSE #: 346
START DATE: 05/12/1989 COMPLETION DATE: 06/16/1989

BOREHOLE INFORMATION:

Depth(ft) From	To	Diameter(in)	Drilling Method	Drilling Fluid
0	327	15.0	ROTARY	

LITHOLOGY:

Depth(ft) From	To	Lithologic Description	Color	Rock Type
0	185	OTHER ALLUVIAL FILL		ALLUVIAL FILL
185	188	OTHER HARD LIMESTONE		HARD LIMESTONE
188	190	SAND SAND		
190	327	LIMESTONE HARD & FRACTURED		LIMESTONE

WATER LEVEL DATA:

Date	Time	Water Level (feet) (-)above ground	Status
06/16/1989		-11.55	

CONSTRUCTION - CASING:

Depth(ft) From	To	Material	Gage(in)	Diameter(in)
0	24		.250	24.0
0	252		.375	16.0

CONSTRUCTION - FILTER PACK/ANNULAR SEALS

Depth(ft) From	To	Material	Amount	Density(pcf)
0	252	CEMENT 4% BENTONITE		

WELL TESTS:

Date	Test Method	Yield (CFS)	Drawdown (ft)	Time Pumped (hrs)
06/16/1989	PUMP TEST	3.342	62	24

GENERAL COMMENTS:
CONSTRUCTION INFORMATION:
aDDITIONAL DATA NOT AVAILABLE

WELL DRILLER'S REPORT
State of Utah
Division of Water Rights

For additional space, use "Additional Well Data Form" and attach

Well Identification

Non-Production Well: 1335010M00 WIN: 437180

Owner *Note any changes*

RAMCO CONSTRUCTION/MUELLER RESIDENCE
C/O SOUND GEOTHERMAL CORP.
3962 ALPINE VALLEY CIRCLE
SANDY, UT 84060

Contact Person/Engineer: _____

Well Location *Note any changes*

S 620 W 1440 from the E4 corner of section 16, Township 2S, Range 4E, SL B&M

Location Description: (address, proximity to buildings, landmarks, ground elevation,local well #)

Drillers Activity Start Date: 10-17-13 Completion Date: 11-15-13

Check all that apply: [X] New [ ] Repair [ ] Deepen [ ] Clean [ ] Replace [ ] Public Nature of Use: Heat Exchange wells

If a replacement well, provide location of new well. _____ feet north/south and _____ feet east/west of the existing well.

DEPTH (feet) FROM	TO	BOREHOLE DIAMETER (in)	DRILLING METHOD	DRILLING FLUID
0	370	5.5	mud Rotary	water Bentonite

Well Log

DEPTH (feet) FROM	TO	WATER	PERMEABLE High	PERMEABLE Low	UNCONSOLIDATED CLAY	SILT	SAND	GRAVEL	COBBLES	BOULDER	OTHER	CONSOLIDATED ROCK TYPE	COLOR	DESCRIPTION AND REMARKS (e.g., relative %, grain size, sorting, angularity, bedding, grain composition density, plasticity, shape, cementation, consistancy, water bearing, odor, fracturing, minerology, texture,degree of weathering, hardness, water quality, etc.)
0	65				X			X	X					
65	110										X			sandstone, Quartz
110	370										X		Black	sandstone, Quartz (Hard)

RECEIVED
NOV 29 2013
WATER RIGHTS
SALT LAKE

GK

Static Water Level

Date n/A Water Level _____ feet Flowing? [ ] Yes [ ] No
Method of Water Level Measurement _____ If Flowing, Capped Pressure _____ PSI
Point to Which Water Level Measurement was Referenced _____ Elevation _____
Height of Water Level reference point above ground surface _____ feet Temperature _____ degrees [ ] C [ ] F

Construction Information

DEPTH (feet) FROM	DEPTH (feet) TO	CASING TYPE AND MATERIAL/GRADE	WALL THICK (in)	NOMINAL DIAM. (in)
0	370	1.25" Polyethylene		
		Loop		

☐SCREEN ☐PERFORATIONS ☐OPEN BOTTOM

DEPTH (feet) FROM	DEPTH (feet) TO	SCREEN SLOT SIZE OR PERF SIZE (in)	SCREEN DIAM. OR PERF LENGTH (in)	SCREEN TYPE OR NUMBER PERF (per round/interval)

Well Head Configuration: N/A Access Port Provided? ☐Yes ☐No

Casing Joint Type: Perforator Used:

Was a Surface Seal Installed? ☐Yes ☐No Depth of Surface Seal: feet Drive Shoe? ☐Yes ☐No

Surface Seal Material Placement Method:

Was a temporary surface casing used? ☐Yes ☐No If yes, depth of casing: feet diameter: inches

DEPTH (feet) FROM	DEPTH (feet) TO	SEAL MATERIAL, FILTER PACK and PACKER TYPE and DESCRIPTION	**Quantity** of Material Used (if applicable)	GROUT DENSITY (lbs./gal., # bag mix, gal./sack etc.)
0	370	Thermal Grout .88	12 units	63% solids
				13.5 lbs/GAL
		1 units = 50# bentonite		
		200# Sand		
		18 GAL water		

Well Development and Well Yield Test Information

DATE	METHOD	YIELD	Units Check One GPM	Units Check One CFS	DRAWDOWN (ft)	TIME PUMPED (hrs & min)
	N/A					

Pump (Permanent)

Pump Description: N/A Horsepower: Pump Intake Depth: feet

Approximate Maximum Pumping Rate: Well Disinfected upon Completion? ☐Yes ☐No

Comments

Description of construction activity, additional materials used, problems encountered, extraordinary Circumstances, abandonment procedures. *Use additional well data form for more space.*

Drilled 7 bores x 370, Install 1.25" loop into each bore. Backfill all bores with Thermal Grout .88 from bottom to surface

Well Driller Statement

This well was drilled and constructed under my supervision, according to applicable rules and regulations, and this report is complete and correct to the best of my knowledge and belief.

Name BERTRAM DRILLING INC License No. 712
(Person, Firm, or Corporation - Print or Type)

Signature Date 11-26-13
(Licensed Well Driller)

WELL DRILLER'S REPORT
State of Utah
Division of Water Rights

For additional space, use "Additional Well Data Form" and attach

Well Identification

Water Right or Application: 2435026M00 WIN: 449687

Owner *Note any changes*

Valley Resort Company, LLC
C/O Alterra Mountain Company
3501 Wazee St 400
Denver, CO 80213

Contact Person/Engineer: John Russell

Well Location *Note any changes*

N 2219' E 3032' from the SW corner of section 09, Township 2S, Range 4E, SL B&M

MW-3

Location Description: (address, proximity to buildings, landmarks, ground elevation,local well #)

Drillers Activity Start Date: 11/14/2024 Completion Date: 11/15/2024

Check all that apply: [X] New [ ] Repair [ ] Deepen [ ] Replace Nature of Use: Monitor

If a replacement well, provide location of new well. _____ feet north/south and _____ feet east/west of the existing well.

DEPTH (feet) FROM	TO	BOREHOLE DIAMETER (in)	DRILLING METHOD	DRILLING FLUID
0	33.5	2.25	direct push	n/a

Well Log

DEPTH (feet) FROM	TO	WATER	PERMEABLE High	PERMEABLE Low	UNCONSOLIDATED CLAY	SILT	SAND	GRAVEL	COBBLES	BOULDER	OTHER	CONSOLIDATED ROCK TYPE	COLOR	DESCRIPTION AND REMARKS (e.g., relative %, grain size, sorting, angularity, bedding, grain composition density, plasticity, shape, cementation, consistancy, water bearing, odor, fracturing, minerology, texture,degree of weathering, hardness, water quality, etc.)
0	11				X	X							dk brn	silty clay
11	22	X			X	X	X						brn	clayey silt w/some sand
22	24	X				X	X						brn	silty fine sand
24	29	X			X	X							brn	silty clay
29	30											Quartz	white	
30	31.5	X			X	X							brn	clayey silt
31.5	32.5	X			X	X	X	X					brn	clayey silty gravel
32.5	33.5	X			X								brn/red	red brn clay

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DEC 03 2024
WATER RIGHTS SALT LAKE
JVS
RECEIVED
DEC 06 2024
WATER RIGHTS SALT LAKE
TH

Static Water Level

Date 11/18/24 Water Level 31.0 feet Flowing? [ ] Yes [X] No

Method of Water Level Measurement WL Meter If Flowing, Capped Pressure _____ PSI

Point to Which Water Level Measurement was Referenced TOC Elevation _____

Height of Water Level reference point above ground surface _____ feet Temperature _____ degrees [ ] C [ ] F

Driller Name E.T. TECHNOLOGIES, INC. License No. 955

Well Log

SCANNED LP

Construction Information

DEPTH (feet) FROM	TO	CASING: CASING TYPE AND MATERIAL/GRADE	WALL THICK (in)	NOMINAL DIAM (in)	DEPTH (feet) FROM	TO	☐SCREEN ☐PERFORATIONS ☐OPEN BOTTOM: SCREEN SLOT SIZE OR PERF SIZE (in)	SCREEN DIAM. OR PERF LENGTH (in)	SCREEN TYPE OR NUMBER PERF (per round/interval)
0	22.5	PVC	Sch40	1.5	22.5	32.5	10	1.5	PVC

Well Head Configuration: locking expanding cap Access Port Provided? ☐Yes ☒No

Casing Joint Type: threaded Perforator Used: n/a

Was a Surface Seal Installed? ☒Yes ☐No Depth of Surface Seal: 1.5 feet Drive Shoe? ☐Yes ☒No

Surface Seal Material Placement Method: concrete flush mount

Was a temporary surface casing used? ☐Yes ☒No If yes, depth of casing: _____ feet diameter: _____ inches

DEPTH (feet) FROM	TO	SURFACE SEAL / INTERVAL SEAL / FILTER PACK / PACKER INFORMATION: SEAL MATERIAL, FILTER PACK and PACKER TYPE and DESCRIPTION	**Quantity** of Material Used (if applicable)	GROUT DENSITY (lbs./gal., # bag mix, gal./sack etc.)
0	1.5	concrete flush mount	75 lbs	
1.5	3.0	hydrated bentonite chips	10 lbs	
3.0	32.5	natual cave in		

Well Development and Well Yield Test Information

DATE	METHOD	YIELD	Units Check One GPM	CFS	DRAWDOWN (ft)	TIME PUMPED (hrs & min)

Pump (Permanent)

Pump Description: _____ Horsepower: _____ Pump Intake Depth: _____ feet

Approximate Maximum Pumping Rate: _____ Well Disinfected upon Completion? ☐Yes ☐No

Comments

Description of construction activity, additional materials used, problems encountered, extraordinary Circumstances, abandonment procedures. *Use additional well data form for more space.*

Well Driller Statement

This well was drilled and constructed under my supervision, according to applicable rules and regulations, and this report is complete and correct to the best of my knowledge and belief.

Name E.T. TECHNOLOGIES, INC. (Person, Firm or Corporation - Print or Type) License No. 955

Signature _____ (Licensed Well Driller) Date 12/3/2024

Utah Division of Water Rights

WELLPRT Well Log Information Listing

Version: 2003.09.18.00 Rundate: 10/09/2003 04:16 AM

Utah Division of Water Rights

Water Well Log 8835005P00

LOCATION:
N 575 ft E 845 ft from SW CORNER of SECTION 9 T 2S R 4E BASE SL Elevation: feet

OWNER(S):
OWNER: PARK CITY MUNICIPAL CORP
ADDRESS: 10 IRON HORSE PARKY
CITY: PARK CITY STATE: UT ZIP:

DRILLER ACTIVITIES:
ACTIVITY # 1 NEW WELL
DRILLER: BASIN & RANGE DRILLING CO LICENSE #: 354
START DATE: / / COMPLETION DATE: / /

BOREHOLE INFORMATION:

Depth(ft) From	Depth(ft) To	Diameter(in)	Drilling Method	Drilling Fluid
0	520	10	CABLE	

LITHOLOGY:

Depth(ft) From	Depth(ft) To	Lithologic Description	Color	Rock Type
0	10	CLAY,SILT,GRAVEL,OTHER SILT; DUSKY YELLOWISH BROWN W/OCCASIONAL SM. GRAVELS & ABUNDANT CLAY; GRAVEL FRAGMENTS; PREDOMINANTLY DARK GREY SHALE W/SOME QUARTZITE		SHALE
10	15	CLAY,SILT,GRAVEL SILTY CLAY W/GRAVEL. SHALE, QUARTZITE AND SANDSTONE		
15	30	SILT,SAND,GRAVEL,OTHER SILTY GRAVEL W/SAND & ABUNDANT CLAY; PREDOMINANTLY QUARTZITE W/SOME YELLOW SANDSTONE & DARK GREY SHALE FRAGMENTS; VERY COARSE GRAINED SAND		SANDSTONE
30	50	CLAY,OTHER GRAVELLY CLAY; DARK RED SANDSTONE, DARK GREY SHALE & QUARTZITE		SHALE
50	55	SILT,GRAVEL GRAVELLY SILT;		
55	60	SILT,GRAVEL SILTY GRAVEL; MODERATE BROWN GRAVELS UP TO 1/2" DIAMETER. PREDOMINATELY QYARTZUTEM SINE SABDSTIBE		
60	85	CLAY,GRAVEL GRAVELLY SILT; DARK RES SANDSTONE, DARK GREY SHALE & QUARTZITE.		
85	110	CLAY,SILT,GRAVEL CLAYEY GRAVEL; MODERATE BROWN W/ABUNDANT SILT. PREDOMINANTLY QUARTZITE AND YELLOW SANDSTONE		
110	140	CLAY,SILT,SAND,GRAVEL CLAYEY SAND; MODERATE BROWN, MEDIUM TO VERY COASRE GRAINED W/OCCASSIONAL SMALL GRAVELS AND ABUNDANT SILT. INCREASE IN SAND AND GRAVEL CONTENT AND GRVEL SIZE AT 125 FEET		
140	235	CLAY,SILT,SAND SANDY SILT; MODERATE BROWN, COARSE TO VERY COARSE GRAINED SAND, PREDOMINATELY QUARTZITE, WITH ABUNDANT CLAY		
235	270	OTHER	MED/DK GREY	LIMESTONE

		SHALEY LIMESTONE; MEDIUM TO DARK GREY, HIGHLY WEATHERED, BECOMING LESS WEATHERED FROM 245 TO 270 FEET			
270	345	OTHER LIMESTONE; VERY DARK BROWN TO MEDIUM GREY, MODERATELY WELL INDURATED TO VERY HARD, WITH OCCASIONAL FRAGMENTS OF WHITE, VEIN-FILLING CHERT AND TRACE FRAGMENTS OF BLACK CHERT AND MOTTLED GREY QUARTZITE. VERY HARD AT 330 FEET.			
345	355	OTHER CALCAREOUS QUARTZITE; YELLOW TO MEDIUM GREY, MODERATELY WELL INDURATED SLIGHTLY SHALEY, W/OCCASIONAL FRAGMENTS OF WHITE LIMESTONE & BLACK CHERT			QUARTZITE
355	405	OTHER LIMESTONE, MEDIUM TO DARK GREY, MASSIVE, WELL INDURATED TO ERY WELL INDURATED, WITH THIN STRINGERS OF YELLOW CALCAREOUS QUARTZITE. BECOMES LESS INDURATED AND SLIGHTLY FRACTURED AT 395 FT.			LIMESTONE
405	425	OTHER CALCAREOUS QUARTZITE; YELLOW, MODERATELY WELL INDURATED, SLIGHTLY SHALEY.		YELLOW	QUARTZITE
425	435	OTHER SHALEY LIMESTONE, LIGHT TO MEDIUM GREY, WITH OCCASIONAL FRAGMENTS OF BLACK CHERT; THINLY BEDDED WITH YELLOW QUARTZITE			LIMESTONE
435	440	OTHER CALCAREOUS QUARTZITE.			QUARTZITE
440	445	OTHER SHALEY LIMESTONE, LIGHT TO MEDIUM GREY.		LT/MED GREY	LIMESTONE
445	500	OTHER CALCAREOUS QUARTZITE, EYLLOW, WELL INDURATD. BECOMES SHALEY AND WEATHERED AT 465 FT.		YELLOW	QUARTZITE
500	510	OTHER QUARTZITE, SLIGHTLY CALCAREOUS, YELLOW, MODERATELY WELL INDURATED.			QUARTZITE
510	520	OTHER QUARTZITE, SANDY AND SLIGHTLY CALCAREOUS, YELLOW, WEATHERED, WITH OCCASIONAL FRAGMENTS OF CALCITE. BOTTOM OF BORING AT 520 FT.			QUARTZITE

CONSTRUCTION - CASING:

Depth(ft) From	To	Material	Gage(in)	Diameter(in)
0	235	NEW	.375	10

WELL TESTS:

Date	Test Method	Yield (CFS)	Drawdown (ft)	Time Pumped (hrs)
03/27/1989	SLUG	.223		

GENERAL COMMENTS:

Well test: Slug - Take 100 gal/min with 50 ft. rise after 4 hours

Utah Division of Water Rights

WELLPRT Well Log Information Listing

Version: 2003.09.18.00 Rundate: 10/12/2003 06:56 AM

Utah Division of Water Rights

Water Well Log 9935005P00

LOCATION:
S 150 ft W 300 ft from NE CORNER of SECTION 21 T 2S R 4E BASE SL Elevation: feet

OWNER(S):
OWNER: PARK CITY MUNICIPAL CORPORATION
ADDRESS: P O BOX 1480
CITY: PARK CITY STATE: UT ZIP: 84060
REMARKS: 4356155310C/O JERRY GIBBS

DRILLER ACTIVITIES:
ACTIVITY # 1 NEW WELL
DRILLER: LANG EXPLORATORY DRILLING INC LICENSE #: 568
START DATE: 10/18/1999 COMPLETION DATE: 11/01/1999

BOREHOLE INFORMATION:

Depth(ft) From	To	Diameter(in)	Drilling Method	Drilling Fluid
0	66	12.2	ROTARY	AIR & WATER
66	760	6.31	REVERSE CIR (ROTARY)	AIR & WATER
760	1865	6	REVERSE CIR (ROTARY)	AIR, WATER & BENTONI

LITHOLOGY:

Depth(ft) From	To	Lithologic Description	Color	Rock Type
0	40	HIGH-PERMEABILITY,SAND,GRAVEL,COBBLES		ALLUVIUM
40	410	HIGH-PERMEABILITY,OTHER	ORANGE & GRA	SANDSTONE
		LOWER WEBE FORMATION		
410	420	LOW-PERMEABILITY,OTHER	YELLOW/BRN	SANDST & LIME
		FAULT ZONE		
420	445	OTHER	LT BRN	MUDSTONE
		SOME CHERT		
445	530	HIGH-PERMEABILITY,OTHER	GRAY & BRN	SANDSTONE
		MIDDLE WEBER FORMATION		
530	590	LOW-PERMEABILITY,CLAY	YELLOW/BRN	STICKY CLAY
		FAULT ZONE		
590	730	HIGH-PERMEABILITY,OTHER	GRAY & BRN	SANDSTONE
		MIDDLE WEBER FORMATION		
730	750	OTHER	PALE ORANGE	LIMESTONE
750	1125	HIGH-PERMEABILITY,OTHER	ORANGE/BRN	SANDSTONE
		MIDDLE WEBER FORMATION		
1125	1140	OTHER	DARK GRAY	MUDSTONE
		SOME FINE-GRAINED SANDSTONE		
1140	1255	HIGH-PERMEABILITY,OTHER	GRAY & BRN	SANDSTONE
1255	1265	OTHER	LIGHT GRAY	LIMESTONE & CL
		FAULT ZONE		
1265	1295	OTHER	DARK GRAY	CLAY LIMESTONE
		UPPER WEBER FORMATION		
1295	1325	OTHER	DARK GRAY	SILTSTONE
1325	1450	HIGH-PERMEABILITY,OTHER	GRAY & BRN	SANDSTONE
1450	1460	OTHER	GRAY	LIMESTONE
1460	1490	HIGH-PERMEABILITY,OTHER	GRAY & BRN	SANDSTONE
1490	1500	OTHER	GRAY	LIMESTONE

1500	1590	HIGH-PERMEABILITY,OTHER	GRAY & BRN	SANDSTONE
1590	1595	OTHER	GRAY	LIMESTONE
1595	1597	CLAY	GRAY	CLAY
		FAULT ZONE		
1597	1650	HIGH-PERMEABILITY,OTHER	GRAY & BRN	SANDSTONE
1650	1660	OTHER	YELLOW/BROWN	SANDSTONE
		FAULT ZONE		
1660	1670	OTHER	GRAY	LIMESTONE
		MIDDLE HUMBUG FORMATION		
1670	1681	OTHER	GRAY	SANDSTONE
1681	1684	OTHER	GRAY & BROWN	LIMESTONE
1684	1686	CLAY	YELLOW/BRN	STICKY CLAY
		FAULT ZONE		
1686	1850	OTHER	GRAY & ORANG	SANDSTONE
		LOWER HUMBUG FORMATION		
1850	1860	OTHER	GRAY	LIMSTONE
		SILTY LIMESTONE		

WATER LEVEL DATA:

Date	Time	Water Level (feet) (-)above ground	Status
10/30/1999		125.00	STATIC

CONSTRUCTION - CASING:

Depth(ft) From	To	Material	Gage(in)	Diameter(in)
0	66	LOW CARBON STEEL	.025	7

CONSTRUCTION - FILTER PACK/ANNULAR SEALS

Depth(ft) From	To	Material	Amount	Density(pcf)
0	100	PORTLAND CEMENT	24 BAGS	384
100	1865	BENTONITE SLURRY HOLE		

GENERAL COMMENTS:

CONSTRUCTION INFORMATION:
Well Head configuraiton: no data available
Casing Joint Type; no data available
Perforatoar used: no data available
Filter Pack: 0 - 100 Sealed Hole with Portland Cement
100-1865 Displaced a 60 vis. bentonite slurry hole
ADDITIONAL DATA NOT AVAILABLE

WELL DRILLER'S REPORT
State of Utah
Division of Water Rights

For additional space, use "Additional Well Data Form" and attach

Well Identification

Non-Production Well: 1735006M00 WIN: 441435

Owner *Note any changes*

ICORR TECHNOLOGIES FOR QUESTAR GAS
C/O SHANNON CARTER
5883 HIGHLAND DR.
MORGAN, UT 84050

Contact Person/Engineer: _____

Well Location *Note any changes*

N 75 W 983 from the S4 corner of section 35, Township 1S, Range 4E, SL B&M

Location Description: (address, proximity to buildings, landmarks, ground elevation,local well #)

Drillers Activity Start Date: 11-16-17 Completion Date: 11-18-17

Check all that apply: [X] New [ ] Repair [ ] Deepen [ ] Clean [ ] Replace [ ] Public Nature of Use: _____

If a replacement well, provide location of new well. _____ feet north/south and _____ feet east/west of the existing well.

DEPTH (feet) FROM	TO	BOREHOLE DIAMETER (in)	DRILLING METHOD	DRILLING FLUID
0	150	14	Mud Rotary	Bentonite water
150	240	9 7/8	"	"

Well Log

DEPTH (feet) FROM	TO	WATER	PERMEABLE High	PERMEABLE Low	UNCONSOLIDATED CLAY	SILT	SAND	GRAVEL	COBBLES	BOULDER	OTHER	CONSOLIDATED ROCK TYPE	COLOR	DESCRIPTION AND REMARKS (e.g., relative %, grain size, sorting, angularity, bedding, grain composition density, plasticity, shape, cementation, consistancy, water bearing, odor, fracturing, minerology, texture,degree of weathering, hardness, water quality, etc.)
0	40				X		X						Brown	Brown clay w/coarse Brown Sand
40	80				X								Brown	
80	90											Sandstone	Brown	
90	130				X								Grey	
130	160											Shale	Grey	
160	170				X		X						Grey	Grey clay w/Brown sand
170	240											Shale	Grey	

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DEC 04 2017

Static Water Level

Date _____ Water Level _____ feet Flowing? [ ] Yes [ ] No
Method of Water Level Measurement _____ If Flowing, Capped Pressure _____ PSI
Point to Which Water Level Measurement was Referenced _____ Elevation _____
Height of Water Level reference point above ground surface _____ feet Temperature _____ degrees [ ] C [ ] F

Construction Information

DEPTH (feet) FROM	DEPTH (feet) TO	CASING: CASING TYPE AND MATERIAL/GRADE	CASING: WALL THICK (in)	CASING: NOMINAL DIAM. (in)	DEPTH (feet) FROM	DEPTH (feet) TO	☐SCREEN ☐PERFORATIONS ☐OPEN BOTTOM: SCREEN SLOT SIZE OR PERF SIZE (in)	SCREEN DIAM. OR PERF LENGTH (in)	SCREEN TYPE OR NUMBER PERF (per round/interval)
0	150	PVC		10					

Well Head Configuration: Cathodic Access Port Provided? ☐Yes ☐No

Casing Joint Type: Glue Perforator Used: NO

Was a Surface Seal Installed? ☒Yes ☐No Depth of Surface Seal: 150 feet Drive Shoe? ☐Yes ☒No

Surface Seal Material Placement Method: Pressure grout

Was a temporary surface casing used? ☐Yes ☒No If yes, depth of casing: _____ feet diameter: _____ inches

DEPTH (feet) FROM	DEPTH (feet) TO	SURFACE SEAL / INTERVAL SEAL / FILTER PACK / PACKER INFORMATION: SEAL MATERIAL, FILTER PACK and PACKER TYPE and DESCRIPTION	Quantity of Material Used (if applicable)	GROUT DENSITY (lbs./gal., # bag mix, gal./sack etc.)
0	150	Bentonite Grout 30% Solids	41	50 lbs bags

Well Development and Well Yield Test Information

DATE	METHOD	YIELD	Units Check One: GPM	Units Check One: CFS	DRAWDOWN (ft)	TIME PUMPED (hrs & min)

Pump (Permanent)

Pump Description: _____ Horsepower: _____ Pump Intake Depth: _____ feet

Approximate Maximum Pumping Rate: _____ Well Disinfected upon Completion? ☐Yes ☐No

Comments

Description of construction activity, additional materials used, problems encountered, extraordinary Circumstances, abandonment procedures. *Use additional well data form for more space.*

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WATER RIGHTS
SALT LAKE

Well Driller Statement

This well was drilled and constructed under my supervision, according to applicable rules and regulations, and this report is complete and correct to the best of my knowledge and belief.

Name ICORR TECHNOLOGIES, INC. (Person, Firm or Corporation - Print or Type) License No. 869

Signature _____ (Licensed Well Driller) Date 12-1-17

Enterprise Green Communities Sustainability Narrative

The proposed development is a three-story, 106-unit mixed-use affordable housing community in Park City, Utah, financed through the Low-Income Housing Tax Credit (LIHTC) program. The project will be constructed as a wood-frame residential structure over a ground-floor retail level with underground parking. The development is being designed to meet the requirements of the Enterprise Green Communities standards and will incorporate sustainable design, construction, and operational strategies intended to reduce environmental impacts, improve resident health and comfort, and lower long-term operating costs.

Sustainable Site Design, Community Connectivity, and Transit-Oriented Development

The project is strategically located within the Bonanza Park neighborhood and has been designed to advance the vision and objectives established in the recently adopted Bonanza Park Small Area Plan. The development supports the Plan's goals of creating a walkable, connected, mixed-use neighborhood that provides housing opportunities near employment centers, public transportation, services, recreation, and community amenities. These objectives closely align with the Enterprise Green Communities framework, which emphasizes sustainable land use, transportation choice, healthy communities, environmental stewardship, and resident well-being.

As a transit-oriented development, the project leverages its central location to provide residents with convenient access to jobs, retail services, community facilities, and public transportation while reducing reliance on private automobiles. The development will consist of six residential and mixed-use buildings organized around approximately two acres of outdoor community space that serves as the social and recreational centerpiece of the community. The site design promotes walkability and active transportation through direct connections to existing neighborhoods, dedicated transit facilities, and an extensive network of multi-use bicycle and pedestrian pathways.

Consistent with both the Bonanza Park Small Area Plan and Enterprise Green Communities principles, the project is designed to strengthen connections between residents and the broader Park City community. The integration of publicly accessible open spaces, pedestrian-oriented streetscapes, neighborhood-serving retail uses, trail connections, and transit access will encourage social interaction, support healthy lifestyles, and create opportunities for residents to engage with surrounding neighborhoods and community destinations.

Energy Efficiency and Building Performance

The project will be designed as an all-electric development, eliminating the need for on-site fossil fuel combustion and supporting Park City's long-term sustainability and climate

objectives. All residential units will be equipped with ENERGY STAR® certified appliances and high-efficiency electric systems designed to reduce energy consumption and lower utility costs for residents.

Heating and cooling will be provided through individual high-efficiency electric heat pumps serving each dwelling unit. As an all-electric community, the project will be capable of utilizing renewable energy resources available through Park City's renewable energy initiatives and utility programs. High-performance building envelope systems, advanced insulation, air sealing measures, energy-efficient windows, and LED lighting throughout residential and common areas will further improve energy performance and support Enterprise Green Communities energy-efficiency goals.

Indoor Environmental Quality

The project will promote healthy indoor living environments through the use of durable, low-maintenance building materials and low-emitting products that contribute to improved indoor air quality. Mechanical ventilation systems will be designed to provide adequate fresh air and support healthy indoor environments for residents and retail occupants. Moisture management strategies, building envelope detailing, and construction quality-control measures will be implemented to reduce the potential for mold, condensation, and long-term maintenance issues.

Water Conservation, Materials, and Waste Management

Water-efficient plumbing fixtures and appliances will be installed throughout the development to reduce potable water consumption. Landscape design will utilize climate-appropriate and drought-tolerant plant materials suited to Park City's mountain environment, minimizing long-term irrigation requirements while creating attractive outdoor spaces.

The project will incorporate comprehensive waste reduction and recycling strategies during both construction and ongoing operations. Construction waste management practices will seek to divert recyclable materials from landfills whenever feasible. Upon occupancy, dedicated recycling facilities and collection programs will be provided for both the residential and commercial components of the development, encouraging responsible waste management and supporting community sustainability objectives.

Community Resilience and Long-Term Sustainability

The project's combination of all-electric building systems, transit-oriented design, walkable neighborhood connections, mixed-use programming, renewable-energy compatibility, and substantial community open space creates a resilient and sustainable development that will serve residents for generations. Through adherence to Enterprise Green Communities standards and the community-building principles established in the Bonanza Park Small

Area Plan, the project will deliver durable, energy-efficient, and environmentally responsible affordable housing that promotes resident health, transportation choice, social connectivity, and long-term resilience. The development will create meaningful connections between residents, surrounding neighborhoods, employment opportunities, public amenities, and the larger Park City community while advancing local sustainability and climate goals.

HALES ENGINEERING
innovative transportation solutions

5-Acre Development

Traffic Impact Study



LICENSED PROFESSIONAL ENGINEER
NO. 14018341
SCOTTIE M. DUCLOS
07/23/2026
STATE OF UTAH

Park City, Utah

July 23, 2026

UT26-3220

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed 5-Acre Development located in Park City, Utah. The development is located on the southwest corner of the Bonanza Drive / Kearns Boulevard intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2026) conditions, as well as opening (2027) and future (2037) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service									
		Existing (2026)		Opening (2027)				Future (2037)			
		Background		Background		Plus Project		Background		Plus Project	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Woodbine Way / Kearns Boulevard	a	a	a	a	a	a	a	a	a	a
2	Bonanza Drive / Kearns Boulevard	C	C	C	C	C	C	D	E	D	E
3	Sidewinder Drive / Kearns Boulevard	e	f	e	f	f	f	f	f	f	f
4	Prospector Avenue / Bonanza Drive	f	f	f	f	f	f	f	f	f	f
5	Munchkin Road / Bonanza Drive	e	e	e	e	f	f	e	f	f	f
6	Kearns Boulevard / Park Avenue	C	C	C	C	C	C	B	C	B	C
7	Deer Valley Drive / Park Avenue	E	F	E	F	E	F	C	D	C	D
8	Bonanza Drive / Deer Valley Drive	B	C	B	C	B	C	B	C	B	C
9	Comstock Drive / Kearns Boulevard	A	B	B	B	A	B	C	C	C	C
10	Project Drive / Kearns Boulevard	-	-	-	-	a	a	-	-	a	a
11	Garage Access / Bonanza Drive	-	-	-	-	b	a	-	-	b	a

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

Source: Hales Engineering, June 2026

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

- The development will consist of 88 affordable housing units, 18 multifamily housing units, and 26,930 square feet of commercial/retail
- The project is anticipated to generate approximately 1,238 (+588 pass-by) weekday daily trips, including 104 (+42 pass-by) trips in the morning peak hour, and 112 (+60 pass-by) trips in the evening peak hour
- The development plans to incorporate intensive travel demand reduction strategies to tie into the existing trail network and the future planned bus rapid transit project
- No auxiliary lanes are recommended for the project accesses
- Due to limited sight distance and access offsets, it is recommended that left turns be restricted at the east Garage Access and that sight triangles be left clear of obstructions to allow for safe right turns
- Due to heavy traffic volumes and queuing, it is recommended that left turns be restricted at the Private Drive / Kearns Boulevard intersection

2026	Background

Findings	• Poor LOS at:
	  ○ Sidewinder Dr / Kearns Blvd
	  ○ Prospector Ave / Bonanza Dr
	  ○ Munchkin Rd / Bonanza Dr
	  ○ Deer Valley Dr / Park Ave
	• Significant queuing sources:
	  ○ Deer Valley Dr / Park Ave:
	  ▪ Southbound LT: >1,000 ft
	  ▪ Westbound RT: >1,000 ft
	  ○ Bonanza Dr / Kearns Blvd:
	  ▪ Westbound LT: >650 ft

2027	Background	Plus Project
Assumptions	• Traffic volumes grown according to the travel demand model	• Full project buildout • North Private Drive and east Garage Access limited to right turns only due to traffic volumes, queuing, and/or offsets

Findings	• Poor LOS at:
	  ○ Sidewinder Dr / Kearns Blvd
	  ○ Prospector Ave / Bonanza Dr
	  ○ Munchkin Rd / Bonanza Dr
	  ○ Deer Valley Dr / Park Ave
	• Significant queuing sources:
	  ○ Deer Valley Dr / Park Ave:
	  ▪ Southbound LT: >1,000 ft
	  ▪ Westbound RT: >1,000 ft
	  ○ Bonanza Dr / Kearns Blvd:
	  ▪ Westbound LT: >1,000 ft
		• Poor LOS at:
		  ○ Sidewinder Dr / Kearns Blvd
		  ○ Prospector Ave / Bonanza Dr
		  ○ Munchkin Rd / Bonanza Dr
		  ○ Deer Valley Dr / Park Ave
		• Significant queuing sources:
		  ○ Deer Valley Dr / Park Ave:
		  ▪ Southbound LT: >1,000 ft
		  ▪ Westbound RT: >1,000 ft
		  ○ Bonanza Dr / Kearns Blvd:
		  ▪ Westbound LT: >650 ft
		  ▪ Northbound RT: 700 ft

2037	Background	Plus Project
Assumptions	• Signal timing optimization • Traffic volumes grown according to the travel demand model	• None

Findings	• Poor LOS at:
	  ○ Sidewinder Dr / Kearns Blvd
	  ○ Prospector Ave / Bonanza Dr
	  ○ Munchkin Rd / Bonanza Dr
	  ○ Bonanza Dr / Kearns Blvd
	• Significant queuing sources:
	  ○ Deer Valley Dr / Park Ave:
	  ▪ Southbound LT: 550 ft
	  ▪ Westbound RT: 800 ft
	  ○ Bonanza Dr / Kearns Blvd:
	  ▪ Westbound LT: >900 ft
	  ▪ Northbound RT: >1,000 ft
	  ▪ Eastbound T: >1,000 ft
		• Poor LOS at:
		  ○ Sidewinder Dr / Kearns Blvd
		  ○ Prospector Ave / Bonanza Dr
		  ○ Munchkin Rd / Bonanza Dr
		  ○ Bonanza Dr / Kearns Blvd
		• Significant queuing sources:
		  ○ Deer Valley Dr / Park Ave:
		  ▪ Southbound LT: 550 ft
		  ▪ Westbound RT: 925 ft
		  ○ Bonanza Dr / Kearns Blvd:
		  ▪ Westbound LT: >1,000 ft
		  ▪ Northbound RT: >1,000 ft
		  ▪ Eastbound T: >1,000 ft

Mitigation Considerations	In alignment with Park City goals for reduced vehicle trips and increased multi-modal options, the following improvements could be considered to increase pedestrian safety and reduce vehicle delay:
	
	• **Deer Valley Drive / Park Avenue:**
	  ○ Remove pedestrians from the intersection by providing grade separated crossings.
	  ○ Improve signal timing to prioritize southbound left and westbound right movements.
	• **Prospector Avenue / Bonanza Drive:**
	  ○ Due to significant queues on Kearns Boulevard, many vehicles appear to be cutting through the neighborhoods to get to Bonanza Drive via Prospector Avenue. To discourage cut through movements, egress left turn movements could be restricted.
	• **Overall Vicinity:**
	  ○ Improve interconnectivity between Homestake Road, Munchkin Road, and Iron Horse Drive, including the upcoming Munchkin Road connection.
	  ○ Increase grade separation for pedestrians for improved safety and less vehicle interference.
	
	Additional major improvements that could be considered if traffic volumes are not reduced:
	
	• **Deer Valley Drive / Park Avenue:**
	  ○ Dual left-turn lanes on the southbound approach.
	  ○ Channelized right-turn lane on the westbound approach.
	• **Bonanza Drive / Kearns Boulevard:**
	  ○ Dual left-turn lanes on the westbound approach.
	  ○ Channelized right-turn lane on the northbound approach.
	• **Bonanza Drive / Deer Valley Drive:**
	  ○ Channelized right-turn lane on the northbound approach.	

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed 5-Acre Development located in Park City, Utah. The proposed project is located on the southwest corner of the Bonanza Drive / Kearns Boulevard intersection. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2026) conditions, as well as opening (2027) and future (2037) conditions with and without the proposed project and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Park City, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Woodbine Way / Kearns Boulevard (SR-248)
- Bonanza Drive / Kearns Boulevard (SR-248)
- Sidewinder Drive / Kearns Boulevard (SR-248)
- Prospector Avenue / Bonanza Drive
- Munchkin Road / Bonanza Drive
- Park Avenue (SR-224) / Kearns Boulevard (SR-248)
- Deer Valley Drive (SR-224) / Park Avenue (SR-224)
- Bonanza Drive / Deer Valley Drive (SR-224)
- Comstock Drive / Kearns Boulevard (SR-248)
- Private Drive / Kearns Boulevard (SR-248)
- Garage Access / Bonanza Drive

C. 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* (HCM), 7th Edition, 2022 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, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with "state-of-the-practice" traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2026) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Kearns Boulevard (SR-248) – is a state-maintained roadway (classified by UDOT access management standards as a "Community – Rural Importance" facility, or access category 7 roadway). The roadway has two travel lanes in each direction with a center two-way left-turn lane near the study area. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-quarter mile (1,320 feet), minimum unsignalized street spacing of 300 feet, and minimum driveway spacing of 150 feet. The posted speed limit is 35 mph in the study area.

Bonanza Drive – is a city-maintained roadway which is classified by the Park City Traffic & Transportation Master Plan (2011) as a commercial collector. The roadway has one travel lane in each direction separated by a traversable raised median. The posted speed limit is 25 mph in the study area.

Munchkin Road – is a city-maintained roadway which is classified by the Park City Traffic & Transportation Master Plan (2011) as a commercial collector. The roadway has one travel lane in each direction with parking on both sides of the street. The assumed posted speed limit is 25 mph in the study area.

Woodbine Way – is a city-maintained roadway which is classified by the Park City Traffic & Transportation Master Plan (2011) as a commercial collector. The roadway has one travel lane in each direction with parking on both sides of the street. The assumed posted speed limit is 25 mph in the study area.

C. Crash Data Summary

Hales Engineering obtained crash data within 250 feet of the study intersection(s) that are located adjacent to the development property. Five years of crash data were collected between January 1, 2021, and December 31, 2025, and the data is summarized by crash severity in Table 2 and by crash type in Table 3. As shown, there were a total of 67 crashes within the study area. There were no suspected serious injury or fatal crashes reported in the study area. The detailed crash data reports are provided in Appendix E. Due to the use of crash data, this report may be protected

by 23 USC 407. There are no trends or mitigation measures recommended based on the crash reports.

Table 2: Crash Severity by Intersection

Intersection	Crash Severity					Total Crashes at Intersection
	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	
Woodbine Way / Kearns Boulevard	0	0	3	3	6	**12**
Bonanza Drive / Kearns Boulevard	0	0	4	7	33	**44**
Prospector Avenue / Bonanza Drive	0	0	2	0	4	**6**
Munchkin Road / Bonanza Drive	0	0	1	1	3	**5**
TOTAL	**0**	**0**	**10**	**11**	**46**	**67**

Source: UDOT Numetric AASHTOWare, July, 2026

Table 3: Crash Type by Intersection

Intersection	Crash Type					Total Crashes at Intersection
	Front to Rear	Single Vehicle	Angle	Sideswipe	Other	
Woodbine Way / Kearns Boulevard	1	2	6	0	3	**12**
Bonanza Drive / Kearns Boulevard	14	7	18	3	2	**44**
Prospector Avenue / Bonanza Drive	1	3	1	1	0	**6**
Munchkin Road / Bonanza Drive	2	2	0	0	1	**5**
TOTAL	**18**	**14**	**25**	**4**	**6**	**67**

Source: UDOT Numetric AASHTOWare, July, 2026

D. Traffic Volumes

Morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed on Friday, April 10, 2026 at the following minor intersections:

- Woodbine Way / Kearns Boulevard (SR-248)
- Sidewinder Drive / Kearns Boulevard (SR-248)
- Prospector Avenue / Bonanza Drive
- Munchkin Road / Bonanza Drive

Additionally, counts were provided by Park City for a peak winter Friday condition at the following major intersections:

- Bonanza Drive / Kearns Boulevard (SR-248)
- Park Avenue (SR-224) / Kearns Boulevard (SR-248)
- Deer Valley Drive (SR-224) / Park Avenue (SR-224)

- Bonanza Drive / Deer Valley Drive (SR-224)
- Comstock Drive / Kearns Boulevard (SR-248)

The counts were performed on Friday, February 23, 2024. The morning peak hour was determined to be between 9:00 and 10:00 a.m., and the evening peak hour was determined to be between 4:00 and 5:00 p.m. The evening peak hour volumes were approximately 20% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. The counts from the major intersection were balanced through the minor intersections. Detailed count data are included in Appendix B.

Since the counts at the major intersections were collected during one of the busiest days of the year, Hales Engineering did not make seasonal adjustments to the observed traffic volumes. The traffic volumes were brought from 2024 volumes to 2026 projections using a 1% historical annual growth rate based on traffic data collected at the UDOT automatic traffic recorder (ATR) #606 located on SR-248.

Truck percentages of approximately 2% were used in the analysis, based on the count data provided by the City at the major intersections during the peak hours.

Figure 2 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

E. Level of Service Analysis

Hales Engineering determined that the following study intersections are currently operating at poor levels of service during the morning and evening peak hours, as shown in Table 4:

- Sidewinder Drive / Kearns Boulevard (unsignalized)
- Prospector Avenue / Bonanza Drive (unsignalized)
- Munchkin Road / Bonanza Drive (unsignalized)
- Deer Valley Drive (SR-224) / Park Avenue (SR-224) (signalized)

F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

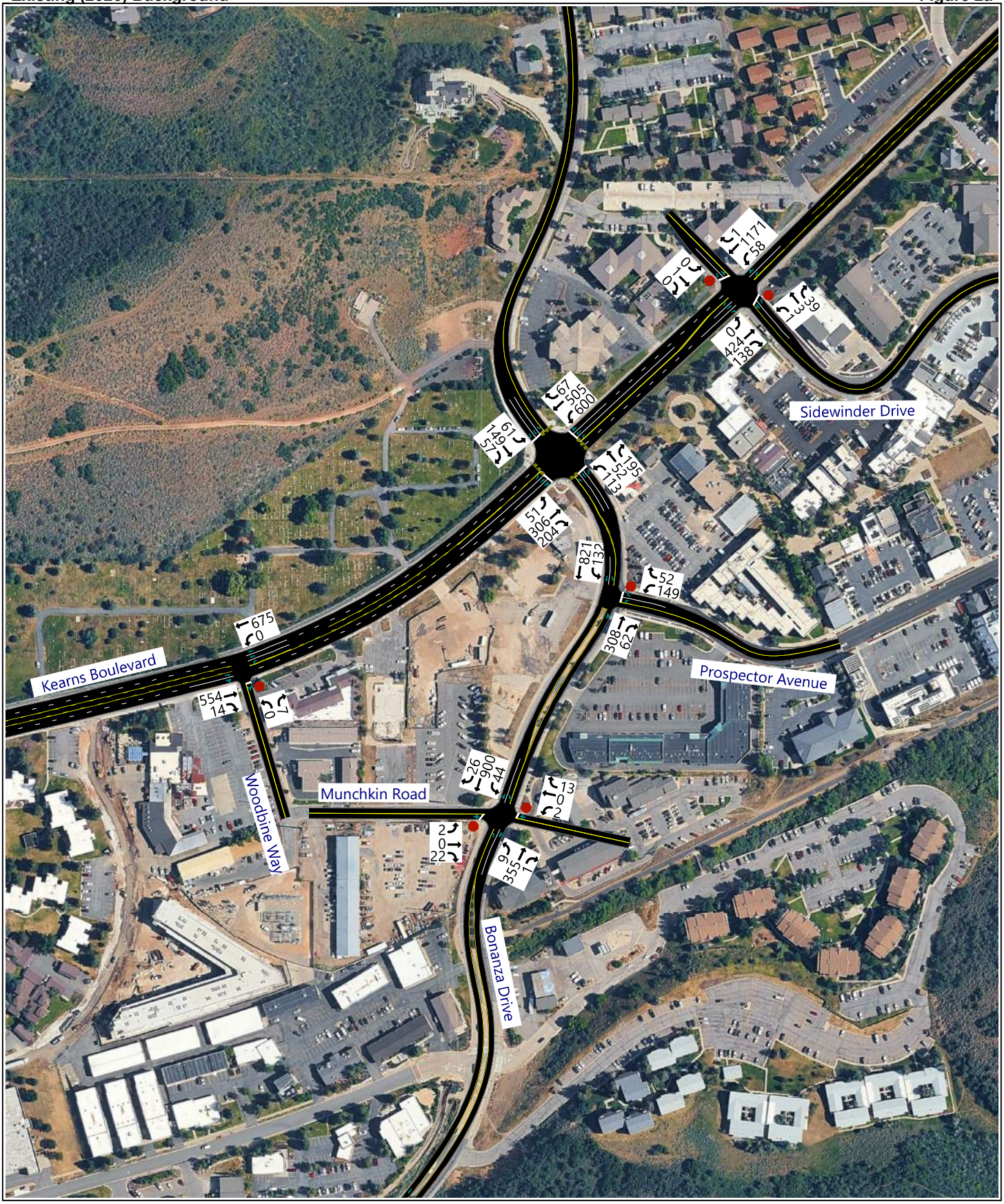
Bonanza Drive / Kearns Boulevard:
- Southwest-bound: 1,000 feet (AM)

Prospector Avenue / Bonanza Drive:
- Westbound: >675 feet (PM)

Bonanza Drive / Deer Valley Drive:
- Northwest-bound: 825 feet (PM)

Kearns Boulevard / Park Avenue:
- Eastbound: >650 feet (AM & PM)

Deer Valley Drive / Park Avenue:
- Southbound: >1,500 feet (AM & PM)
- Westbound: >1,000 feet (PM)


Kearns Boulevard
Sidewinder Drive
Prospector Avenue
Munchkin Road
Woodbine Way
Bonanza Drive
675
0
554
14
7
0
61
149
57
67
505
600
1
1171
58
0
0
0
63
3
0
424
138
195
525
113
51
306
204
821
132
52
149
308
62
26
900
44
13
0
2
2
0
22
9
355
1

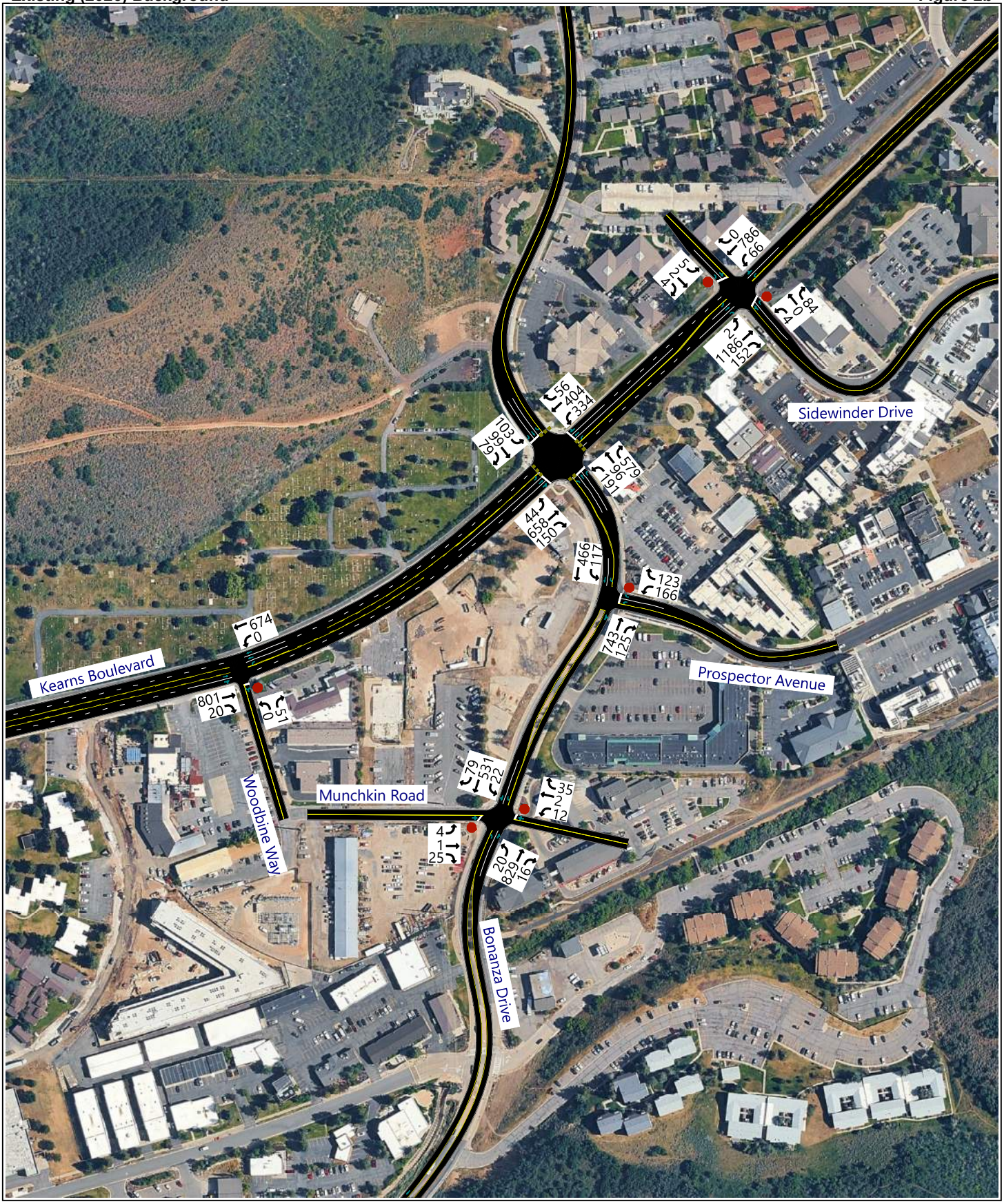

Kearns Boulevard
Woodbine Way
Munchkin Road
Bonanza Drive
Prospector Avenue
Sidewinder Drive
674
0
801
20
51
0
79
531
22
4
1
25
35
2
12
20
829
16
743
125
123
166
466
117
44
658
150
579
191
103
96
56
404
334
2
1186
152
5
4
0
786
66
84
4

Table 4: Existing (2026) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Woodbine Way / Kearns Boulevard	NB Stop	a (3.6) / NBR	a (6.0) / NBR
Bonanza Drive / Kearns Boulevard	Signal	C (29.5)	C (24.6)
Sidewinder Drive / Kearns Boulevard	NW/SE Stop	e (46.0) / SET	f (>50) / SET
Prospector Avenue / Bonanza Drive	WB Stop	f (>50) / WBL	f (>50) / WBL
Munchkin Road / Bonanza Drive	EB/WB Stop	e (35.9) / WBL	e (36.4) / WBL
Kearns Boulevard / Park Avenue	Signal	C (21.8)	C (24.9)
Deer Valley Drive / Park Avenue	Signal	E (59.9)	F (>80)
Bonanza Drive / Deer Valley Drive	Signal	B (11.6)	C (24.6)
Comstock Drive / Kearns Boulevard	Signal	A (8.9)	B (13.4)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, July 2026

G. Mitigation Measures

During the peak hours of peak ski season, significant queues backs up from the signalized intersections in the study area and blocks the unsignalized intersections near the project, making it difficult to find gaps to make left turns. This significantly impacts the Prospector Avenue / Bonanza Drive intersection and occasionally backs into the other study intersections.

Additionally, due to the heavy ski resort traffic, the left turn on the southbound approach and the right turn on the westbound approach of the Deer Valley Drive / Park Avenue intersection queue up significantly, backing through the Kearns Boulevard / Park Avenue and Bonanza Drive / Deer Valley Drive intersections.

The mission of Park City is to reduce the number of vehicles on the road through multimodal transportation infrastructure, including transit improvements, multi-use trails, and other transportation demand management strategies. Vehicle trips are discouraged and roadway improvements that encourage individual vehicle trips are not prioritized. Due to this, the following mitigation measures could be considered:

- **Deer Valley Drive / Park Avenue:**
  - Remove pedestrians from the intersection by providing grade separated connections.
  - Improve signal timing to prioritize southbound left and westbound right.

- **Prospector Avenue / Bonanza Drive:**
  - Due to significant queues on Kearns Boulevard, many vehicles appear to be cutting through the neighborhoods to get to Bonanza Drive via Prospector Avenue. To discourage cut through movements, egress left turn movements could be restricted.
- **Overall Vicinity:**
  - Improve interconnectivity between roads like Homestake Road Munchkin Road, and Iron Horse Drive.
  - Increase grade separation for pedestrians for improved safety and less vehicle interference.

If multi-modal goals are not as successful as planned, the following additional mitigation measures could be considered based on traffic volumes at the intersections:

- **Deer Valley Drive / Park Avenue:**
  - Dual left-turn lanes on the southbound approach.
  - Channelized right-turn lane on the westbound approach.
- **Bonanza Drive / Kearns Boulevard:**
  - Dual left-turn lanes on the westbound approach.
  - Channelized right-turn lane on the northbound approach.
- **Bonanza Drive / Deer Valley Drive:**
  - Channelized right-turn lane on the northbound approach.

None of the mitigation considerations were implemented and analyzed as part of the traffic impact study and are only provided for the City to consider. There are plans to provide bus rapid transit services to reduce vehicles on Kearns Boulevard and Park Avenue, which may solve many of the existing and future congestion and queuing.

III. OPENING (2027) BACKGROUND CONDITIONS

A. Purpose

The purpose of the opening (2027) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions when the development is anticipated to begin leasing. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Park City General Plan (2025), there are no projects planned before 2027 in the study area. However, per discussions with the City, there are two upcoming projects being considered near the development site, as described below:

- Munchkin Road Connection to Homestake Road: Per City staff, Munchkin Road will connect to Homestake Road, providing better connectivity in the area. It is anticipated that this will serve trips well in both directions, with trips produced near Homestake Road now travelling on Munchkin Road, and vice versa. It is not anticipated that traffic volumes will increase or decrease significantly one way or the other. Therefore, no re-routing of trips were assumed for the future conditions.
- Woodbine Way Updates: Per City staff, Woodbine Way is anticipated to be converted to a one-way roadway in the coming years. Additional details about the design or one-way direction of the roadway; therefore, it was not assumed in this study.
    - If Woodbine is made into a southbound facility, the LOS of the Woodbine / SR-248 intersection would be acceptable due to no side-street egress movements. It is anticipated that existing northbound right-turn vehicles would re-route to Homestake Road once Munchkin Road connects there, due to the proximity of Homestake Road and the difficulty in turning left from Munchkin Road to Bonanza Drive.
    - If Woodbine is made into a northbound facility, the LOS of the Woodbine / SR-248 intersection would remain unacceptable. It is anticipated that existing eastbound right-turn vehicles would re-route to Homestake Road once Munchkin Road connects there, due to the proximity of Homestake Road.

No changes were made to the roadway network for the future (2027) analysis.

C. Traffic Volumes

Hales Engineering obtained opening (2027) forecasted volumes from the Wasatch & Summit Counties travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 and 765 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT)

volumes to project the future turn volumes at the major intersections. Opening (2027) morning and evening peak hour turning movement volumes are shown in Figure 3.

D. Level of Service Analysis

Hales Engineering determined that the following study intersections are currently operating at poor levels of service during the morning and evening peak hours in opening (2027) background conditions, as shown in Table 5:

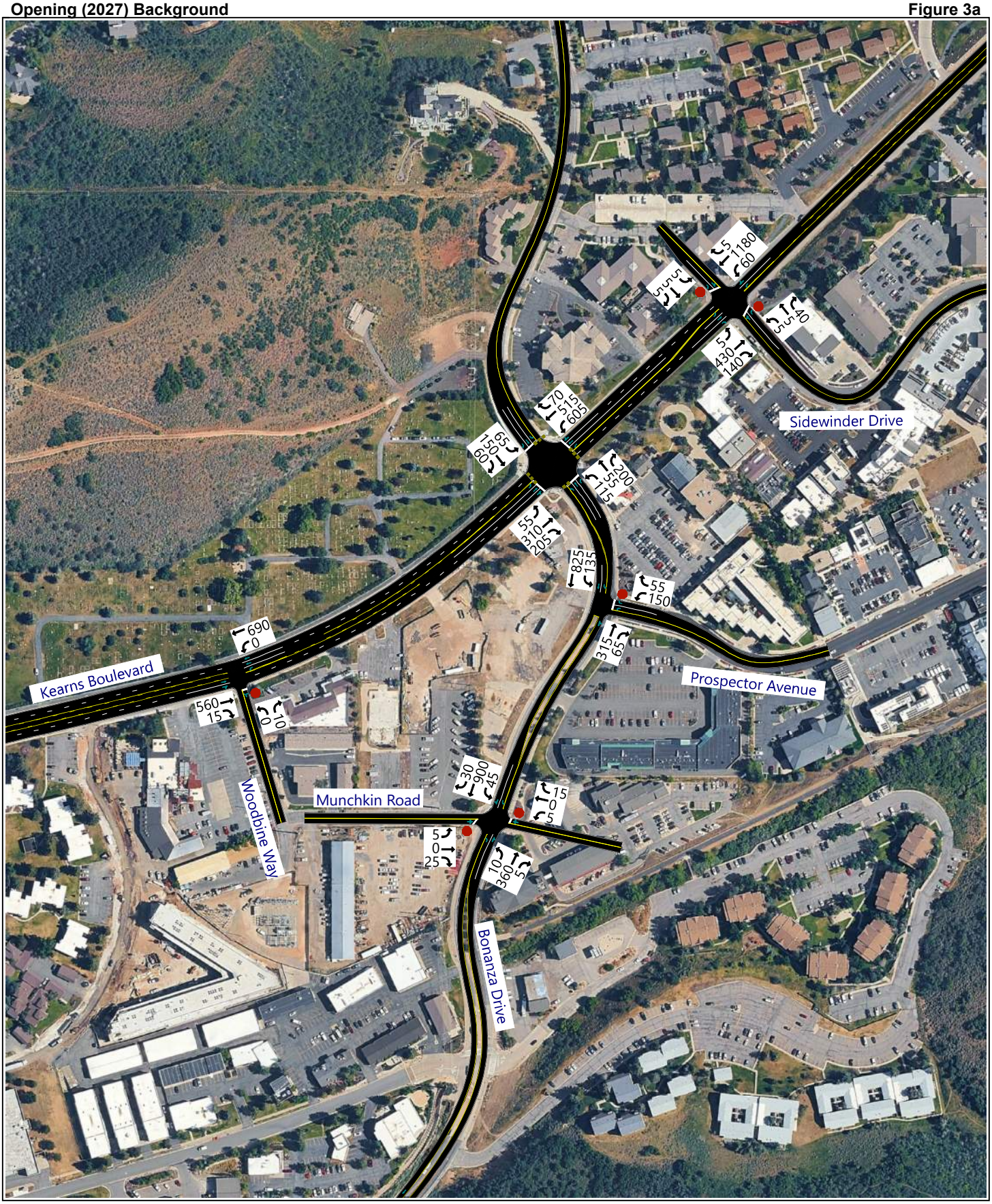
- Sidewinder Drive / Kearns Boulevard (unsignalized)
- Prospector Avenue / Bonanza Drive (unsignalized)
- Munchkin Road / Bonanza Drive (unsignalized)
- Deer Valley Drive (SR-224) / Park Avenue (SR-224) (signalized)

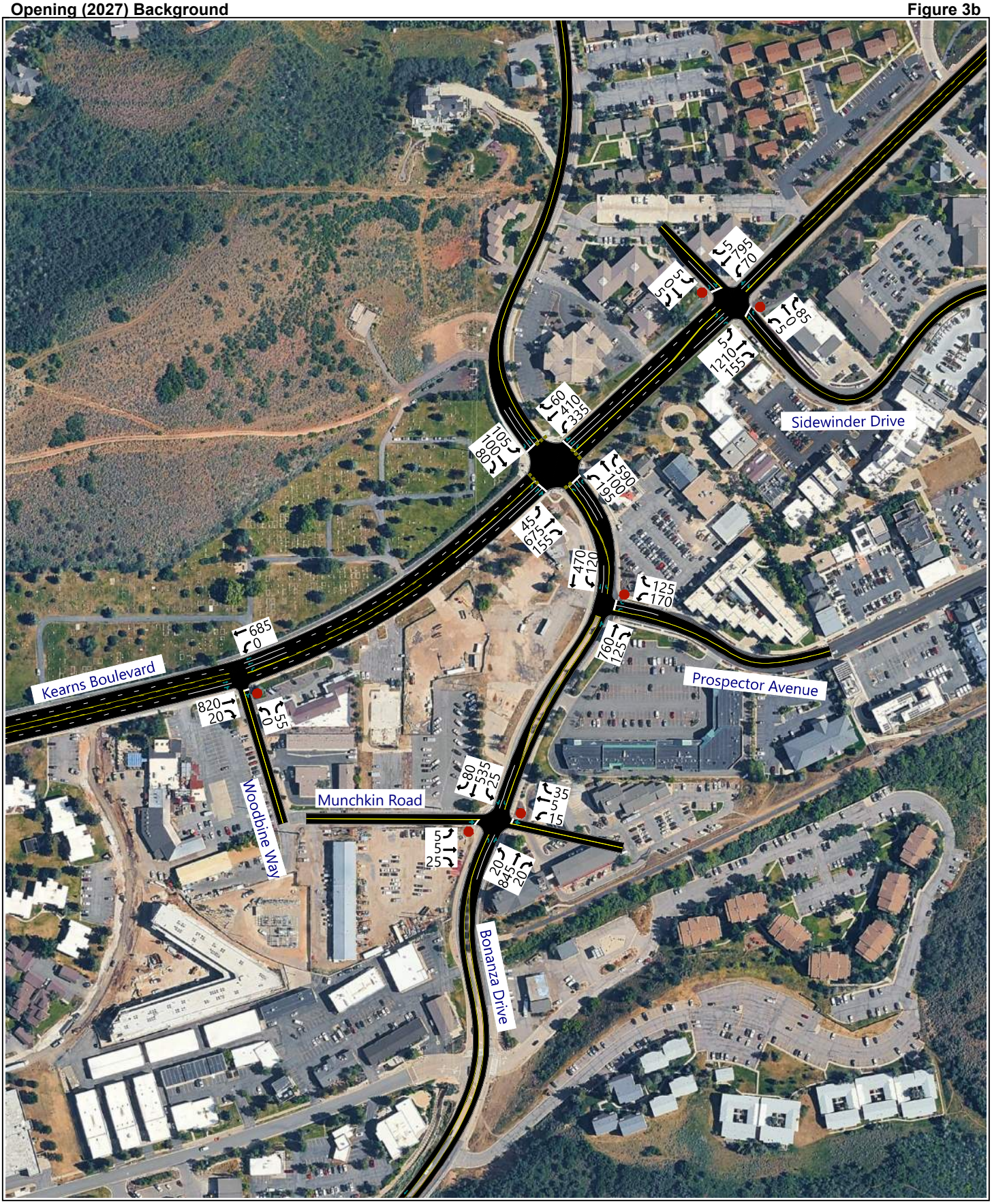
Table 5: Opening (2027) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Woodbine Way / Kearns Boulevard	NB Stop	a (4.0) / NBR	a (6.3) / NBR
Bonanza Drive / Kearns Boulevard	Signal	C (30.2)	C (27.2)
Sidewinder Drive / Kearns Boulevard	NW/SE Stop	e (43.1) / SET	f (>50) / NWL
Prospector Avenue / Bonanza Drive	WB Stop	f (>50) / WBL	f (>50) / WBL
Munchkin Road / Bonanza Drive	EB/WB Stop	e (39.7) / EBL	e (38.7) / WBL
Kearns Boulevard / Park Avenue	Signal	C (28.8)	C (33.4)
Deer Valley Drive / Park Avenue	Signal	E (65.9)	F (>80)
Bonanza Drive / Deer Valley Drive	Signal	B (11.6)	C (27.1)
Comstock Drive / Kearns Boulevard	Signal	B (10.1)	B (13.9)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, July 2026


Kearns Boulevard
Munchkin Road
Woodbine Way
Bonanza Drive
Prospector Avenue
Sidewinder Drive
690 0
560 15
10 0
30 900 45
5 0 25
10 360 5
15 0 5
315 65
55 150
825 135
55 310 205
65 500 60
70 515 605
200 55 15
5 430 140
5 1180 60
5 5 5
5 5 0


Kearns Boulevard
Munchkin Road
Woodbine Way
Bonanza Drive
Prospector Avenue
Sidewinder Drive
685
0
820
20
55
0
80
535
25
5
5
25
35
5
15
20
845
20
45
675
155
470
120
105
1005
80
590
1005
195
60
410
335
125
170
760
125
5
795
70
5
5
5
5
5
12
10
155
5
5
5

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

Bonanza Drive / Kearns Boulevard:
- Southwest-bound: >1,000 feet (AM)

Prospector Avenue / Bonanza Drive:
- Westbound: >400 feet (AM & PM)

Bonanza Drive / Deer Valley Drive:
- Northwest-bound: 900 feet (PM)

Kearns Boulevard / Park Avenue:
- Eastbound: >725 feet (AM & PM)

Deer Valley Drive / Park Avenue:
- Southbound: >1,500 feet (AM & PM)
- Westbound: >1,000 feet (PM)

F. Mitigation Measures

No mitigation measures are recommended for consideration beyond those recommended in the Existing (2026) Background Conditions chapter. The results of the background conditions serve as a baseline condition for the impact analysis of the proposed development for opening (2027) conditions.

IV. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed 5-Acre Development is located on the southwest corner of the Bonanza Drive / Kearns Boulevard intersection. The development will consist of a mix of residential and commercial land uses. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 6.

Table 6: Project Land Uses

Land Use	Intensity
Affordable Housing	88 Units
Multifamily Housing	18 Units
Commercial / Retail	26,930 sq. ft.

C. Travel Demand Management Strategies

The project is planning a robust mix of travel demand management strategies to reduce potential trips to the site. The development will be oriented toward the future transit improvements in the City and will incorporate the following strategies:

- A bike-share program will be incorporated, in partnership with Summit County, to provide convenient, low-impact mobility options.
- Significantly more bicycle parking will be provided than required by Park City Municipal Code for both temporary outdoor areas and enclosed bicycle storage units.
- Pedestrian connections will be made to existing and future multi-use trails along Bonanza Drive, Munchkin Road, and Kearns Boulevard.
- A vanpool/carpool program will be incorporated, in collaboration with the local transit authority and Community Foundation, to provide regional access for shared rides.
- A future bus rapid transit system is planned in Park City along SR-248 and Bonanza Drive that will have stops at the development and will provide quick access to primary regional locations and avoid delays and queues from vehicular traffic. A bus loading zone is being planned on the east project frontage on Bonanza Drive.
- Parking at the site will be located in a parking garage with paid public parking available for public retail use as well as a separate reserved section only for residents.

D. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 12th Edition, 2025. Trip reductions for pass-by trips, internal capture, and non-vehicle trips were estimated and applied to the project.

Pass-by trips are trips already on the road that visit the site before continuing the original route. Hales Engineering referenced average ITE pass-by rates and assumed equal or lower percentages to be conservative in the analysis, as shown in Table 7.

Internal capture trips are trips that stay within the development due to a mix of land uses instead of entering or exiting the site externally. Hales Engineering estimated internal capture based on ITE's Internal Trip Capture Estimation Tool and assumed lower percentages to be conservative in the analysis, as shown in Table 7. Printouts of the internal capture results from the tool are provided in Appendix F.

Multimodal reductions were taken based on the anticipated number of people that will walk, bike, or take transit to/from the development. These percentages were based off of the Park City Transportation Demand Management Report and the strategies listed in Section C of this chapter. Percentages were rounded down to be conservative in the analysis.

Table 7: Trip Reductions

Time Period	Land Use	Pass-by		Internal Capture		Multimodal (Transit, Walk, Bike)	
		ITE	Assumed	ITE	Assumed	Park City	Assumed
Daily	Residential	0%	0%	-	15%	9%	5%
	Commercial	40%	40%				
Morning	Residential	0%	0%	9%	5%	9%	5%
	Commercial	40%	40%				
Evening	Residential	0%	0%	34%	20%	9%	5%
	Commercial	40%	40%				

Trip generation for the proposed project is included in Table 8. The total trip generation for the development is as follows:

- Daily Trips: 1,238 (+588 pass-by)
- Morning Peak Hour Trips: 104 (+42 pass-by)
- Evening Peak Hour Trips: 112 (+60 pass-by)

Table 8: Trip Generation

Trip Generation Park City 5-Acre Site														
	Land Use[1]	# of Units	Unit Type	Trip Generation					Reductions			New Trips		
				Total	% In	% Out	In	Out	Internal Capture	Transit	Pass-by	In	Out	Total
Weekday Daily														
	Affordable Housing (223)	88	DU	424	50%	50%	212	212	15%	5%	0%	171	171	342
	Multifamily Housing (Low-Rise) (220)	18	DU	228	50%	50%	114	114	15%	5%	0%	92	92	184
	Strip Retail Plaza, <40k (822)	26.9	KSF	1,468	50%	50%	734	734	15%	5%	40%	356	356	712
	TOTAL			**2,120**			**1,060**	**1,060**				**619**	**619**	**1,238**
AM Peak Hour														
	Affordable Housing (223)	88	DU	32	29%	71%	9	23	5%	5%	0%	8	20	29
	Multifamily Housing (Low-Rise) (220)	18	DU	20	24%	76%	5	15	5%	5%	0%	5	14	18
	Strip Retail Plaza, <40k (822)	26.9	KSF	106	55%	45%	58	48	5%	5%	40%	31	26	57
	TOTAL			**158**			**72**	**86**				**44**	**60**	**104**
PM Peak Hour														
	Affordable Housing (223)	88	DU	42	59%	41%	24	18	20%	5%	0%	18	13	32
	Multifamily Housing (Low-Rise) (220)	18	DU	16	62%	38%	10	6	20%	5%	0%	8	5	12
	Strip Retail Plaza, <40k (822)	26.9	KSF	150	50%	50%	75	75	20%	5%	40%	34	34	68
	TOTAL			**208**			**109**	**99**				**60**	**52**	**112**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 12th Edition, 2025.
SOURCE: Hales Engineering, June 2026

E. Trip Distribution and Assignment

Trip distribution percentages for new trips were based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection were also used to establish these distribution percentages, especially near the site. The assumed distribution of new trips during the morning and evening peak hour is shown in Table 9.

Table 9: New Trip Distribution

Direction	% To/From Project
North	15%
South	30%
East	15%
West	40%

Total percentages shown include the direction away from the project. North and south include Bonanza Drive (Monitor Drive), while east and west include Kearns Boulevard. These percentage will be further broken down as they extend further from the project, based on existing travel patterns.

Trip distribution percentages for pass-by trips were calculated based on the existing directional traffic on the major roads near the project, as summarized in Table 10.

Table 10: Pass-by Trip Distribution

Roadway	Direction	Percentage (%)	
		AM	PM
Kearns Boulevard	Eastbound	25%	30%
	Westbound	25%	20%
Bonanza Drive	Northbound	15%	30%
	Southbound	35%	20%

These trip distribution assumptions were used to assign the morning and evening peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 4.

F. Access

The proposed access for the site will be gained at the following locations:

Kearns Boulevard:

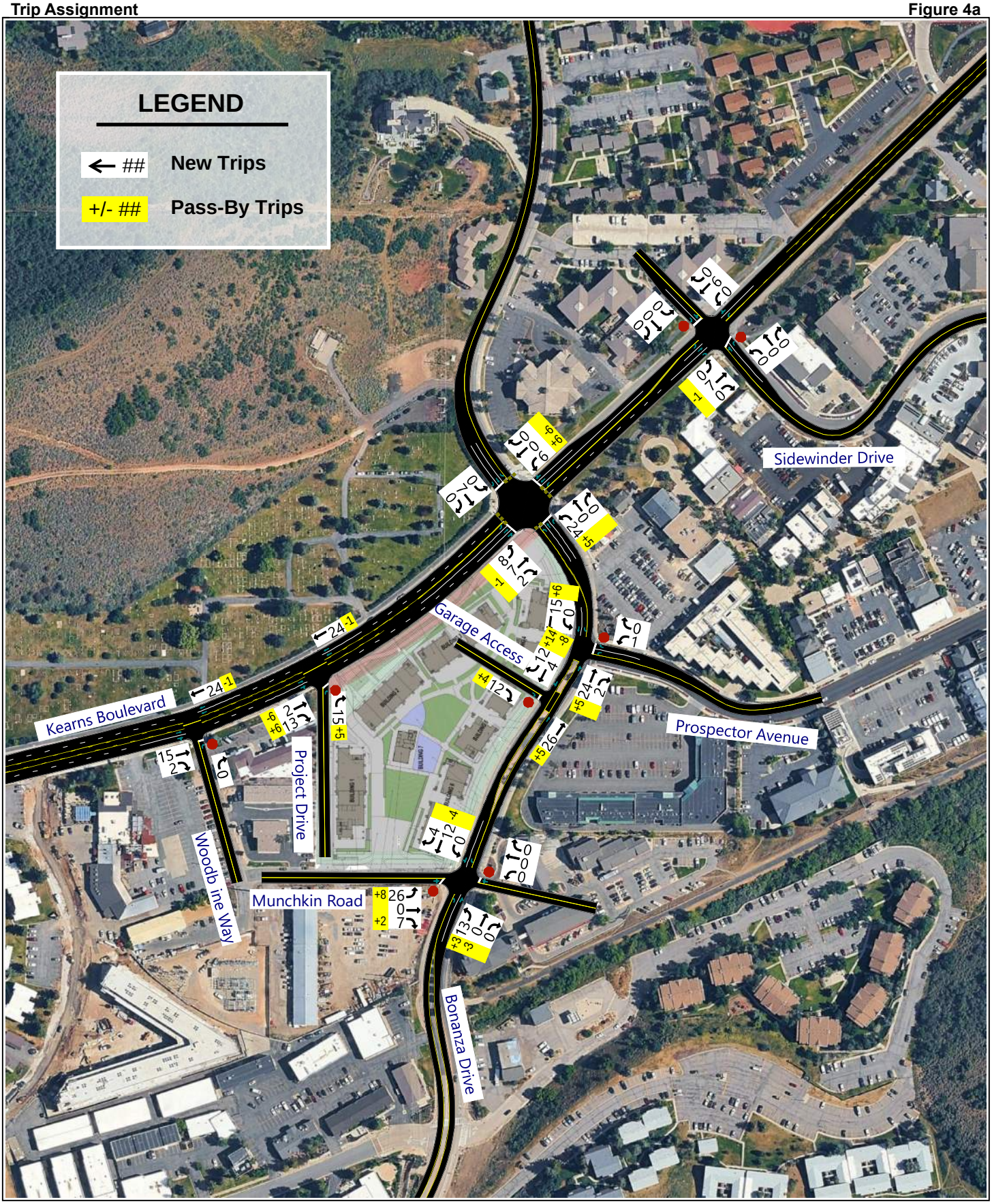
- The Private Drive access will be located approximately 500 feet west of the Bonanza Drive / Kearns Boulevard intersection. It will access the project on the south side of Kearns Boulevard. It is anticipated that the access will be stop-controlled. This access does not meet UDOT's access spacing requirements with nearby accesses and may require a variance request. Due to heavy traffic volumes on Kearns Boulevard, and in alignment with other recent changes to accesses and intersections along this stretch of roadway, the Private Drive was assumed to be limited to right turns only. During the peak hour, this will likely be how the access functions due to queues backing across the access.

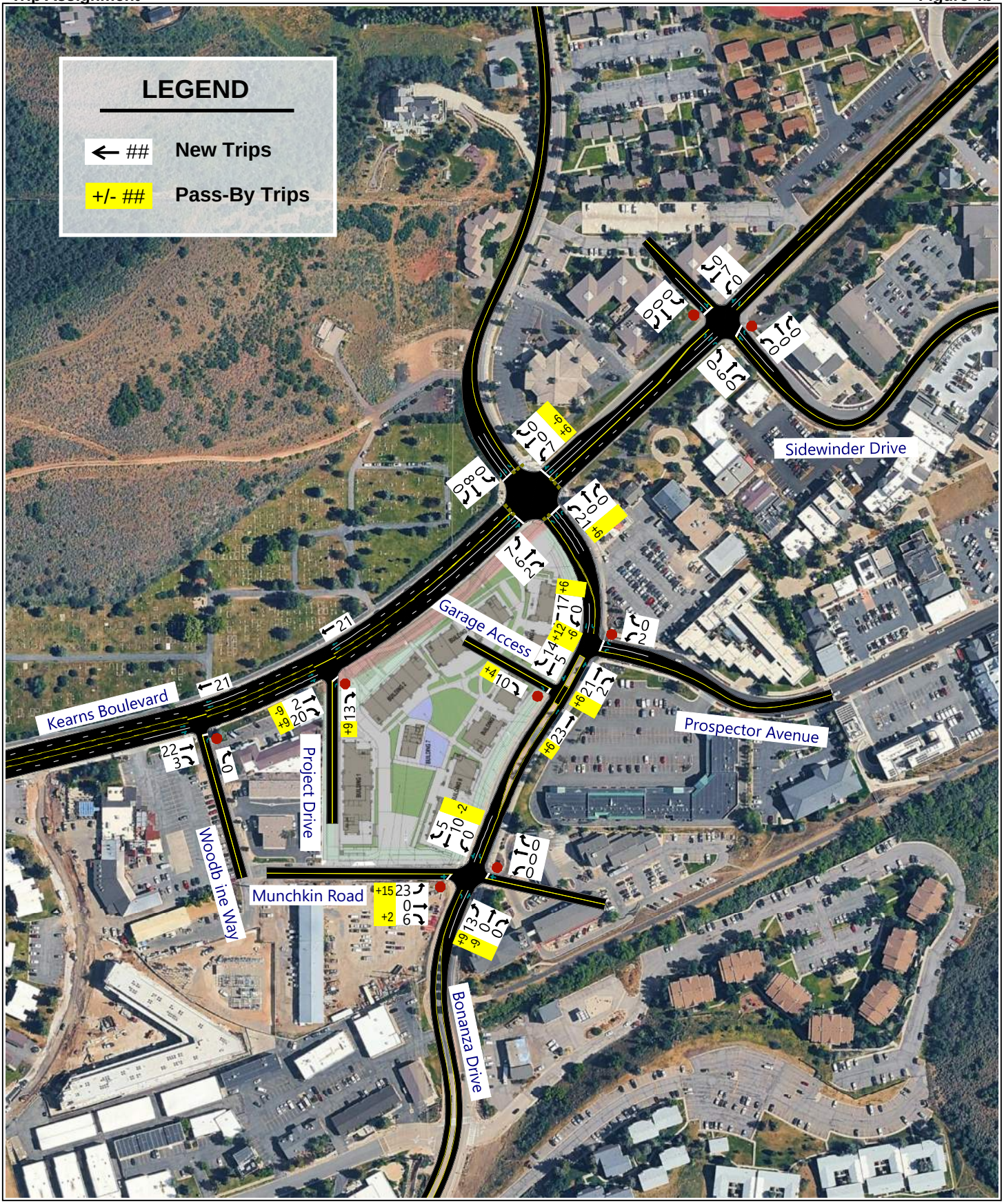
Bonanza Drive:

- The garage access will be located approximately 50 feet south of the Prospector Avenue / Bonanza Drive intersection. It will access the project on the west side of Bonanza Drive. It is anticipated that the access will be stop-controlled. Due to queuing from the Bonanza Drive / Kearns Boulevard intersection, the proximity of Prospector Avenue and other accesses creating unsafe offsets, and the presence of a traversable center median, the garage access was assumed to be limited to right turns only, at least functionally during the peak hours.

Munchkin Road:

- The Private Drive access will be located approximately 225 feet west of the Munchkin Road / Bonanza Drive intersection. It will access the project on the north side of Munchkin Road. It is anticipated that the access will be stop-controlled and open to all turning movements.


LEGEND
New Trips
+/- ## Pass-By Trips
Kearns Boulevard
Project Drive
Woodb ine Way
Munchkin Road
Garage Access
Sidewinder Drive
Prospector Avenue
Bonanza Drive


LEGEND
New Trips
+/- ## Pass-By Trips
Kearns Boulevard
Project Drive
Woodb ine Way
Munchkin Road
Bonanza Drive
Garage Access
Prospector Avenue
Sidewinder Drive

G. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

UDOT Administrative Rule R930-6 outlines minimum peak hour turn volumes to warrant auxiliary lanes on UDOT roadways. The following are the minimum requirements for these lanes on SR-248:

- Left-turn Deceleration (Ingress): 25 left-turn vehicles per hour
- Right-turn Deceleration (Ingress): 50 right-turn vehicles per hour

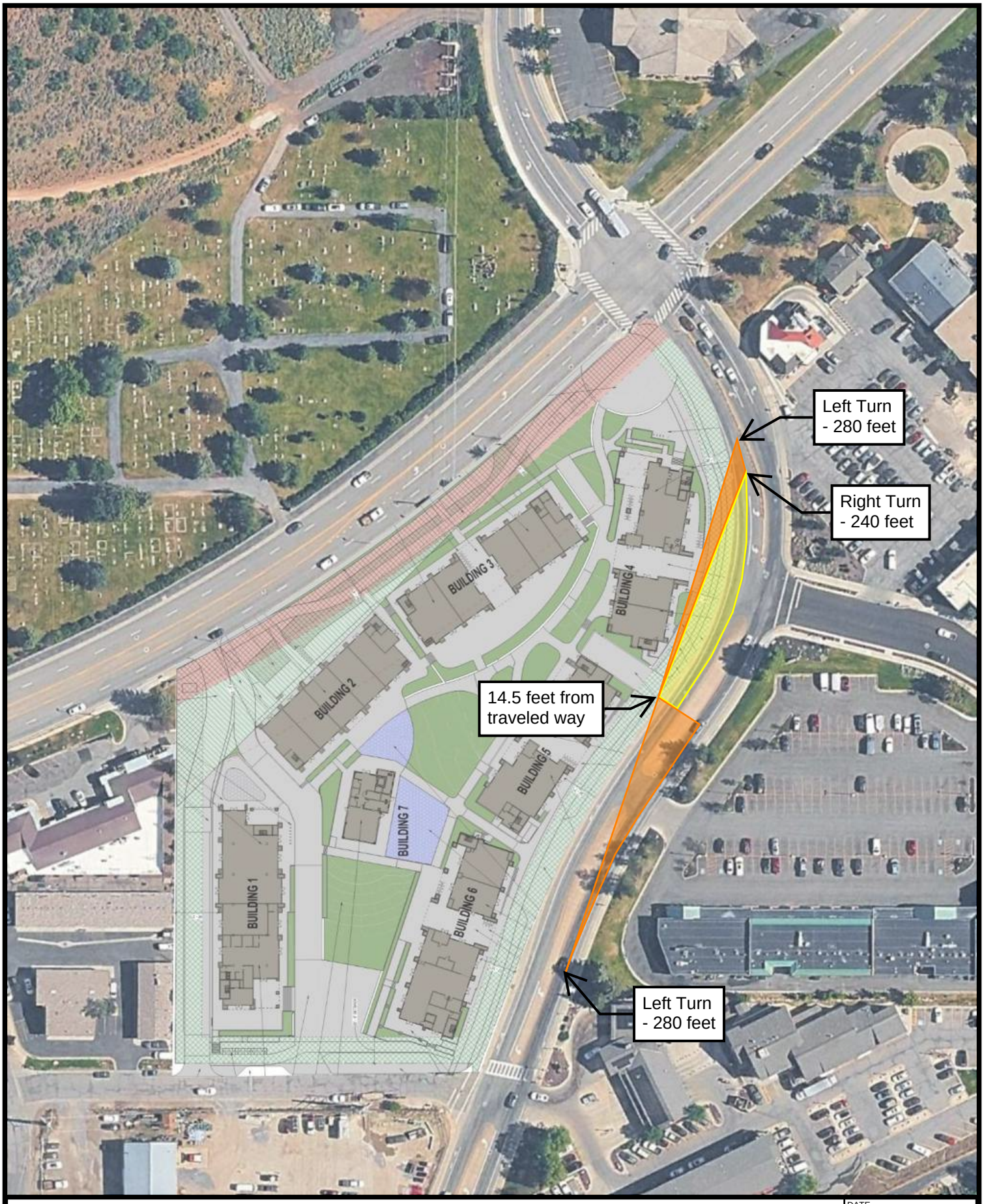
These warrants are generally used for guidelines to City streets as well. Based on these warrants and the anticipated project traffic, no auxiliary lanes are recommended.

H. Sight Distance Evaluation

A sight distance evaluation was conducted for the proposed new project accesses to Kearns Boulevard (SR-248) and Bonanza Drive. Sight distance requirements were calculated based on the American Association of State Highway and Transportation Officials (AASHTO) "*A Policy on Geometric Design of Highways and Streets*" 7th Edition, 2018 (Green Book). Case B of intersection sight distance was used for right and left turns from stop control on the minor road. It was assumed that the primary vehicle would be a passenger vehicle and that the speed of vehicles was equal to the speed limit for the roadway.

The access to Kearns Boulevard (SR-248) is anticipated to have adequate sight distance in both directions to meet the requirement of 335 feet for right turns and 390 feet for left turns.

The access to Bonanza Drive is planning to be located just after a curve. Due to offsets with nearby intersections, the access will likely be limited to right-in/right-out only. However, for the sight distance evaluation, both right and left turns were evaluated. An access at this location would require 240 feet for a right turn and 280 feet for a left turn. A sight distance triangle for the turning movements at the Garage Access / Bonanza Drive intersection is provided in Figure 5. As shown, the sight distance can be met but will require no obstructions within the shaded areas, especially when looking left from the access.



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Sight Distance Evaluation

Park City - 5-Acre Development

N

DATE 05/19/2026

PROJECT UT26-3220

Figure 5

V. OPENING (2027) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the opening (2027) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the opening (2027) background traffic volumes to predict turning movement volumes for opening (2027) plus project conditions. Opening (2027) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that the following intersections are anticipated to operate at poor levels of service during the morning and evening peak hours in opening (2027) plus project conditions, as shown in Table 11:

- Sidewinder Drive / Kearns Boulevard (unsignalized)
- Prospector Avenue / Bonanza Drive (unsignalized)
- Munchkin Road / Bonanza Drive (unsignalized)
- Deer Valley Drive (SR-224) / Park Avenue (SR-224) (signalized)

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

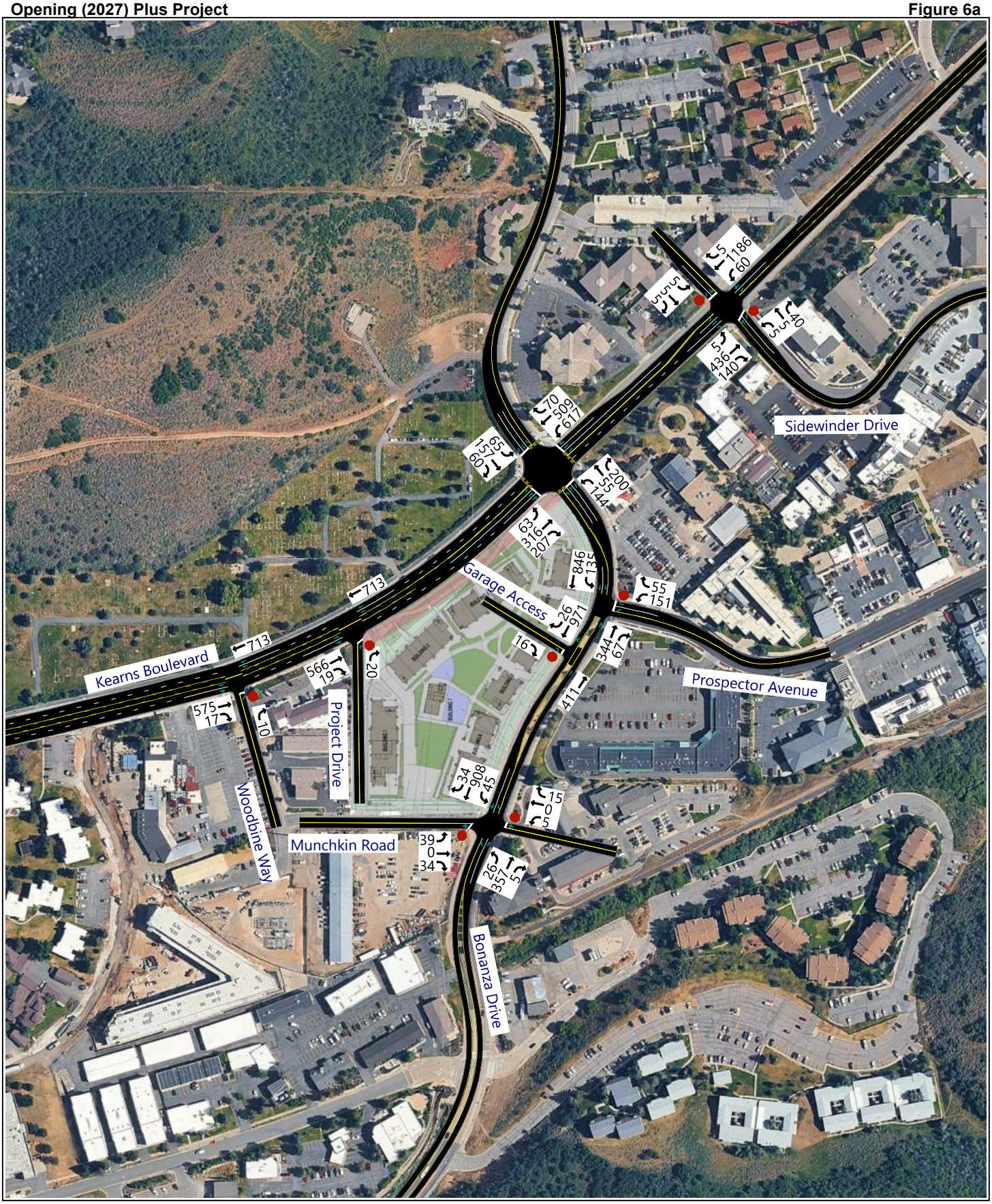
Bonanza Drive / Kearns Boulevard:
- Northeast-bound: 700 feet (PM)
- Southwest-bound: >1,000 feet (AM)

Prospector Avenue / Bonanza Drive:
- Westbound: >475 feet (AM & PM)

Bonanza Drive / Deer Valley Drive:
- Northwest-bound: 800 feet (PM)

Kearns Boulevard / Park Avenue:
- Eastbound: >600 feet (AM & PM)

Deer Valley Drive / Park Avenue:
- Southbound: >1,500 feet (AM & PM)
- Westbound: >1,000 feet (PM)


Kearns Boulevard
Project Drive
Woodbine Way
Munchkin Road
Garage Access
Sidewinder Drive
Prospector Avenue
Bonanza Drive
713
713
566
19
20
575
17
10
65
157
60
70
509
617
200
55
144
63
316
207
846
135
26
971
16
55
151
344
67
411
5
1186
60
5
436
140
40
34
908
45
15
0
5
39
0
34
26
357
5

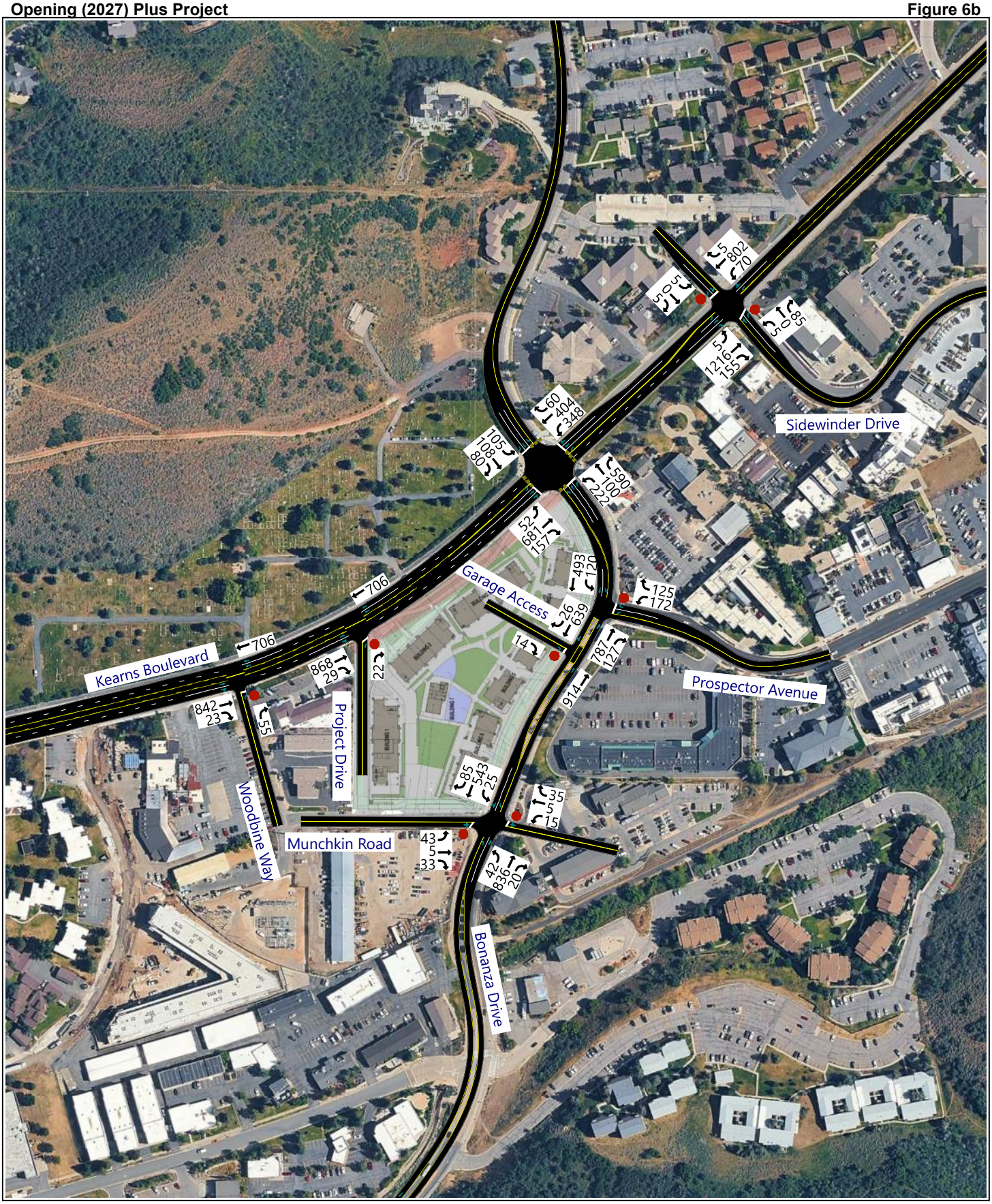

Kearns Boulevard
706
706
Project Drive
Woodbine Way
Munchkin Road
Garage Access
Sidewinder Drive
Prospector Avenue
Bonanza Drive
842
23
55
868
29
22
105
1080
80
60
404
348
5
802
70
5
505
5
580
5
5
1216
155
590
1000
222
52
681
157
493
120
26
639
14
125
172
787
127
914
85
543
25
35
5
15
43
5
33
42
836
20

Table 11: Opening (2027) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Woodbine Way / Kearns Boulevard	NB Stop	a (4.8) / NBR	a (5.8) / NBR
Bonanza Drive / Kearns Boulevard	Signal	C (31.6)	C (29.8)
Sidewinder Drive / Kearns Boulevard	NW/SE Stop	f (>50) / SER	f (>50) / SEL
Prospector Avenue / Bonanza Drive	WB Stop	f (>50) / WBL	f (>50) / WBL
Munchkin Road / Bonanza Drive	EB/WB Stop	f (>50) / EBL	f (>50) / WBT
Kearns Boulevard / Park Avenue	Signal	C (32.2)	C (34.5)
Deer Valley Drive / Park Avenue	Signal	E (70.4)	F (>80)
Bonanza Drive / Deer Valley Drive	Signal	B (11.5)	C (25.6)
Comstock Drive / Kearns Boulevard	Signal	A (9.6)	B (13.8)
Project Drive / Kearns Boulevard	NB Stop	a (3.6) / NBR	a (5.8) / NBR
Garage Access / Bonanza Drive	EB Stop	b (11.1) / EBR	a (6.4) / EBR

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, July 2026

E. Mitigation Measures

No additional mitigation measures are recommended for the project intersections. Due to traffic volumes on the major streets and queuing from nearby signals, the access points will likely be functionally restricted to right turns only. They could still operate as full movement accesses during off peak hours, or if traffic volumes are reduced on the major streets. Vehicles wanting to make left turns have other alternatives during busy traffic periods. Further interconnectivity between Munchkin Road, Homestake Road, and Iron Horse Drive could also improve left-turn availability.

An additional connection between Munchkin Road and Homestake Road is planned within the next few years. This connection would likely reduce project traffic from the Munchkin Road / Bonanza Drive intersection. It is not anticipate that this would increase eastbound cut-through traffic due to the difficulty of making a left turn on Bonanza Drive. There may be an increase in westbound cut-through traffic for vehicles trying to get to the grocery store or other commercial locations. Overall, Hales Engineering does not anticipate a significant net increase or decrease to Munchkin Road with this future connection, but it is anticipated that it will provide access to major streets where it is easier to make egress left turns.

VI. FUTURE (2037) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2037) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Utah Unified Transportation Plan, there are no roadway projects planned before 2037 in the study area. Bus Rapid Transit improvements are planned along Kearns Boulevard in attempt to reduce vehicles on the roadway, but these plans are not anticipated until Phase 2. Signal timing changes were assumed in the future to account for changing traffic patterns. Therefore, this was the only change made to the roadway network for the future (2037) analysis.

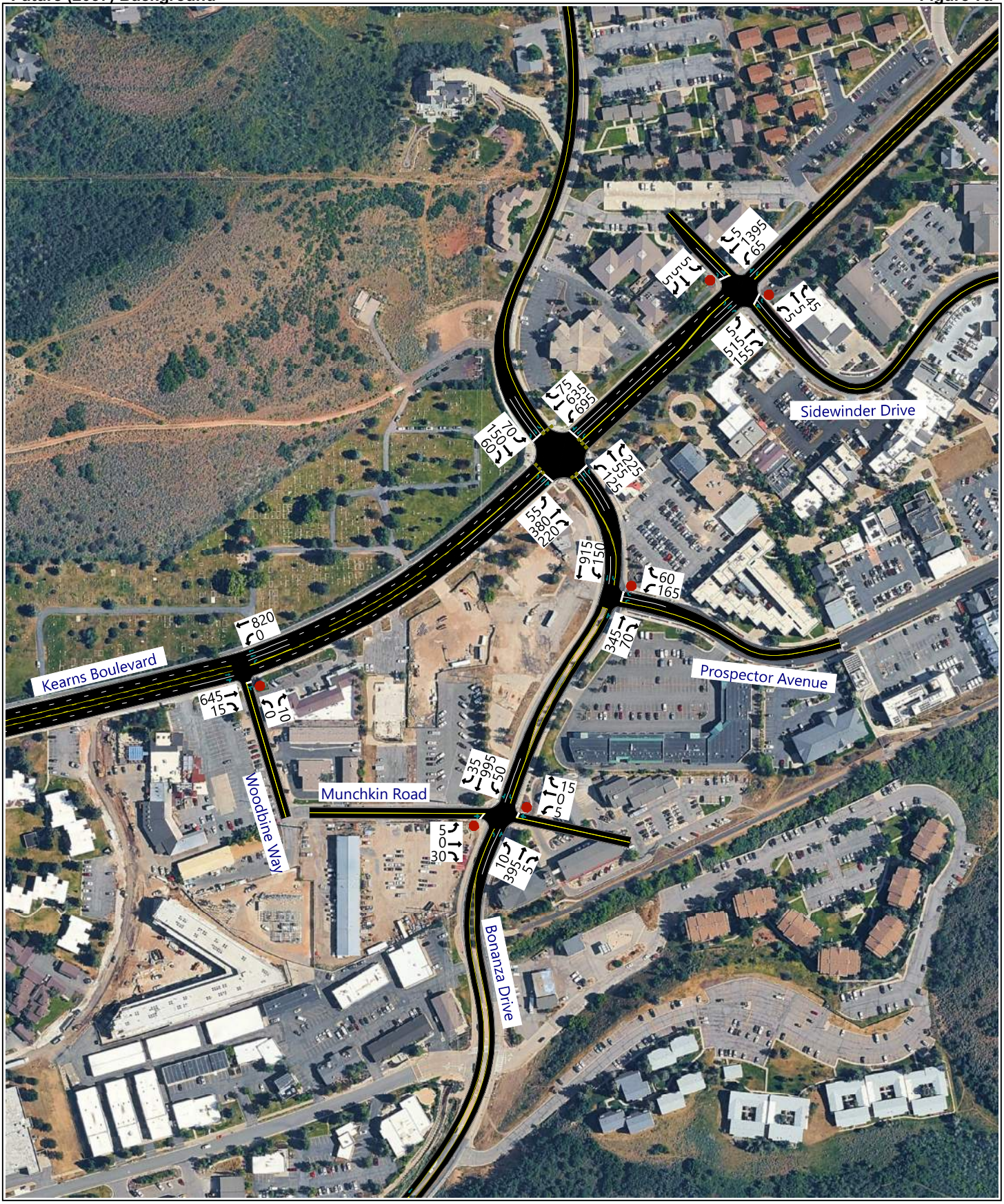
C. Traffic Volumes

Hales Engineering obtained future (2037) forecasted volumes from the Summit & Wasatch Counties travel demand model. Peak period turning movement counts were estimated using NCHRP 255 and 765 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2037) background morning and evening peak hour turning movement volumes are shown in Figure 7.

D. Level of Service Analysis

Hales Engineering determined that the following study intersections are anticipated to operate at poor levels of service during the morning and evening peak hours in future (2037) background conditions, as shown in Table 12:

- Sidewinder Drive / Kearns Boulevard (unsignalized)
- Prospector Avenue / Bonanza Drive (unsignalized)
- Munchkin Road / Bonanza Drive (unsignalized)
- Bonanza Drive / Kearns Boulevard (SR-248) (signalized)


Kearns Boulevard
Munchkin Road
Woodbine Way
Bonanza Drive
Prospector Avenue
Sidewinder Drive
820 0
645 15
10 0
35 995 50
5 0 30
10 395 5
15 0 5
345 70
60 165
915 150
55 380 220
225 55 125
75 635 695
70 50 60
5 515 155
5 5 5
5 5 5
5 1395 65

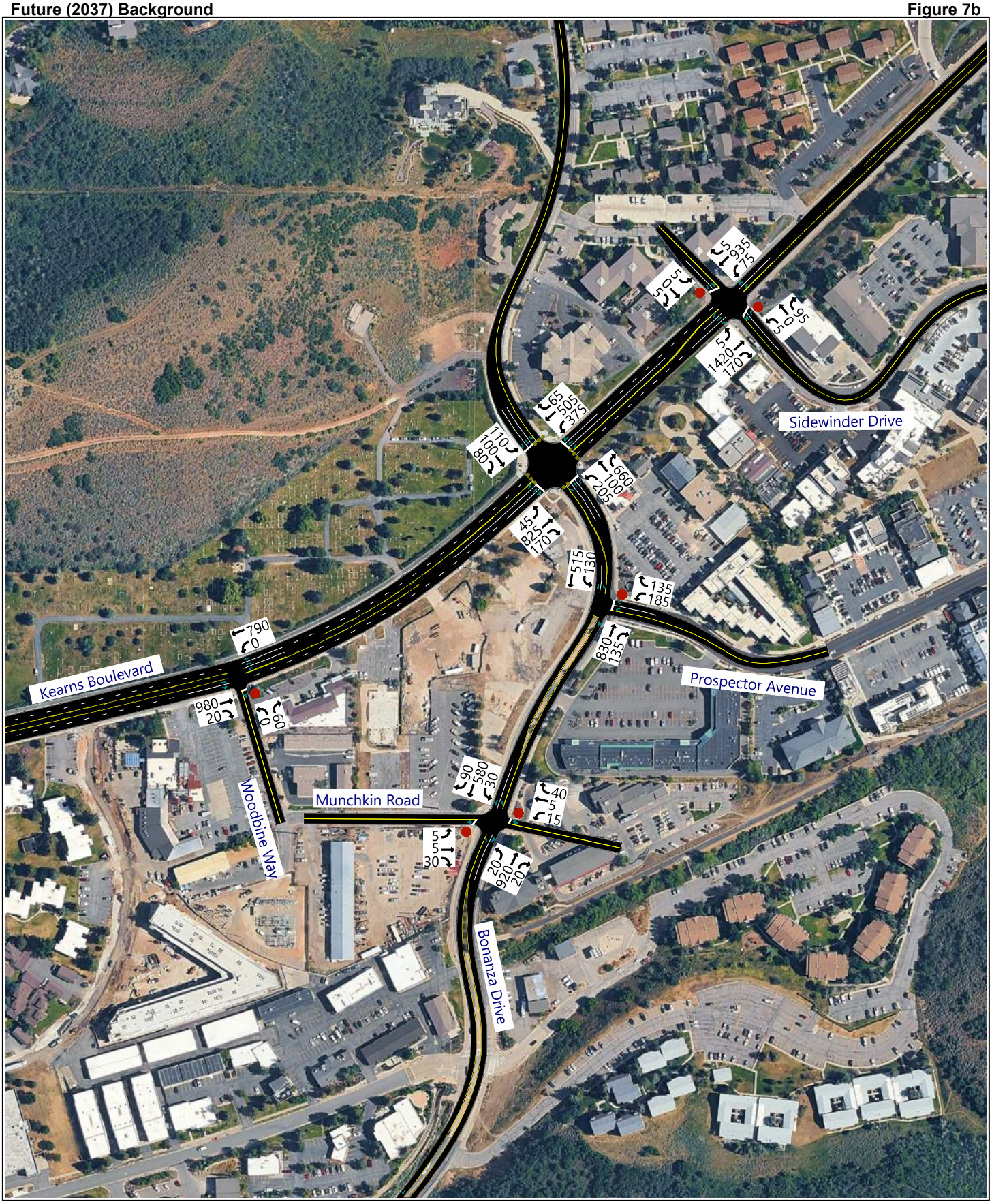

Kearns Boulevard
Munchkin Road
Woodbine Way
Bonanza Drive
Prospector Avenue
Sidewinder Drive
790
0
980
20
60
0
90
580
30
5
5
30
40
5
15
20
920
20
45
825
170
515
130
135
185
830
135
110
100
80
65
505
375
660
100
20
5
5
5
5
1420
170
5
935
75

Table 12: Future (2037) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Woodbine Way / Kearns Boulevard	NB Stop	a (4.6) / NBR	a (9.4) / NBR
Bonanza Drive / Kearns Boulevard	Signal	D (44.3)	E (63.7)
Sidewinder Drive / Kearns Boulevard	NW/SE Stop	f (>50) / SET	f (>50) / NWL
Prospector Avenue / Bonanza Drive	WB Stop	f (>50) / WBL	f (>50) / WBL
Munchkin Road / Bonanza Drive	EB/WB Stop	e (43.1) / EBL	f (>50) / WBT
Kearns Boulevard / Park Avenue	Signal	B (13.6)	C (22.3)
Deer Valley Drive / Park Avenue	Signal	C (30.0)	D (53.9)
Bonanza Drive / Deer Valley Drive	Signal	B (13.5)	C (22.6)
Comstock Drive / Kearns Boulevard	Signal	C (26.5)	C (23.8)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, July 2026

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

Bonanza Drive / Kearns Boulevard:
- Southwest-bound: >900 feet (AM & PM)
- Northeast-bound: >1,000 feet (PM)
- Northwest-bound: >1,000 feet (PM)

Prospector Avenue / Bonanza Drive:
- Westbound: >625 feet (AM & PM)

Bonanza Drive / Deer Valley Drive:
- Northwest-bound: 750 feet (PM)

Deer Valley Drive / Park Avenue:
- Southbound: 550 feet (AM & PM)
- Westbound: 800 feet (PM)
- Eastbound: 525 feet (PM)

Comstock Drive / Kearns Boulevard:
- Southwest-bound: 875 feet (AM)
- Northeast-bound: 700 feet (PM)

Sidewinder Drive / Kearns Boulevard:
- Northwest-bound: 850 feet (PM)

F. Mitigation Measures

No mitigation measures are recommended beyond those provided in previous chapters. The future (2037) background results serve as a baseline condition for the impact analysis of the proposed development for future (2037) conditions.

VII. FUTURE (2037) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2037) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2037) background traffic volumes to predict turning movement volumes for future (2037) plus project conditions. Future (2037) plus project morning and evening peak hour turning movement volumes are shown in Figure 8.

C. Level of Service Analysis

Hales Engineering determined that the following intersections are anticipated to operate at poor levels of service during the morning and evening peak hours in future (2037) plus project conditions, as shown in Table 13:

- Sidewinder Drive / Kearns Boulevard (unsignalized)
- Prospector Avenue / Bonanza Drive (unsignalized)
- Munchkin Road / Bonanza Drive (unsignalized)
- Bonanza Drive / Kearns Boulevard (SR-248) (signalized)

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

Bonanza Drive / Kearns Boulevard:
- Southwest-bound: >1,000 feet (AM & PM)
- Northeast-bound: >1,000 feet (PM)
- Northwest-bound: >1,000 feet (PM)

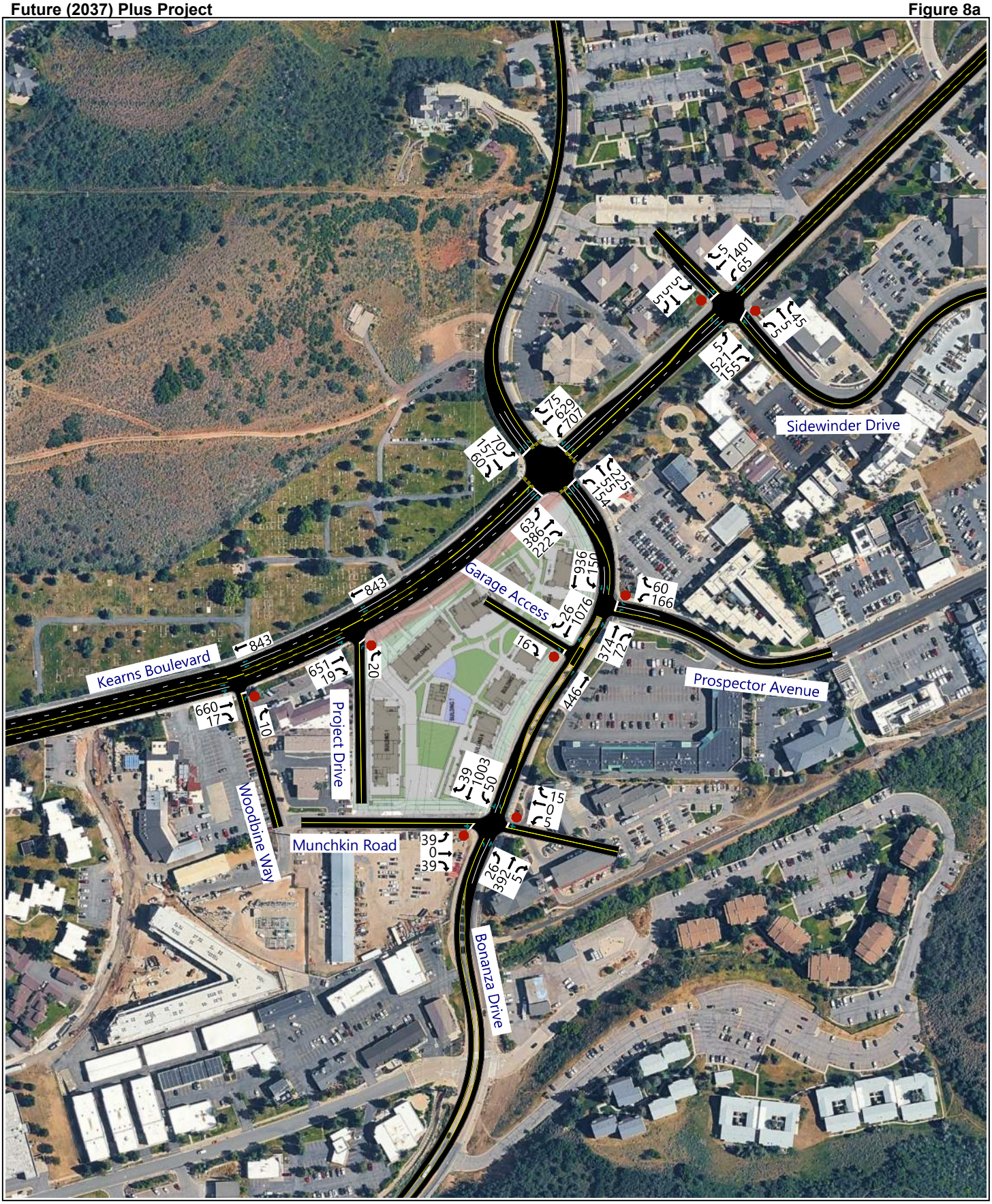
Prospector Avenue / Bonanza Drive:
- Westbound: >575 feet (AM & PM)

Bonanza Drive / Deer Valley Drive:
- Northwest-bound: 750 feet (PM)

Deer Valley Drive / Park Avenue:
- Southbound: >550 feet (AM & PM)
- Westbound: 925 feet (PM)
- Eastbound: 525 feet (PM)

Comstock Drive / Kearns Boulevard:
- Southwest-bound: 875 feet (AM)
- Northeast-bound: >1,000 feet (PM)

Sidewinder Drive / Kearns Boulevard:
- Northwest-bound: 825 feet (PM)


Kearns Boulevard
Project Drive
Woodbine Way
Munchkin Road
Garage Access
Sidewinder Drive
Prospector Avenue
Bonanza Drive
843
843
651
19
20
660
17
10
16
936
150
26
1076
60
166
63
386
222
75
629
701
70
157
60
225
55
154
5
521
155
5
1401
65
5
5
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50
15
0
5
39
0
39
26
392
5

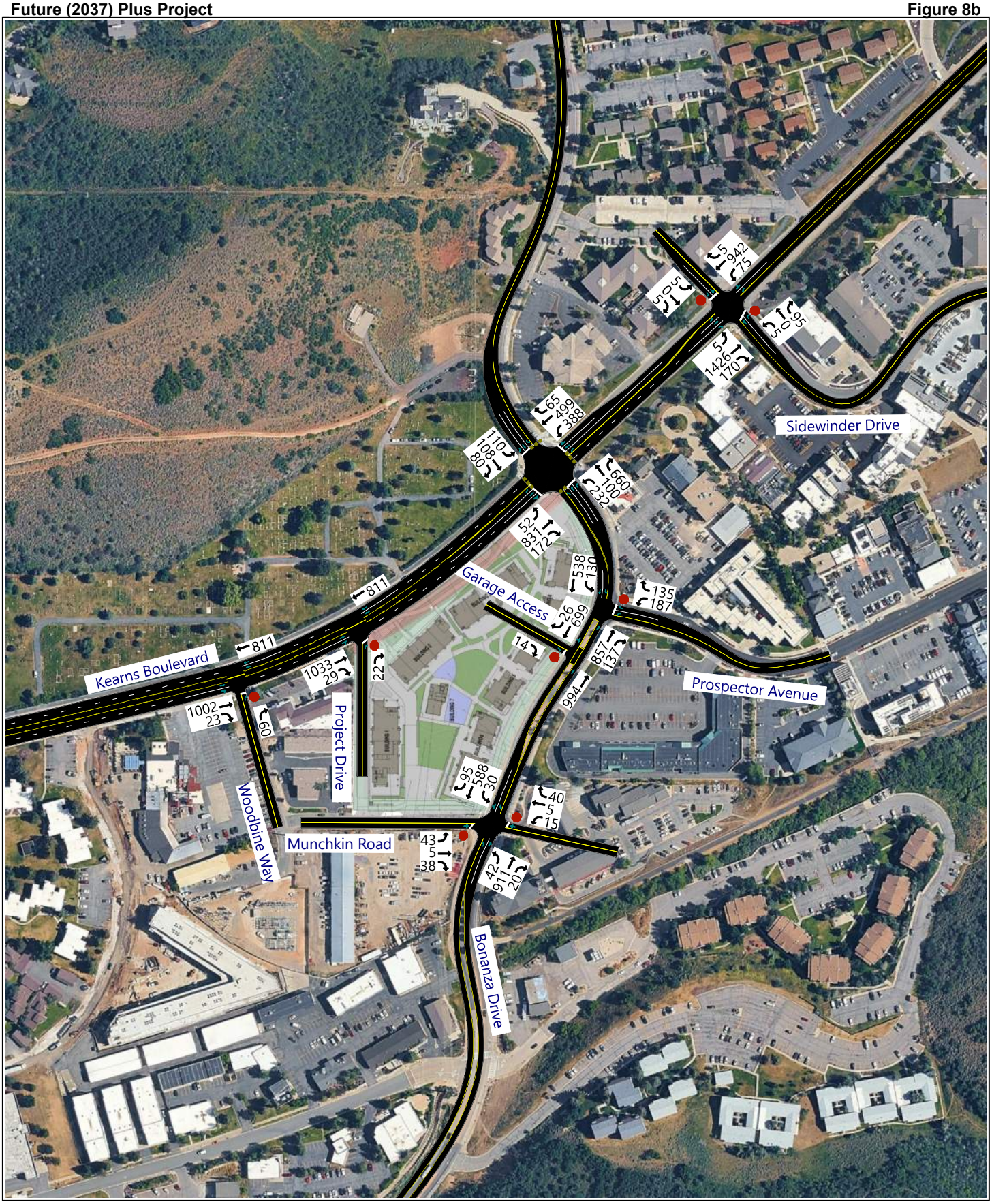

Kearns Boulevard
Project Drive
Woodbine Way
Munchkin Road
Garage Access
Sidewinder Drive
Prospector Avenue
Bonanza Drive
811
1002
23
60
1033
29
22
14
26
699
538
130
52
831
172
660
1000
232
65
499
388
110
108
80
5
942
75
505
595
5
1426
170
135
187
857
1377
994
95
588
30
40
5
15
43
5
38
42
911
20

Table 13: Future (2037) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Woodbine Way / Kearns Boulevard	NB Stop	a (5.0) / NBR	a (10.4) / NBR
Bonanza Drive / Kearns Boulevard	Signal	D (52.9)	E (70.3)
Sidewinder Drive / Kearns Boulevard	NW/SE Stop	f (>50) / NWL	f (>50) / NWL
Prospector Avenue / Bonanza Drive	WB Stop	f (>50) / WBL	f (>50) / WBL
Munchkin Road / Bonanza Drive	EB/WB Stop	f (>50) / EBL	f (>50) / EBT
Kearns Boulevard / Park Avenue	Signal	B (13.5)	C (24.0)
Deer Valley Drive / Park Avenue	Signal	C (29.4)	D (54.2)
Bonanza Drive / Deer Valley Drive	Signal	B (13.1)	C (23.1)
Comstock Drive / Kearns Boulevard	Signal	C (26.6)	C (30.7)
Project Drive / Kearns Boulevard	NB Stop	a (4.3) / NBR	a (8.7) / NBR
Garage Access / Bonanza Drive	EB Stop	b (13.9) / EBR	a (5.9) / EBR

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, July 2026

E. Mitigation Measures

No further mitigation measures are recommended beyond those listed as considerations in previous chapters.

APPENDIX A

Site Plan



1 SITE PLAN - ARCHITECTURAL
1" = 30'-0"

Bonanza 5-Acre Site Building Use Area			
	Ground Floor Non-residential leaseable area (SF)	Ground floor residential amenity area (SF)	Residential Area (NLA) (SF)
Building 1	6,488	1,249	20,402
Building 2	7,160		12,009
Building 3	3,459	3,689	14,185
Building 4	4,343		12,882
Building 5	5,516		14,025
Building 6	4,695		14,806
Building 7	920		
Total:	32,581	4,938	88,309

SITE AREA: 5.27 ACRES

ZONING REQUIREMENTS

LMC 15-6-5(C) MPD 25'-0" SETBACK FOR SITES > 2 ACRES

LMC 15-2.20-4(B.) FPZ 100 FT - DEPTH SETBACK REQUIRING CONDITIONAL USE PERMIT PER §15-1-10

LMC 15-2.18-3(A.) FRONT SETBACK AT FPZ: 30 FT DEPTH LANDSCAPE BUFFER
LMC 15-2.20-4(A.) FPZ 30 FT- DEPTH SETBACK - STRUCTURES NOT PERMITTED

ZONING: GC
FRONTAGE PROTECTION OVERLAY ZONE (FPZ): SR 248 / KEARNS BLVD
BUILDING HEIGHT:
15-2.18-4 BUILDING HEIGHT: 35 FT MAX.
15-2.18-4(A)(1) 40 FT MAX. AT GABLE.
15-2.18-4(A)(3) 40 FT MAX. AT MECHANICAL SCREENING.
15-2.18-4(A)(5) 43 FT MAX. AT ELEVATOR PENTHOUSE.

ARCHITECTURAL REVIEW: PER §15-5
15-5-5(D) NUMBER OF EXTERIOR WALL MATERIALS:
MAX (3) MATERIALS PER BUILDING*
*TRIM IS NOT COUNTED IF LESS THAN 10%
5-5-5(E) ROOFING MATERIALS:
PROVIDE NEUTRAL ROOFING COLOR

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

UNLESS A PROFESSIONAL SEAL WITH SIGNATURE AND DATE IS AFFIXED, THIS DOCUMENT IS PRELIMINARY AND IS NOT INTENDED FOR CONSTRUCTION, RECORDING PURPOSES, OR IMPLEMENTATION

THE DESIGNS SHOWN AND DESCRIBED HEREIN INCLUDING ALL TECHNICAL DRAWINGS, GRAPHIC REPRESENTATIONS & MODELS THEREOF, ARE PROPRIETARY & CAN NOT BE COPIED, DUPLICATED, OR COMMERCIALLY EXPLOITED IN WHOLE OR IN PART WITHOUT THE SOLE AND EXPRESS WRITTEN PERMISSION FROM METHOD STUDIO INC.

project:

5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 04 / 30
revisions :

title:

Site Plan - Architectural

sheet:

RD-002

MPD + CUP

5/7/2026 12:46:36 PM Autodesk Docs://MPMU Sandbox - J.Jennings/20.0355 Bonanza Garage.rvt

APPENDIX B

Turning Movement Counts

Intersection Turning Movement Summary

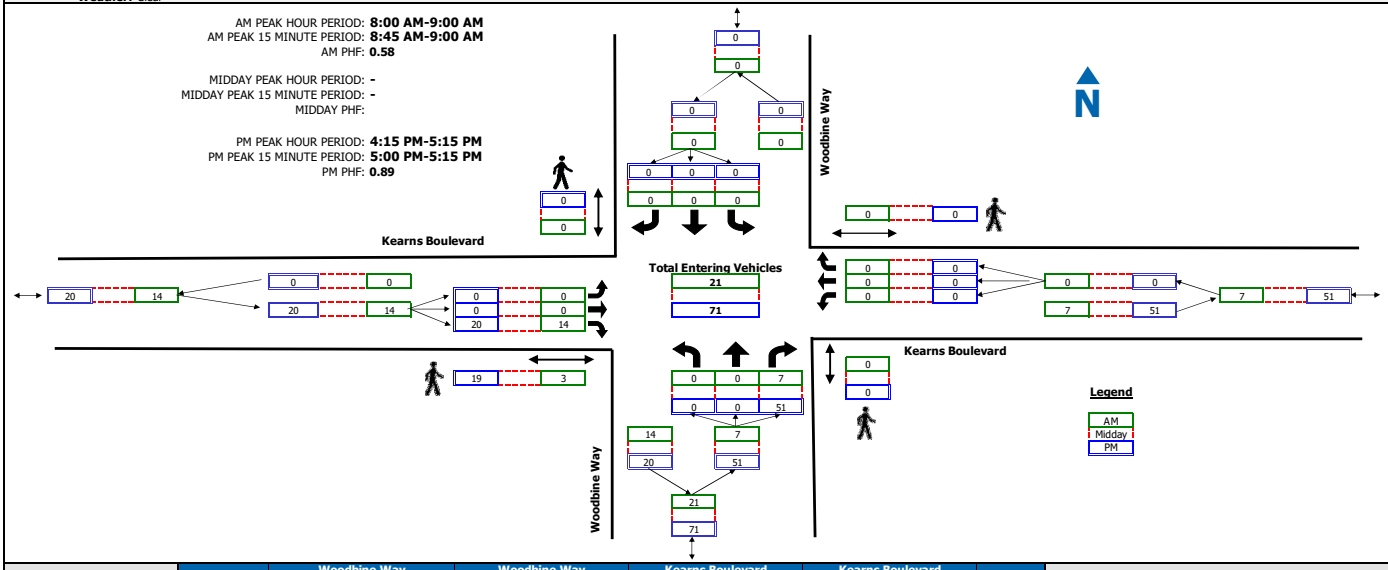
Intersection: Woodbine Way / Kearns Boulevard
North/South Road: Woodbine Way
East/West Road: Kearns Boulevard
Jurisdiction: Park City
Project Title: 5-Acre Development TIS
Project No: UT26-3220
Weather: Clear

Date: 4-10-26, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 85.7%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.58**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.89**



COUNT SUMMARY	Woodbine Way Northbound				Woodbine Way Southbound				Kearns Boulevard Eastbound				Kearns Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 - 7:45	0	0	2	0	0	0	0	0	0	0	1	2	0	0	0	0	3
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
8:00 - 8:15	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	2
8:15 - 8:30	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4
8:30 - 8:45	0	0	2	0	0	0	0	0	0	0	4	1	0	0	0	0	6
8:45 - 9:00	0	0	2	0	0	0	0	0	0	0	7	1	0	0	0	0	9

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	9	2	0	0	0	0	0	0	5	2	0	0	0	0	14
16:15 - 16:30	0	0	13	0	0	0	0	0	0	0	5	6	0	0	0	0	18
16:30 - 16:45	0	0	11	0	0	0	0	0	0	0	6	7	0	0	0	0	17
16:45 - 17:00	0	0	14	0	0	0	0	0	0	0	2	1	0	0	0	0	16
17:00 - 17:15	0	0	13	0	0	0	0	0	0	0	7	5	0	0	0	0	20
17:15 - 17:30	0	0	14	0	0	0	0	0	0	0	5	4	0	0	0	0	19
17:30 - 17:45	1	0	12	0	0	0	0	0	0	0	0	5	0	0	0	0	13
17:45 - 18:00	0	0	9	0	0	0	0	0	0	0	7	9	0	0	0	0	16

Bonanza Drive Kearns Blvd
Park City Utah
Friday, February 23, 2024

	Southbound Bonanza Drive						Westbound Kearns Boulevard (SR-248)						Northbound Bonanza Drive						Eastbound Kearns Boulevard (SR-248)						
Time	SB U Turns	SB Left Turns	SB Straight Through	SB Right Turns	SB Crosswalk Crossings	*SB Vehicle Approach Total*	WB U Turns	WB Left Turns	WB Straight Through	WB Right Turns	WB Crosswalk Crossings	*WB Vehicle Approach Total*	NB U Turns	NB Left Turns	NB Straight Through	NB Right Turns	NB Crosswalk Crossings	*NB Vehicle Approach Total*	EB U Turns	EB Left Turns	EB Straight Through	EB Right Turns	EB Crosswalk Crossings	*EB Vehicle Approach Total*	VEHICLE TOTAL
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	8	8	4	0	*20*	0	96	83	13	0	*192*	0	11	3	25	2	*39*	0	4	46	14	0	*64*	**315**
7:15 AM	0	13	12	9	0	*34*	0	140	73	7	0	*220*	0	19	7	41	1	*67*	0	4	62	16	1	*82*	**403**
7:30 AM	0	14	8	7	0	*29*	0	149	107	11	0	*267*	0	18	7	36	0	*61*	0	3	74	37	0	*114*	**471**
7:45 AM	0	15	19	10	0	*44*	0	130	111	14	0	*255*	0	9	3	41	0	*53*	0	10	88	22	0	*120*	**472**
8:00 AM	0	9	19	8	0	*36*	0	149	141	11	0	*301*	0	18	6	49	7	*73*	0	7	80	18	2	*105*	**515**
8:15 AM	0	16	27	16	2	*59*	0	157	144	8	0	*309*	1	20	9	55	1	*85*	0	5	76	30	0	*111*	**564**
8:30 AM	0	16	37	11	1	*64*	0	132	130	10	0	*272*	0	29	7	58	1	*94*	0	6	69	38	2	*113*	**543**
8:45 AM	0	13	31	11	0	*55*	0	151	123	20	1	*294*	0	25	13	44	0	*82*	0	8	69	37	0	*114*	**545**
9:00 AM	0	16	31	16	1	*63*	0	142	128	15	1	*285*	0	28	19	46	2	*93*	0	16	70	56	1	*142*	**583**
9:15 AM	0	15	50	11	1	*76*	0	137	111	15	1	*263*	0	22	11	34	2	*67*	0	13	74	53	0	*140*	**546**
9:30 AM	0	19	33	18	2	*70*	0	148	131	15	0	*294*	0	31	9	52	2	*92*	0	10	78	44	0	*132*	**588**
9:45 AM	0	10	32	11	0	*53*	0	161	125	21	2	*307*	0	30	12	59	3	*101*	0	11	78	47	1	*136*	**597**
10:00 AM	0	19	21	10	1	*50*	0	117	144	23	2	*284*	0	31	15	67	3	*113*	0	9	95	37	1	*141*	**588**
10:15 AM	0	13	19	14	1	*46*	0	104	110	18	4	*232*	0	30	14	74	1	*118*	0	12	88	41	0	*141*	**537**
10:30 AM	0	14	15	16	1	*45*	0	84	110	12	3	*206*	0	23	13	79	0	*115*	0	5	89	39	0	*133*	**499**
10:45 AM	0	15	17	24	1	*56*	0	99	121	20	1	*240*	0	32	15	72	1	*119*	0	9	82	44	2	*135*	**550**
11:00 AM	0	17	24	14	0	*55*	0	101	111	13	0	*225*	0	34	10	69	0	*113*	0	9	82	37	0	*128*	**521**
11:15 AM	0	19	24	14	4	*57*	0	93	101	16	0	*210*	0	47	19	65	0	*131*	0	12	90	33	0	*135*	**533**
11:30 AM	0	21	30	19	2	*70*	0	94	108	21	1	*223*	0	34	22	81	2	*137*	0	8	105	43	0	*156*	**586**
11:45 AM	0	12	25	19	1	*56*	0	112	130	20	0	*262*	0	33	19	99	2	*151*	0	17	94	43	1	*154*	**623**
12:00 PM	0	16	32	23	0	*71*	0	99	131	19	2	*249*	0	33	29	85	2	*147*	0	22	131	49	1	*202*	**669**
12:15 PM	0	18	21	20	6	*59*	0	96	107	11	7	*214*	0	55	28	93	0	*176*	0	11	124	53	0	*188*	**637**
12:30 PM	0	19	25	18	1	*62*	0	86	103	17	4	*206*	0	34	30	98	0	*162*	0	13	116	28	1	*157*	**587**
12:45 PM	0	13	28	17	3	*58*	0	88	113	16	3	*217*	0	64	31	129	3	*224*	0	17	100	34	2	*151*	**650**
1:00 PM	0	17	22	13	1	*52*	0	101	138	27	1	*266*	0	47	20	104	2	*171*	0	10	125	52	1	*187*	**676**
1:15 PM	0	20	27	21	0	*68*	0	67	126	15	4	*208*	0	56	24	107	2	*187*	0	11	117	44	2	*172*	**635**
1:30 PM	0	17	25	14	1	*56*	0	91	101	17	2	*209*	0	46	31	115	0	*192*	0	16	107	34	0	*157*	**614**
1:45 PM	0	14	23	12	0	*49*	0	81	109	11	1	*201*	0	46	23	102	1	*171*	0	12	130	55	0	*197*	**618**
2:00 PM	0	21	20	19	1	*60*	0	82	111	7	2	*200*	0	49	22	119	1	*190*	0	8	121	52	3	*181*	**631**
2:15 PM	0	17	28	19	0	*64*	0	84	115	19	3	*218*	0	45	14	111	2	*170*	0	15	133	57	0	*205*	**657**
2:30 PM	0	19	23	13	0	*55*	0	90	106	10	0	*206*	0	56	17	121	4	*194*	0	9	124	41	1	*174*	**629**
2:45 PM	0	13	25	24	1	*62*	0	100	105	10	3	*215*	0	35	16	130	1	*181*	0	12	113	45	0	*170*	**628**

3:00 PM	0	19	17	17	1	*53*	0	85	84	13	5	*182*	0	41	29	139	1	*209*	0	12	147	44	0	*203*	**647**
3:15 PM	0	26	18	11	0	*55*	0	85	103	19	1	*207*	0	35	29	138	6	*202*	0	11	126	29	0	*166*	**630**
3:30 PM	0	24	20	10	5	*54*	0	65	96	10	8	*171*	0	58	19	131	7	*208*	0	14	140	37	1	*191*	**624**
3:45 PM	0	28	17	15	1	*60*	0	78	103	17	3	*198*	0	38	22	134	8	*194*	0	16	153	42	4	*211*	**663**
4:00 PM	0	18	30	14	4	*62*	0	86	104	16	4	*206*	0	51	22	163	2	*236*	0	8	156	42	0	*206*	**710**
4:15 PM	0	32	27	16	1	*75*	0	60	101	16	7	*177*	0	58	22	146	4	*226*	0	14	150	40	0	*204*	**682**
4:30 PM	0	32	14	19	3	*65*	0	89	88	10	4	*187*	0	48	26	142	2	*216*	0	13	169	31	2	*213*	**681**
4:45 PM	0	19	26	28	2	*73*	0	92	103	13	7	*208*	0	30	24	117	6	*171*	0	8	170	34	0	*212*	**664**
5:00 PM	0	31	12	18	13	*61*	1	71	105	20	6	*197*	0	33	15	126	18	*174*	0	19	154	20	3	*193*	**625**
5:15 PM	0	32	27	15	0	*74*	0	83	123	14	6	*220*	0	36	16	110	7	*162*	0	10	141	31	0	*182*	**638**
5:30 PM	0	27	21	17	4	*65*	0	77	118	15	4	*210*	0	32	13	118	5	*163*	0	7	140	19	2	*166*	**604**
5:45 PM	0	21	25	17	1	*63*	0	84	91	11	7	*186*	0	29	16	91	6	*136*	0	10	151	36	0	*197*	**582**
6:00 PM	0	20	18	17	1	*55*	0	77	96	12	6	*185*	0	24	18	137	6	*179*	0	18	138	35	1	*191*	**610**
6:15 PM	0	20	25	14	2	*59*	0	71	83	21	5	*175*	0	49	16	99	1	*164*	0	11	131	39	1	*181*	**579**
6:30 PM	0	11	15	14	1	*40*	0	85	64	8	10	*157*	0	35	15	91	2	*141*	0	17	91	40	1	*148*	**486**
6:45 PM	0	10	11	9	0	*30*	0	78	79	8	5	*165*	0	25	14	88	4	*127*	0	16	105	25	1	*146*	**468**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

Intersection Turning Movement Summary

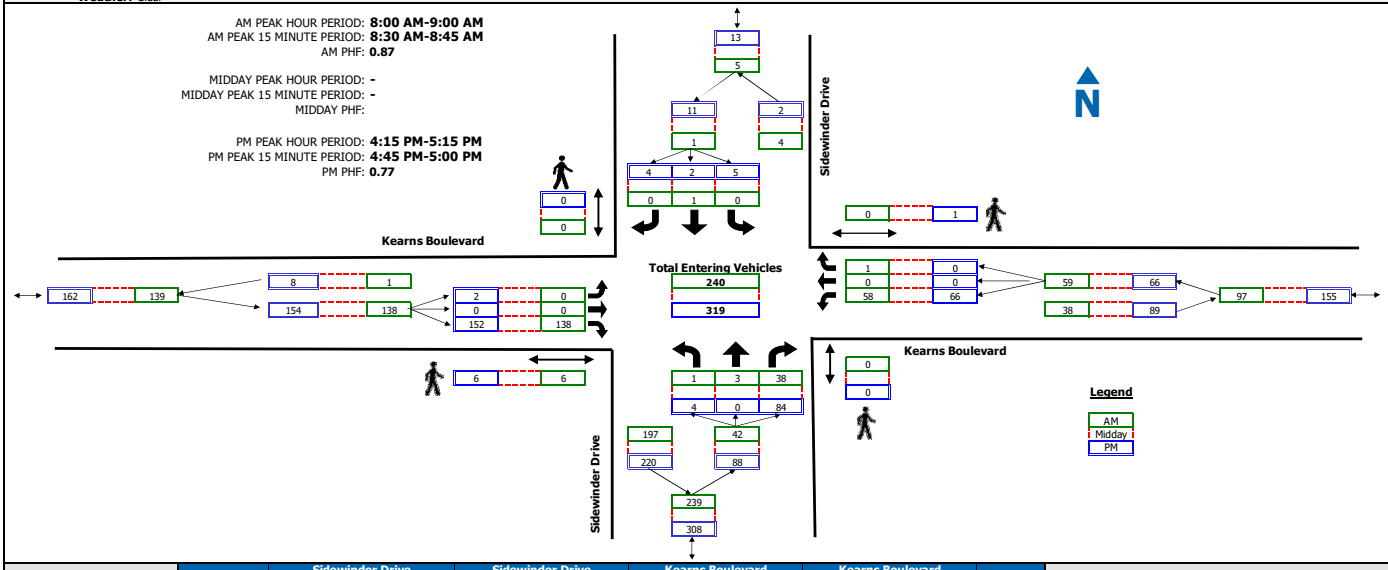
Intersection: Sidewinder Drive / Kearns Boulevard
North/South Road: Sidewinder Drive
East/West Road: Kearns Boulevard
Jurisdiction: Park City
Project Title: 5-Acre Development TIS
Project No: UT26-3220
Weather: Clear

Date: 4-10-26, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 85.7%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:30 AM-8:45 AM**
AM PHF: **0.87**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.77**



COUNT SUMMARY	Sidewinder Drive Northbound				Sidewinder Drive Southbound				Kearns Boulevard Eastbound				Kearns Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	0	11	0	0	0	0	0	0	0	9	2	9	0	0	0	30
7:15 - 7:30	4	0	6	0	0	0	0	0	0	0	27	0	11	0	0	0	48
7:30 - 7:45	1	0	12	0	0	0	0	0	0	0	26	0	19	0	0	0	58
7:45 - 8:00	2	0	9	0	0	0	0	0	0	0	22	0	22	0	0	0	55
8:00 - 8:15	0	0	15	0	0	0	0	0	0	0	30	1	13	0	0	0	58
8:15 - 8:30	0	0	4	0	0	0	0	0	0	0	37	2	9	0	0	0	50
8:30 - 8:45	1	2	14	0	0	1	0	0	0	0	37	1	14	0	0	0	69
8:45 - 9:00	0	1	5	0	0	0	0	0	0	0	34	2	22	0	1	0	63

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	2	0	28	0	0	0	0	0	1	0	35	4	8	0	0	0	74
16:15 - 16:30	2	0	20	0	0	0	0	0	0	0	34	4	13	0	0	0	69
16:30 - 16:45	1	0	19	0	1	0	0	0	0	0	30	2	13	0	0	0	64
16:45 - 17:00	1	0	19	0	0	2	2	0	2	0	58	0	19	0	0	1	103
17:00 - 17:15	0	0	26	0	4	0	2	0	0	0	30	0	21	0	0	0	83
17:15 - 17:30	2	0	28	0	0	0	0	0	0	0	26	1	15	0	0	0	71
17:30 - 17:45	2	0	32	0	0	0	0	0	0	0	26	4	6	0	1	0	67
17:45 - 18:00	5	0	11	0	1	0	0	0	0	0	11	1	4	0	0	0	32

Intersection Turning Movement Summary

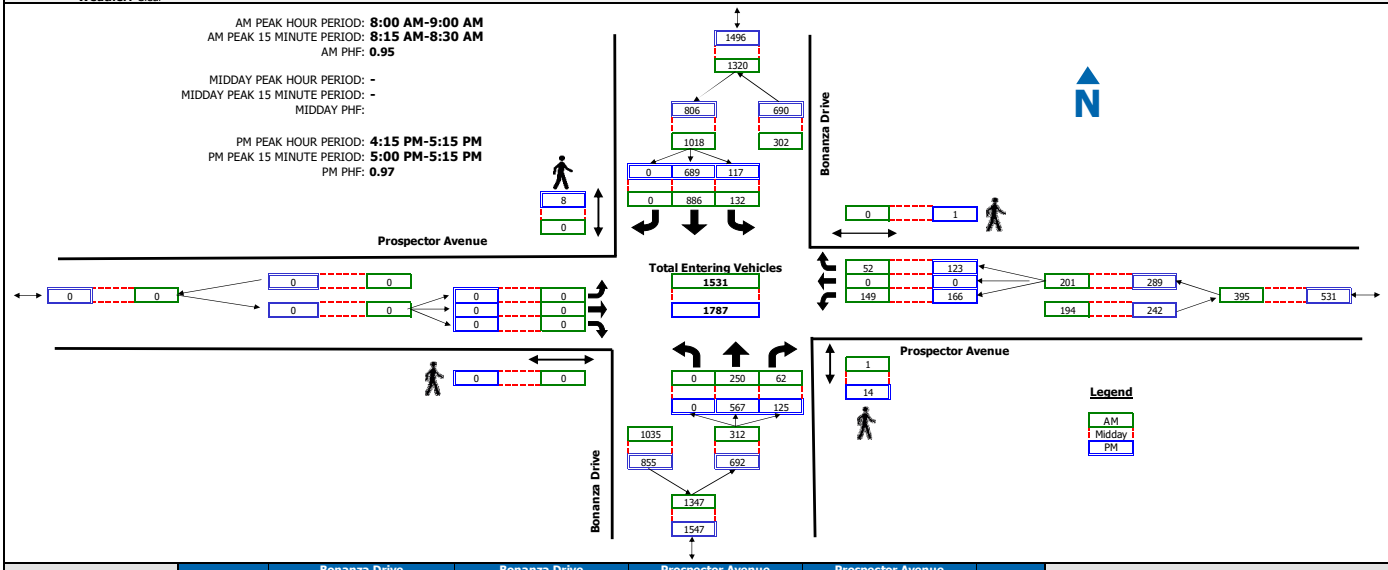
Intersection: Bonanza Drive / Prospector Avenue
North/South Road: Bonanza Drive
East/West Road: Prospector Avenue
Jurisdiction: Park City
Project Title: 5-Acre Development TIS
Project No: UT26-3220
Weather: Clear

Date: 4-10-26, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 85.7%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.95**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.97**



COUNT SUMMARY	Bonanza Drive Northbound				Bonanza Drive Southbound				Prospector Avenue Eastbound				Prospector Avenue Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	0	47	11	1	7	152	0	0	0	0	0	0	11	0	4	0	232
7:15 - 7:30	0	70	7	0	7	152	0	0	0	0	0	0	19	0	5	0	260
7:30 - 7:45	0	67	13	0	20	169	0	0	0	0	0	0	25	0	8	0	302
7:45 - 8:00	0	49	14	0	21	207	0	0	0	0	0	0	25	0	16	0	332
8:00 - 8:15	0	68	16	0	28	200	0	0	0	0	0	0	36	0	6	0	354
8:15 - 8:30	0	58	11	1	36	250	0	0	0	0	0	0	32	0	18	0	405
8:30 - 8:45	0	61	14	0	27	224	0	0	0	0	0	0	41	0	14	0	381
8:45 - 9:00	0	63	21	0	41	212	0	0	0	0	0	0	40	0	14	0	391
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	0	124	26	0	36	183	0	0	0	0	0	0	35	0	25	0	429
16:15 - 16:30	0	139	27	5	27	183	0	2	0	0	0	0	39	0	21	0	436
16:30 - 16:45	0	131	34	2	35	166	0	1	0	0	0	0	43	0	43	1	452
16:45 - 17:00	0	131	28	5	29	182	0	4	0	0	0	0	43	0	25	0	438
17:00 - 17:15	0	166	36	2	26	158	0	1	0	0	0	0	41	0	34	0	461
17:15 - 17:30	0	149	36	0	30	154	0	0	0	0	0	0	37	0	27	0	433
17:30 - 17:45	0	120	30	1	18	155	0	0	0	0	0	0	35	0	16	0	374
17:45 - 18:00	0	91	19	1	29	183	0	1	0	0	0	0	43	0	15	0	380

Intersection Turning Movement Summary

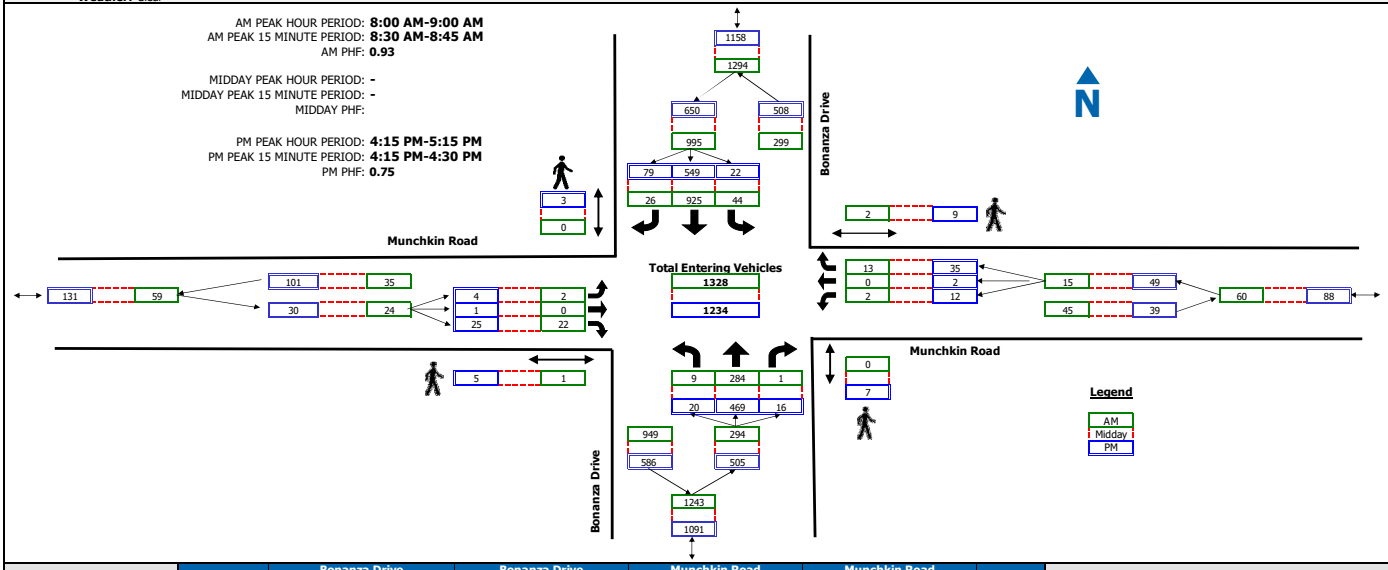
Intersection: Bonanza Drive / Munchkin Road
North/South Road: Bonanza Drive
East/West Road: Munchkin Road
Jurisdiction: Park City
Project Title: 5-Acre Development TIS
Project No: UT26-3220
Weather: Clear

Date: 4-10-26, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 85.7%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:30 AM-8:45 AM**
AM PHF: **0.93**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **4:15 PM-4:30 PM**
PM PHF: **0.75**



COUNT SUMMARY	Bonanza Drive Northbound				Bonanza Drive Southbound				Munchkin Road Eastbound				Munchkin Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	1	40	0	0	2	126	5	0	1	0	5	0	1	0	1	0	182
7:15 - 7:30	4	60	2	0	1	156	9	1	1	0	7	1	4	0	1	1	245
7:30 - 7:45	2	84	1	0	5	181	15	0	1	0	4	1	1	0	4	0	298
7:45 - 8:00	4	57	1	0	5	223	5	0	2	1	9	1	2	0	4	0	313
8:00 - 8:15	2	70	0	0	6	203	8	0	0	0	4	0	0	0	2	1	295
8:15 - 8:30	1	71	0	0	13	250	7	0	1	0	11	0	1	0	1	0	356
8:30 - 8:45	5	69	0	0	16	249	6	0	1	0	5	1	1	0	5	1	357
8:45 - 9:00	1	74	1	0	9	223	5	0	0	0	2	0	0	0	5	0	320
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	9	141	4	0	6	155	16	0	2	0	11	2	1	0	9	2	354
16:15 - 16:30	7	152	4	4	7	180	25	1	1	0	14	0	6	0	14	6	410
16:30 - 16:45	6	148	5	1	6	179	32	1	0	0	6	0	4	1	13	1	400
16:45 - 17:00	6	134	7	2	9	165	16	1	2	1	4	5	1	1	6	1	352
17:00 - 17:15	1	35	0	0	0	25	6	0	1	0	1	0	1	0	2	1	72
17:15 - 17:30	4	156	13	1	5	158	16	0	0	0	12	2	4	1	12	5	381
17:30 - 17:45	7	131	4	4	6	151	14	0	2	0	12	0	1	0	4	4	332
17:45 - 18:00	6	84	4	5	5	169	28	1	2	0	16	1	2	1	9	1	326

Park Avenue and Kearns Blvd, Park City, UT
Park City Utah
Friday, February 23, 2024

	Southbound Park Avenue (SR-224)						Westbound Kearns Boulevard (SR-248)						Northbound Park Avenue (SR-224)						Eastbound 0						
Time	SB U Turns	SB Left Turns	SB Straight Through	SB Right Turns	SB Crosswalk Crossings	*SB Vehicle Approach Total*	WB U Turns	WB Left Turns	WB Straight Through	WB Right Turns	WB Crosswalk Crossings	*WB Vehicle Approach Total*	NB U Turns	NB Left Turns	NB Straight Through	NB Right Turns	NB Crosswalk Crossings	*NB Vehicle Approach Total*	EB U Turns	EB Left Turns	EB Straight Through	EB Right Turns	EB Crosswalk Crossings	*EB Vehicle Approach Total*	VEHICLE TOTAL
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	28	187	0	0	*215*	0	39	0	47	2	*86*	0	0	83	25	0	*108*	0	0	0	0	0	*0*	**409**
7:15 AM	0	48	220	0	2	*268*	0	33	0	38	0	*71*	0	0	83	22	0	*105*	0	0	0	0	0	*0*	**444**
7:30 AM	0	61	311	0	0	*372*	0	65	0	49	0	*114*	0	0	91	30	0	*121*	0	0	0	0	0	*0*	**607**
7:45 AM	0	73	299	0	0	*372*	0	48	0	58	1	*106*	0	0	102	34	0	*136*	0	0	0	0	0	*0*	**614**
8:00 AM	0	63	309	0	0	*372*	0	71	0	76	0	*147*	0	0	125	29	0	*154*	0	0	0	0	0	*0*	**673**
8:15 AM	0	65	311	0	0	*376*	0	89	0	78	2	*167*	0	0	129	33	0	*162*	0	0	0	0	0	*0*	**705**
8:30 AM	0	66	285	0	0	*351*	0	71	0	78	1	*149*	0	0	159	23	0	*182*	0	0	0	0	0	*0*	**682**
8:45 AM	0	72	251	0	0	*323*	0	68	0	60	2	*128*	0	0	118	24	0	*142*	0	0	0	0	0	*0*	**593**
9:00 AM	0	70	191	0	0	*261*	0	58	0	79	0	*137*	0	0	128	25	0	*153*	0	0	0	0	0	*0*	**551**
9:15 AM	0	64	321	0	1	*385*	0	60	0	58	2	*118*	0	0	141	40	0	*181*	0	0	0	0	0	*0*	**684**
9:30 AM	0	79	309	0	0	*388*	0	71	0	68	1	*139*	0	0	135	26	0	*161*	0	0	0	0	0	*0*	**688**
9:45 AM	0	83	293	0	4	*376*	0	64	0	77	7	*141*	0	0	149	45	0	*194*	0	0	0	0	0	*0*	**711**
10:00 AM	0	66	257	0	2	*323*	0	65	0	74	1	*139*	0	0	183	33	0	*216*	0	0	0	0	0	*0*	**678**
10:15 AM	0	77	257	0	0	*334*	0	68	0	72	6	*140*	0	0	186	30	0	*216*	0	0	0	0	0	*0*	**690**
10:30 AM	0	74	257	0	0	*331*	0	56	0	87	7	*143*	0	0	183	44	0	*227*	0	0	0	0	0	*0*	**701**
10:45 AM	0	76	253	0	2	*329*	0	55	0	87	4	*142*	0	0	194	42	0	*236*	0	0	0	0	0	*0*	**707**
11:00 AM	0	68	239	0	0	*307*	0	51	0	74	3	*125*	0	0	192	42	0	*234*	0	0	0	0	0	*0*	**666**
11:15 AM	0	73	238	0	1	*311*	0	45	0	77	6	*122*	0	0	196	39	0	*235*	0	0	0	0	0	*0*	**668**
11:30 AM	0	78	235	0	1	*313*	0	65	0	72	4	*137*	0	0	214	39	0	*253*	0	0	0	0	0	*0*	**703**
11:45 AM	0	84	231	0	0	*315*	0	57	0	73	3	*130*	0	0	234	62	0	*296*	0	0	0	0	0	*0*	**741**
12:00 PM	0	80	244	0	5	*324*	0	74	0	88	6	*162*	0	0	231	74	0	*305*	0	0	0	0	0	*0*	**791**
12:15 PM	0	95	234	0	2	*329*	0	70	0	85	7	*155*	0	0	231	54	0	*285*	0	0	0	0	0	*0*	**769**
12:30 PM	0	67	214	0	0	*281*	0	46	0	84	6	*130*	0	0	255	57	0	*312*	0	0	0	0	0	*0*	**723**
12:45 PM	0	77	219	0	1	*296*	0	54	0	93	5	*147*	0	0	213	50	0	*263*	0	0	0	0	0	*0*	**706**
1:00 PM	0	68	232	0	2	*300*	0	65	0	91	6	*156*	0	0	254	70	0	*324*	0	0	0	0	0	*0*	**780**
1:15 PM	0	69	236	0	1	*305*	0	65	0	97	0	*162*	0	0	222	47	0	*269*	0	0	0	0	0	*0*	**736**
1:30 PM	0	71	214	0	0	*285*	0	51	0	79	1	*130*	0	0	232	56	0	*288*	0	0	0	0	0	*0*	**703**
1:45 PM	0	94	216	0	1	*310*	0	40	0	89	7	*129*	0	0	250	43	0	*293*	0	0	0	0	0	*0*	**732**
2:00 PM	0	93	245	0	4	*338*	0	52	0	85	9	*137*	0	0	215	45	0	*260*	0	0	0	0	0	*0*	**735**
2:15 PM	0	86	219	0	0	*305*	0	48	0	77	10	*125*	0	0	266	69	0	*335*	0	0	0	0	0	*0*	**765**
2:30 PM	0	88	230	0	0	*318*	0	50	0	99	11	*149*	0	0	259	48	0	*307*	0	0	0	0	0	*0*	**774**
2:45 PM	0	86	208	0	4	*294*	0	56	0	80	8	*136*	0	0	262	53	0	*315*	0	0	0	0	0	*0*	**745**

3:00 PM	0	80	207	0	0	*287*	0	37	0	67	11	*104*	0	0	304	68	0	*372*	0	0	0	0	0	*0*	**763**
3:15 PM	0	66	230	0	0	*296*	0	54	0	71	3	*125*	0	0	304	70	0	*374*	0	0	0	0	0	*0*	**795**
3:30 PM	0	97	222	0	1	*319*	0	42	0	88	3	*130*	0	0	304	55	0	*359*	0	0	0	0	0	*0*	**808**
3:45 PM	0	80	224	0	3	*304*	0	53	0	74	9	*127*	0	0	298	70	0	*368*	0	0	0	0	0	*0*	**799**
4:00 PM	0	84	220	0	3	*304*	0	54	0	97	5	*151*	0	0	287	81	0	*368*	0	0	0	0	0	*0*	**823**
4:15 PM	0	84	255	0	2	*339*	0	41	0	90	4	*131*	0	0	324	80	0	*404*	0	0	0	0	0	*0*	**874**
4:30 PM	0	68	229	0	5	*297*	0	42	0	70	10	*112*	0	0	370	82	0	*452*	0	0	0	0	0	*0*	**861**
4:45 PM	0	63	244	0	5	*307*	0	55	0	78	19	*133*	0	0	333	93	0	*426*	0	0	0	0	0	*0*	**866**
5:00 PM	0	68	267	0	8	*335*	0	41	0	86	18	*127*	0	0	341	106	0	*447*	0	0	0	0	0	*0*	**909**
5:15 PM	0	77	230	0	1	*307*	1	55	0	99	8	*155*	0	0	341	65	0	*406*	0	0	0	0	0	*0*	**868**
5:30 PM	0	62	210	0	0	*272*	0	52	0	90	10	*142*	0	0	363	55	0	*418*	0	0	0	0	0	*0*	**832**
5:45 PM	0	51	209	0	4	*260*	0	38	0	81	14	*119*	0	0	336	61	0	*397*	0	0	0	0	0	*0*	**776**
6:00 PM	0	80	227	0	3	*307*	0	40	0	63	7	*103*	0	0	230	76	0	*306*	0	0	0	0	0	*0*	**716**
6:15 PM	0	62	205	0	6	*267*	0	37	0	94	6	*131*	0	0	266	63	0	*329*	0	0	0	0	0	*0*	**727**
6:30 PM	0	71	199	0	0	*270*	0	37	0	60	7	*97*	0	0	230	44	0	*274*	0	0	0	0	0	*0*	**641**
6:45 PM	0	83	213	0	4	*296*	0	44	0	70	7	*114*	0	0	201	48	0	*249*	0	0	0	0	0	*0*	**659**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

Empire Avenue and Park Avenue
Park City Utah
Friday, February 23, 2024

Time	Southbound Park Avenue (SR-224)						Westbound Deer Valley Drive (SR-224)						Northbound Park Avenue						Eastbound Empire Avenue						VEHICLE TOTAL
	SB U Turns	SB Left Turns	SB Straight Through	SB Right Turns	SB Crosswalk Crossings	*SB Vehicle Approach Total*	WB U Turns	WB Left Turns	WB Straight Through	WB Right Turns	WB Crosswalk Crossings	*WB Vehicle Approach Total*	NB U Turns	NB Left Turns	NB Straight Through	NB Right Turns	NB Crosswalk Crossings	*NB Vehicle Approach Total*	EB U Turns	EB Left Turns	EB Straight Through	EB Right Turns	EB Crosswalk Crossings	*EB Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	23	4	22	1	*49*	0	1	6	14	0	*21*	0	1	5	2	0	*8*	0	13	2	4	0	*19*	**97**
6:15 AM	0	30	3	31	3	*64*	0	4	6	22	0	*32*	0	1	8	4	0	*13*	0	12	5	2	0	*19*	**128**
6:30 AM	0	62	15	51	0	*128*	0	3	10	20	0	*33*	0	1	12	3	0	*16*	0	16	11	2	0	*29*	**206**
6:45 AM	0	87	27	64	1	*178*	0	5	14	21	1	*40*	0	7	11	5	0	*23*	0	29	14	4	1	*47*	**288**
7:00 AM	0	100	23	78	3	*201*	1	1	6	51	2	*59*	0	2	20	4	1	*26*	0	32	9	5	0	*46*	**332**
7:15 AM	0	126	26	77	2	*229*	0	7	13	45	4	*65*	0	9	26	5	2	*40*	0	24	20	6	0	*50*	**384**
7:30 AM	0	160	55	108	2	*323*	0	3	22	38	8	*63*	0	5	18	14	5	*37*	0	52	13	10	0	*75*	**498**
7:45 AM	0	162	61	100	8	*323*	0	12	29	44	2	*85*	0	13	27	5	1	*45*	0	45	19	11	2	*75*	**528**
8:00 AM	0	165	51	143	13	*359*	0	4	33	62	7	*99*	0	8	25	14	1	*47*	0	52	35	4	2	*91*	**596**
8:15 AM	0	158	41	169	7	*368*	0	5	59	42	10	*106*	0	17	40	3	0	*60*	0	68	42	6	0	*116*	**650**
8:30 AM	0	122	34	115	6	*271*	0	7	69	80	5	*156*	0	17	38	8	2	*63*	0	71	51	10	0	*132*	**622**
8:45 AM	0	136	48	94	14	*278*	0	6	48	48	5	*102*	1	22	34	4	0	*61*	0	58	38	11	6	*107*	**548**
9:00 AM	0	119	42	88	3	*249*	0	13	59	55	1	*127*	0	17	36	5	5	*58*	0	53	40	20	1	*113*	**547**
9:15 AM	0	148	73	125	8	*346*	0	11	45	71	8	*127*	0	11	43	11	1	*65*	0	47	32	16	1	*95*	**633**
9:30 AM	0	158	81	100	22	*339*	0	9	53	54	3	*116*	0	10	42	8	2	*60*	0	57	30	12	5	*99*	**614**
9:45 AM	0	148	80	122	12	*350*	0	12	33	85	5	*130*	0	19	54	13	1	*86*	0	62	33	9	1	*104*	**670**
10:00 AM	0	148	65	108	2	*321*	0	10	42	87	8	*139*	0	13	50	11	5	*74*	0	64	28	13	2	*105*	**639**
10:15 AM	0	140	64	102	10	*306*	0	17	33	86	10	*136*	0	21	49	17	0	*87*	0	61	31	8	1	*100*	**629**
10:30 AM	0	140	49	99	7	*288*	0	10	27	106	2	*143*	1	17	43	10	0	*71*	0	57	35	12	1	*104*	**606**
10:45 AM	0	123	72	104	6	*299*	0	14	33	97	9	*144*	0	14	54	14	4	*82*	0	69	36	19	0	*124*	**649**
11:00 AM	0	115	63	77	7	*255*	0	9	32	96	8	*137*	0	9	66	11	5	*86*	0	53	37	7	4	*97*	**575**
11:15 AM	0	132	62	79	16	*273*	0	4	33	109	3	*146*	0	15	44	15	0	*74*	0	63	44	10	5	*117*	**610**
11:30 AM	0	112	70	81	6	*263*	0	8	30	129	3	*167*	0	13	53	10	0	*76*	0	56	23	20	1	*99*	**605**
11:45 AM	0	122	58	79	4	*259*	0	7	34	120	5	*161*	0	14	68	9	0	*91*	0	68	39	11	4	*118*	**629**
12:00 PM	0	115	73	89	12	*277*	0	10	27	132	8	*169*	0	17	84	12	2	*113*	0	74	35	11	6	*120*	**679**
12:15 PM	0	130	57	72	9	*259*	0	12	30	145	4	*187*	0	13	50	9	5	*72*	0	63	42	16	1	*121*	**639**
12:30 PM	0	98	59	73	3	*230*	0	9	33	138	10	*180*	0	13	80	14	2	*107*	0	70	28	14	5	*112*	**629**
12:45 PM	0	92	48	105	5	*245*	0	10	35	112	5	*157*	0	10	62	20	2	*92*	0	76	52	14	0	*142*	**636**
1:00 PM	0	126	57	88	8	*271*	0	13	33	149	4	*195*	1	26	60	8	0	*95*	0	72	42	9	0	*123*	**684**
1:15 PM	0	109	66	97	3	*272*	0	5	39	134	8	*178*	0	14	59	5	0	*78*	0	52	40	15	3	*107*	**635**
1:30 PM	0	107	48	74	6	*229*	0	11	39	131	1	*181*	0	15	50	13	4	*78*	0	69	26	14	4	*109*	**597**
1:45 PM	0	100	62	65	10	*227*	0	8	31	119	4	*158*	0	21	62	14	0	*97*	0	82	22	8	9	*112*	**594**
2:00 PM	0	108	71	90	14	*269*	0	10	27	130	10	*167*	0	11	49	8	1	*68*	0	71	46	15	7	*132*	**636**
2:15 PM	0	117	41	70	1	*228*	0	9	35	167	5	*211*	0	15	80	20	1	*115*	0	74	52	13	1	*139*	**693**
2:30 PM	0	108	62	67	8	*237*	0	12	33	118	4	*163*	0	16	73	15	0	*104*	0	94	37	21	1	*152*	**656**
2:45 PM	0	91	63	66	8	*220*	0	9	33	150	19	*192*	0	18	60	7	11	*85*	0	86	43	16	1	*145*	**642**

3:00 PM	0	106	58	63	9	*227*	0	13	31	148	5	*192*	0	19	60	17	1	*96*	0	116	50	9	0	*175*	**690**
3:15 PM	0	110	64	77	2	*251*	0	14	47	150	7	*211*	0	19	82	10	0	*111*	0	122	58	15	0	*195*	**768**
3:30 PM	0	111	59	63	14	*233*	0	6	45	154	15	*205*	0	19	77	12	3	*108*	0	126	51	9	7	*186*	**732**
3:45 PM	0	113	62	78	17	*253*	0	11	42	148	34	*201*	0	13	83	13	19	*109*	0	135	66	15	7	*216*	**779**
4:00 PM	0	99	56	76	21	*231*	0	20	31	130	30	*181*	0	24	80	9	7	*113*	0	151	77	12	14	*240*	**765**
4:15 PM	0	115	54	80	20	*249*	0	12	30	128	22	*170*	0	16	78	6	19	*100*	0	163	57	19	11	*239*	**758**
4:30 PM	0	109	63	68	27	*240*	0	11	47	160	22	*218*	0	17	95	10	4	*122*	0	148	52	12	13	*212*	**792**
4:45 PM	0	114	74	72	40	*260*	0	18	43	153	28	*214*	0	16	71	3	9	*90*	0	177	63	10	16	*250*	**814**
5:00 PM	0	98	62	53	19	*213*	0	14	37	140	21	*191*	0	15	89	13	17	*117*	0	191	67	17	11	*275*	**796**
5:15 PM	0	125	68	52	13	*245*	0	9	23	163	20	*195*	0	20	93	9	2	*122*	0	144	57	12	6	*213*	**775**
5:30 PM	0	114	67	50	18	*231*	0	9	24	167	9	*200*	0	18	92	11	11	*121*	0	116	31	13	8	*160*	**712**
5:45 PM	0	110	67	54	24	*231*	0	11	37	163	11	*211*	0	21	85	9	10	*115*	0	103	35	9	27	*147*	**704**
6:00 PM	0	127	74	48	9	*249*	0	9	24	118	14	*151*	0	12	72	12	2	*96*	0	72	37	12	2	*121*	**617**
6:15 PM	0	121	85	40	5	*246*	0	19	15	156	7	*190*	0	13	76	5	2	*94*	0	70	30	17	15	*117*	**647**
6:30 PM	0	118	78	40	9	*236*	0	11	27	152	4	*190*	0	9	67	8	7	*84*	0	63	26	6	12	*95*	**605**
6:45 PM	0	117	74	50	13	*241*	0	13	29	106	18	*148*	0	11	77	7	5	*95*	0	50	18	18	13	*86*	**570**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

Deer Valley Drive Bonanza Drive
Park City Utah
Friday, February 23, 2024

Time	Southbound Bonanza Drive						Westbound Deer Valley Drive (SR-224)						Northbound 0						Eastbound Deer Valley Drive (SR-224)						VEHICLE TOTAL
	SB U Turns	SB Left Turns	SB Straight Through	SB Right Turns	SB Crosswalk Crossings	*SB Vehicle Approach Total*	WB U Turns	WB Left Turns	WB Straight Through	WB Right Turns	WB Crosswalk Crossings	*WB Vehicle Approach Total*	NB U Turns	NB Left Turns	NB Straight Through	NB Right Turns	NB Crosswalk Crossings	*NB Vehicle Approach Total*	EB U Turns	EB Left Turns	EB Straight Through	EB Right Turns	EB Crosswalk Crossings	*EB Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	94	0	13	0	*107*	0	0	54	22	0	*76*	0	0	0	0	0	*0*	0	9	103	0	0	*112*	**295**
7:15 AM	0	140	0	19	0	*159*	0	0	50	35	0	*85*	0	0	0	0	0	*0*	0	18	139	0	0	*157*	**401**
7:30 AM	0	166	0	17	0	*183*	0	0	42	20	0	*62*	0	0	0	0	0	*0*	0	19	181	0	0	*200*	**445**
7:45 AM	0	161	0	27	0	*188*	0	0	70	30	0	*100*	0	0	0	0	0	*0*	0	13	212	0	0	*225*	**513**
8:00 AM	0	153	0	27	0	*180*	0	0	78	35	0	*113*	0	0	0	0	0	*0*	0	29	196	0	0	*225*	**518**
8:15 AM	0	179	0	47	0	*226*	0	0	73	45	0	*118*	0	0	0	0	0	*0*	0	23	203	0	0	*226*	**570**
8:30 AM	0	162	0	42	0	*204*	0	0	110	41	0	*151*	0	0	0	0	0	*0*	0	26	175	0	0	*201*	**556**
8:45 AM	0	164	0	30	0	*194*	0	0	86	42	0	*128*	0	0	0	0	0	*0*	0	30	183	0	0	*213*	**535**
9:15 AM	0	182	0	47	0	*229*	0	0	81	48	0	*129*	0	0	0	0	0	*0*	0	23	177	0	0	*200*	**558**
9:30 AM	0	205	0	34	0	*239*	0	0	85	36	0	*121*	0	0	0	0	0	*0*	0	17	208	0	0	*225*	**585**
9:45 AM	0	211	0	34	0	*245*	0	0	91	59	0	*150*	0	0	0	0	0	*0*	0	27	185	0	0	*212*	**607**
10:00 AM	0	135	0	40	0	*175*	0	0	109	73	0	*182*	0	0	0	0	0	*0*	0	20	168	0	0	*188*	**545**
10:15 AM	0	138	0	32	0	*170*	0	0	119	88	0	*207*	0	0	0	0	0	*0*	0	28	167	0	0	*195*	**572**
10:30 AM	0	103	0	32	0	*135*	0	0	114	82	0	*196*	0	0	0	0	0	*0*	0	31	160	0	0	*191*	**522**
10:45 AM	0	121	0	30	0	*151*	0	0	114	79	0	*193*	0	0	0	0	0	*0*	0	28	142	0	0	*170*	**514**
11:00 AM	0	86	0	38	0	*124*	0	0	113	67	0	*180*	0	0	0	0	0	*0*	1	34	151	0	0	*186*	**490**
11:15 AM	0	99	0	29	0	*128*	0	0	129	79	0	*208*	0	0	0	0	0	*0*	0	32	158	0	0	*190*	**526**
11:30 AM	0	127	0	28	0	*155*	0	0	146	94	0	*240*	0	0	0	0	0	*0*	0	24	137	0	0	*161*	**556**
11:45 AM	0	102	0	30	0	*132*	0	0	142	105	0	*247*	0	0	0	0	0	*0*	0	28	148	0	0	*176*	**555**
12:00 PM	0	108	0	23	0	*131*	0	0	146	118	0	*264*	0	0	0	0	0	*0*	0	28	137	0	0	*165*	**560**
12:15 PM	0	116	0	36	0	*152*	0	0	153	98	0	*251*	0	0	0	0	0	*0*	0	38	141	0	0	*179*	**582**
12:30 PM	0	89	0	26	0	*115*	0	0	164	98	0	*262*	0	0	0	0	0	*0*	0	32	132	0	0	*164*	**541**
12:45 PM	0	96	0	31	0	*127*	0	0	126	126	0	*252*	0	0	0	0	0	*0*	0	39	124	0	0	*163*	**542**
1:00 PM	0	101	0	33	0	*134*	0	0	175	123	0	*298*	0	0	0	0	0	*0*	0	38	140	0	0	*178*	**610**
1:15 PM	0	99	0	34	0	*133*	0	0	147	104	0	*251*	0	0	0	0	0	*0*	0	39	132	0	0	*171*	**555**
1:30 PM	0	80	0	44	0	*124*	0	0	147	123	0	*270*	0	0	0	0	0	*0*	0	26	134	0	0	*160*	**554**
1:45 PM	0	102	0	34	0	*136*	0	0	143	109	0	*252*	0	0	0	0	0	*0*	0	38	110	0	0	*148*	**536**
2:00 PM	0	109	0	23	0	*132*	0	0	161	122	0	*283*	0	0	0	0	0	*0*	0	40	131	0	0	*171*	**586**
2:15 PM	0	105	0	37	0	*142*	0	0	200	120	0	*320*	0	0	0	0	0	*0*	0	43	161	0	0	*204*	**666**
2:30 PM	0	115	0	27	0	*142*	0	0	138	118	0	*256*	0	0	0	0	0	*0*	0	35	135	0	0	*170*	**568**
2:45 PM	0	132	0	24	0	*156*	0	0	191	145	0	*336*	0	0	0	0	0	*0*	0	35	127	0	0	*162*	**654**
3:00 PM	0	125	0	27	0	*152*	0	0	165	154	0	*319*	0	0	0	0	0	*0*	0	36	138	0	0	*174*	**645**

3:15 PM	0	115	0	30	0	*145*	0	0	191	143	0	*334*	0	0	0	0	0	*0*	0	47	151	0	0	*198*	**677**
3:30 PM	0	108	0	24	0	*132*	0	0	200	150	0	*350*	0	0	0	0	0	*0*	0	29	139	0	0	*168*	**650**
3:45 PM	0	98	0	29	0	*127*	0	0	201	170	0	*371*	0	0	0	0	0	*0*	0	56	162	0	0	*218*	**716**
4:00 PM	0	109	0	28	0	*137*	0	0	174	181	0	*355*	0	0	0	0	0	*0*	0	60	142	0	0	*202*	**694**
4:15 PM	0	92	0	20	0	*112*	0	0	187	167	0	*354*	0	0	0	0	0	*0*	0	47	150	0	0	*197*	**663**
4:30 PM	0	90	0	18	0	*108*	0	0	229	177	0	*406*	0	0	0	0	0	*0*	0	36	146	0	0	*182*	**696**
4:45 PM	0	90	0	26	0	*116*	0	0	213	106	0	*319*	0	0	0	0	0	*0*	0	34	137	0	0	*171*	**606**
5:00 PM	0	80	0	18	0	*98*	0	0	203	137	0	*340*	0	0	0	0	0	*0*	0	50	150	0	0	*200*	**638**
5:15 PM	0	105	0	19	0	*124*	0	0	204	111	0	*315*	0	0	0	0	0	*0*	0	52	156	0	0	*208*	**647**
5:30 PM	0	88	0	16	0	*104*	0	0	230	118	0	*348*	0	0	0	0	0	*0*	0	37	138	0	0	*175*	**627**
5:45 PM	0	110	0	23	0	*133*	0	0	197	131	0	*328*	0	0	0	0	0	*0*	0	19	137	0	0	*156*	**617**
6:00 PM	0	103	0	10	0	*113*	0	0	151	105	0	*256*	0	0	0	0	0	*0*	0	36	157	0	0	*193*	**562**
6:15 PM	0	89	0	18	0	*107*	0	0	192	111	0	*303*	0	0	0	0	0	*0*	0	36	145	0	0	*181*	**591**
6:30 PM	0	91	0	27	0	*118*	0	0	163	102	0	*265*	0	0	0	0	0	*0*	0	20	133	0	0	*153*	**536**
6:45 PM	0	103	0	17	0	*120*	0	0	131	73	0	*204*	0	0	0	0	0	*0*	0	19	150	0	0	*169*	**493**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

Comstock Drive and Kearns Blvd
Park City Utah
Friday, February 23, 2024

	Southbound Comstock Drive						Westbound Kearns Boulevard (SR-248)						Northbound Comstock Drive						Eastbound Kearns Boulevard (SR-248)						
Time	SB U Turns	SB Left Turns	SB Straight Through	SB Right Turns	SB Crosswalk Crossings	*SB Vehicle Approach Total*	WB U Turns	WB Left Turns	WB Straight Through	WB Right Turns	WB Crosswalk Crossings	*WB Vehicle Approach Total*	NB U Turns	NB Left Turns	NB Straight Through	NB Right Turns	NB Crosswalk Crossings	*NB Vehicle Approach Total*	EB U Turns	EB Left Turns	EB Straight Through	EB Right Turns	EB Crosswalk Crossings	*EB Vehicle Approach Total*	VEHICLE TOTAL
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	0	0	0	0	*0*	0	4	190	1	0	*195*	0	5	0	8	0	*13*	0	1	47	0	0	*48*	**256**
7:15 AM	0	0	0	0	0	*0*	0	7	218	2	0	*227*	0	2	0	2	0	*4*	0	4	74	1	0	*79*	**310**
7:30 AM	0	3	0	0	0	*3*	0	22	261	0	0	*283*	0	9	0	9	0	*18*	0	0	78	1	0	*79*	**383**
7:45 AM	0	2	0	1	0	*3*	0	22	247	0	0	*269*	0	5	0	7	0	*12*	0	1	83	2	0	*86*	**370**
8:00 AM	0	0	0	0	0	*0*	0	20	278	0	0	*298*	0	11	0	10	0	*21*	0	0	100	5	0	*105*	**424**
8:15 AM	0	3	0	0	0	*3*	0	16	278	0	0	*294*	0	7	0	6	1	*13*	0	1	92	2	0	*95*	**405**
8:30 AM	0	2	0	2	0	*4*	0	16	251	0	0	*267*	0	15	0	10	0	*25*	0	1	102	6	0	*109*	**405**
8:45 AM	0	1	0	3	0	*4*	0	29	281	2	0	*312*	0	8	0	7	1	*15*	0	1	90	1	0	*92*	**423**
9:00 AM	0	0	0	0	0	*0*	0	12	278	1	0	*291*	0	9	0	4	1	*13*	0	1	91	2	0	*94*	**398**
9:15 AM	0	3	0	0	0	*3*	0	22	255	0	0	*277*	0	8	1	6	1	*15*	0	2	76	4	0	*82*	**377**
9:30 AM	0	1	1	2	0	*4*	0	9	281	0	0	*290*	0	10	0	11	0	*21*	0	3	95	8	0	*106*	**421**
9:45 AM	0	4	0	2	0	*6*	0	11	290	1	0	*302*	0	7	0	7	0	*14*	0	0	101	6	0	*107*	**429**
10:00 AM	0	4	0	1	0	*5*	0	15	257	0	0	*272*	0	7	0	9	0	*16*	0	0	136	2	0	*138*	**431**
10:15 AM	0	0	0	0	0	*0*	0	17	208	0	0	*225*	0	4	0	5	0	*9*	0	2	147	5	0	*154*	**388**
10:30 AM	0	3	0	1	0	*4*	0	11	190	2	0	*203*	0	7	0	10	0	*17*	0	0	138	3	0	*141*	**365**
10:45 AM	0	2	0	2	0	*4*	0	13	214	4	0	*231*	0	7	0	11	6	*18*	0	1	151	2	0	*154*	**407**
11:00 AM	0	0	0	0	0	*0*	0	9	203	0	0	*212*	0	11	0	16	1	*27*	0	1	125	5	0	*131*	**370**
11:15 AM	0	4	0	0	0	*4*	0	5	193	0	0	*198*	0	9	0	9	1	*18*	0	2	147	2	0	*151*	**371**
11:30 AM	0	3	0	4	0	*7*	0	13	202	0	0	*215*	0	12	0	7	0	*19*	0	2	173	4	0	*179*	**420**
11:45 AM	0	2	0	4	0	*6*	0	15	222	2	0	*239*	0	10	0	9	0	*19*	0	0	176	3	0	*179*	**443**
12:00 PM	0	2	0	1	0	*3*	0	11	227	1	0	*239*	0	8	0	13	1	*21*	0	2	188	5	0	*195*	**458**
12:15 PM	0	3	0	1	0	*4*	1	12	203	0	0	*216*	0	10	0	17	3	*27*	0	2	187	6	0	*195*	**442**
12:30 PM	0	1	0	1	1	*2*	0	7	167	0	0	*174*	0	11	0	10	0	*21*	0	1	196	3	0	*200*	**397**
12:45 PM	0	0	0	0	1	*0*	0	6	244	1	0	*251*	0	9	0	9	2	*18*	0	0	201	3	0	*204*	**473**
1:00 PM	0	2	0	0	0	*2*	0	8	215	0	0	*223*	0	10	0	12	0	*22*	1	0	209	10	0	*220*	**467**
1:15 PM	0	1	0	2	0	*3*	0	8	168	2	0	*178*	0	9	0	20	0	*29*	0	1	220	4	0	*225*	**435**
1:30 PM	0	6	0	1	0	*7*	0	10	180	0	0	*190*	0	8	0	19	0	*27*	1	1	212	7	0	*221*	**445**
1:45 PM	0	3	0	0	0	*3*	0	8	211	1	0	*220*	0	6	0	21	0	*27*	0	1	202	5	0	*208*	**458**
2:00 PM	0	3	0	1	0	*4*	0	4	151	1	0	*156*	0	7	0	12	1	*19*	0	1	222	0	0	*223*	**402**
2:15 PM	0	4	0	1	0	*5*	0	14	184	0	0	*198*	0	10	0	15	4	*25*	0	0	234	4	0	*238*	**466**
2:30 PM	0	1	0	1	0	*2*	0	12	196	0	0	*208*	0	10	0	13	3	*23*	0	0	212	1	0	*213*	**446**
2:45 PM	0	0	0	0	0	*0*	0	13	169	1	0	*183*	0	10	0	17	1	*27*	0	0	238	9	0	*247*	**457**

3:00 PM	0	4	0	0	0	*4*	0	11	156	0	0	*167*	0	12	0	11	0	*23*	0	0	246	6	0	*252*	**446**
3:15 PM	0	3	0	0	0	*3*	0	12	174	0	0	*186*	0	11	0	18	0	*29*	0	1	263	1	0	*265*	**483**
3:30 PM	0	4	0	0	0	*4*	0	15	159	0	0	*174*	0	15	0	19	2	*34*	0	1	287	6	0	*294*	**506**
3:45 PM	0	1	0	1	0	*2*	0	11	177	2	0	*190*	0	8	0	19	2	*27*	0	0	277	8	0	*285*	**504**
4:00 PM	0	4	0	1	0	*5*	0	8	180	1	0	*189*	0	14	0	21	6	*35*	0	0	281	5	0	*286*	**515**
4:15 PM	0	1	0	0	0	*1*	0	9	143	0	0	*152*	0	9	0	32	1	*41*	0	0	307	5	0	*312*	**506**
4:30 PM	0	1	0	0	0	*1*	0	8	175	1	0	*184*	0	11	0	18	0	*29*	0	0	295	5	0	*300*	**514**
4:45 PM	0	1	0	0	0	*1*	0	17	195	0	0	*212*	0	11	0	28	0	*39*	0	1	272	4	0	*277*	**529**
5:00 PM	0	1	0	2	0	*3*	0	9	144	1	0	*154*	0	18	0	35	0	*53*	0	1	277	2	0	*280*	**490**
5:15 PM	0	0	0	0	0	*0*	0	18	185	0	0	*203*	0	12	0	32	1	*44*	0	0	233	2	0	*235*	**482**
5:30 PM	0	0	1	0	0	*1*	0	13	167	0	0	*180*	0	15	0	34	0	*49*	0	0	228	1	0	*229*	**459**
5:45 PM	0	3	0	1	0	*4*	0	14	143	1	0	*158*	0	11	0	41	0	*52*	0	0	228	5	0	*233*	**447**
6:00 PM	0	1	0	0	0	*1*	0	6	158	0	0	*164*	0	8	1	20	0	*29*	0	0	255	5	0	*260*	**454**
6:15 PM	0	0	0	0	0	*0*	0	10	158	0	0	*168*	0	8	0	17	1	*25*	0	0	222	7	0	*229*	**422**
6:30 PM	0	0	0	0	0	*0*	0	14	125	0	0	*139*	0	3	0	16	0	*19*	0	0	172	8	0	*180*	**338**
6:45 PM	0	0	0	0	0	*0*	0	11	128	0	0	*139*	0	3	0	15	0	*18*	0	0	149	7	0	*156*	**313**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***7***	***7***	***97***	***3.6***	***A***
	Subtotal	7	7	100	3.6	*A*
EB	T	554	546	99	1.3	*A*
	R	14	15	105	1.2	*A*
	Subtotal	568	561	99	1.3	*A*
WB	T	675	672	100	1.6	*A*
	Subtotal	675	672	100	1.6	*A*
Total		1,250	1,240	99	1.5	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	113	113	100	55.5	*E*
	T	52	55	106	50.8	*D*
	R	195	190	98	4.5	*A*
	Subtotal	360	358	99	27.7	*C*
SE	L	61	59	97	60.7	*E*
	T	149	152	102	64.7	*E*
	R	57	60	106	12.0	*B*
	Subtotal	267	271	101	52.2	*D*
NE	L	51	50	98	34.3	*C*
	T	306	299	98	35.7	*D*
	R	204	203	100	27.1	*C*
	Subtotal	561	552	98	32.4	*C*
SW	L	600	596	99	36.4	*D*
	T	505	499	99	9.7	*A*
	R	67	68	101	7.7	*A*
	Subtotal	1,172	1,163	99	23.3	*C*
Total		2,360	2,344	99	29.5	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	1	0	0		
	T	3	4	133	37.6	*E*
	R	39	37	95	6.0	*A*
	Subtotal	43	41	95	9.1	*A*
SE	***T***	***1***	***1***	***100***	***46.0***	***E***
	Subtotal	1	1	100	46.0	*E*
NE	T	424	413	97	2.4	*A*
	R	138	136	99	2.2	*A*
	Subtotal	562	549	98	2.4	*A*
SW	L	58	58	100	16.4	*C*
	T	1,171	1,165	99	12.5	*B*
	R	1	1	100	7.9	*A*
	Subtotal	1,230	1,224	100	12.7	*B*
Total		1,836	1,815	99	9.5	*A*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	309	305	99	1.2	*A*
	R	62	64	104	0.7	*A*
	Subtotal	371	369	99	1.1	*A*
SB	L	132	134	102	4.8	*A*
	T	822	817	99	1.4	*A*
	Subtotal	954	951	100	1.9	*A*
WB	***L***	***149***	***145***	***97***	***98.2***	***F***
	R	52	53	102	11.7	*B*
	Subtotal	201	198	99	75.0	*F*
Total		1,525	1,518	100	11.5	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	8	86	8.2	*A*
	T	355	352	99	1.0	*A*
	R	1	2	200	0.5	*A*
	Subtotal	365	362	99	1.2	*A*
SB	L	44	44	99	3.6	*A*
	T	900	890	99	1.5	*A*
	R	26	27	105	1.1	*A*
	Subtotal	970	961	99	1.6	*A*
EB	L	2	2	100	28.5	*D*
	R	22	20	92	12.3	*B*
	Subtotal	24	22	92	13.8	*B*
WB	***L***	***2***	***2***	***100***	***35.9***	***E***
	R	13	15	113	5.4	*A*
	Subtotal	15	17	113	9.0	*A*
Total		1,375	1,362	99	1.7	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	258	253	98	40.6	*D*
	T	128	128	100	0.7	*A*
	R	288	289	100	9.4	*A*
	Subtotal	674	670	99	19.5	*B*
EB	L	302	299	99	26.0	*C*
	T	1,136	1,119	99	24.3	*C*
	Subtotal	1,438	1,418	99	24.7	*C*
WB	T	564	564	100	20.6	*C*
	R	139	138	99	7.4	*A*
	Subtotal	703	702	100	18.0	*B*
Total		2,816	2,790	99	21.8	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	58	53	92	34.0	*C*
	T	179	174	97	38.1	*D*
	R	38	39	103	14.9	*B*
	Subtotal	275	266	97	33.9	*C*
SB	L	584	550	94	165.1	*F*
	T	366	350	96	47.7	*D*
	R	444	447	101	17.0	*B*
	Subtotal	1,394	1,347	97	85.4	*F*
EB	L	223	219	98	41.7	*D*
	T	138	136	99	28.3	*C*
	R	58	60	104	18.6	*B*
	Subtotal	419	415	99	34.0	*C*
WB	L	46	45	97	44.1	*D*
	T	194	197	102	34.9	*C*
	R	270	277	103	8.8	*A*
	Subtotal	510	519	102	21.8	*C*
Total		2,598	2,547	98	59.9	*E*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	337	346	103	11.2	*B*
	R	205	204	100	2.3	*A*
	Subtotal	542	550	101	7.9	*A*
SE	L	95	90	95	20.5	*C*
	T	737	706	96	11.1	*B*
	Subtotal	832	796	96	12.2	*B*
SW	L	783	770	98	14.8	*B*
	R	163	165	101	6.6	*A*
	Subtotal	946	935	99	13.4	*B*
Total		2,319	2,281	98	11.6	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	35	35	100	20.8	*C*
	T	1	1	100	21.8	*C*
	R	29	30	103	5.6	*A*
	Subtotal	65	66	102	13.9	*B*
SE	L	8	8	97	19.4	*B*
	T	1	1	100	23.7	*C*
	R	4	4	100	30.7	*C*
	Subtotal	13	13	100	23.2	*C*
NE	L	6	6	96	28.5	*C*
	T	437	426	97	5.3	*A*
	R	20	19	96	3.4	*A*
	Subtotal	463	451	97	5.5	*A*
SW	L	55	52	95	9.7	*A*
	T	1,126	1,121	100	9.8	*A*
	R	2	3	150	4.6	*A*
	Subtotal	1,183	1,176	99	9.8	*A*
Total		1,724	1,706	99	8.9	*A*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***51***	***49***	***96***	***6.0***	***A***
	Subtotal	51	49	96	6.0	*A*
EB	T	801	794	99	1.8	*A*
	R	20	21	106	1.9	*A*
	Subtotal	821	815	99	1.8	*A*
WB	T	674	664	98	1.7	*A*
	Subtotal	674	664	99	1.7	*A*
Total		1,547	1,528	99	1.9	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	191	171	90	41.7	*D*
	T	97	101	104	31.9	*C*
	R	579	555	96	12.6	*B*
	Subtotal	867	827	95	21.0	*C*
SE	L	103	106	103	40.7	*D*
	T	99	94	95	36.1	*D*
	R	79	81	102	6.3	*A*
	Subtotal	281	281	100	29.2	*C*
NE	L	44	41	93	30.9	*C*
	T	658	647	98	36.4	*D*
	R	150	152	101	27.5	*C*
	Subtotal	852	840	99	34.5	*C*
SW	L	334	328	98	25.7	*C*
	T	404	412	102	9.6	*A*
	R	56	56	100	6.2	*A*
	Subtotal	794	796	100	16.0	*B*
Total		2,794	2,744	98	24.6	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	4	5	125	142.0	*F*
	R	84	85	101	82.3	*F*
	Subtotal	88	90	102	85.6	*F*
SE	L	5	5	100	110.4	*F*
	T	***2***	***2***	***100***	***201.3***	***F***
	R	4	4	100	5.2	*A*
	Subtotal	11	11	100	88.7	*F*
NE	L	2	1	50	15.8	*C*
	T	1,186	1,161	98	9.4	*A*
	R	152	149	98	4.3	*A*
	Subtotal	1,340	1,311	98	8.8	*A*
SW	L	66	59	89	44.6	*E*
	T	786	787	100	5.2	*A*
	Subtotal	852	846	99	7.9	*A*
Total		2,292	2,258	99	11.9	*B*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	744	717	96	3.8	*A*
	R	125	127	102	3.2	*A*
	Subtotal	869	844	97	3.7	*A*
SB	L	117	115	98	15.3	*C*
	T	466	459	98	1.2	*A*
	Subtotal	583	574	98	4.0	*A*
WB	***L***	***166***	***138***	***83***	***254.4***	***F***
	R	123	106	86	77.8	*F*
	Subtotal	289	244	84	177.7	*F*
Total		1,740	1,662	96	31.4	*D*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	21	106	7.5	*A*
	T	830	808	97	2.9	*A*
	R	16	16	98	2.3	*A*
	Subtotal	866	845	98	3.0	*A*
SB	L	22	19	87	10.3	*B*
	T	531	500	94	1.5	*A*
	R	79	77	97	1.0	*A*
	Subtotal	632	596	94	1.7	*A*
EB	L	4	4	100	22.1	*C*
	T	1	1	100	12.4	*B*
	R	25	24	97	6.8	*A*
	Subtotal	30	29	97	9.1	*A*
WB	***L***	***12***	***11***	***90***	***36.4***	***E***
	T	2	1	50	22.8	*C*
	R	35	33	94	14.4	*B*
	Subtotal	49	45	92	20.0	*C*
Total		1,577	1,515	96	3.1	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	196	184	94	64.4	*E*
	T	136	133	98	0.6	*A*
	R	342	339	99	26.6	*C*
	Subtotal	674	656	97	31.9	*C*
EB	L	305	313	103	51.6	*D*
	T	967	972	101	11.7	*B*
	Subtotal	1,272	1,285	101	21.4	*C*
WB	T	1,340	1,319	98	26.1	*C*
	R	343	337	98	18.1	*B*
	Subtotal	1,683	1,656	98	24.5	*C*
Total		3,629	3,597	99	24.9	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	74	73	99	39.7	*D*
	T	330	333	101	50.4	*D*
	R	29	30	103	32.0	*C*
	Subtotal	433	436	101	47.3	*D*
SB	L	446	400	90	244.4	*F*
	T	415	411	99	61.9	*E*
	R	302	302	100	16.7	*B*
	Subtotal	1,163	1,113	96	115.2	*F*
EB	L	652	661	101	46.7	*D*
	T	254	249	98	32.0	*C*
	R	54	54	100	28.1	*C*
	Subtotal	960	964	100	41.9	*D*
WB	L	62	61	99	82.2	*F*
	T	269	263	98	59.5	*E*
	R	582	545	94	137.0	*F*
	Subtotal	913	869	95	109.7	*F*
Total		3,468	3,382	98	86.4	*F*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	819	801	98	30.3	*C*
	R	644	645	100	27.7	*C*
	Subtotal	1,463	1,446	99	29.1	*C*
SE	L	181	162	89	36.5	*D*
	T	587	557	95	6.0	*A*
	Subtotal	768	719	94	12.9	*B*
SW	L	389	363	93	34.3	*C*
	T	85	84	99	0.9	*A*
	R	94	86	92	25.9	*C*
	Subtotal	568	533	94	27.7	*C*
Total		2,799	2,698	96	24.6	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	46	47	102	26.2	*C*
	R	101	105	104	30.3	*C*
	Subtotal	147	152	103	29.0	*C*
SE	L	7	8	110	24.0	*C*
	R	1	1	100	11.4	*B*
	Subtotal	8	9	113	22.6	*C*
NE	L	1	1	100	24.1	*C*
	T	1,256	1,231	98	15.8	*B*
	R	19	18	96	11.0	*B*
	Subtotal	1,276	1,250	98	15.7	*B*
SW	L	43	39	90	30.3	*C*
	T	707	700	99	4.7	*A*
	R	2	2	100	1.4	*A*
	Subtotal	752	741	99	6.0	*A*
Total		2,184	2,152	99	13.4	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***10***	***10***	***98***	***4.0***	***A***
	Subtotal	10	10	100	4.0	*A*
EB	T	560	550	98	1.3	*A*
	R	15	15	98	1.3	*A*
	Subtotal	575	565	98	1.3	*A*
WB	T	690	682	99	1.6	*A*
	Subtotal	690	682	99	1.6	*A*
Total		1,276	1,257	99	1.5	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	115	112	97	53.5	*D*
	T	55	53	97	51.5	*D*
	R	200	204	102	4.8	*A*
	Subtotal	370	369	100	26.3	*C*
SE	L	65	71	109	54.5	*D*
	T	150	156	104	64.7	*E*
	R	60	55	92	12.2	*B*
	Subtotal	275	282	103	51.9	*D*
NE	L	55	52	95	36.3	*D*
	T	311	302	97	35.9	*D*
	R	205	206	100	27.0	*C*
	Subtotal	571	560	98	32.7	*C*
SW	L	605	589	97	40.1	*D*
	T	516	516	100	10.4	*B*
	R	70	74	106	7.0	*A*
	Subtotal	1,191	1,179	99	25.0	*C*
Total		2,406	2,390	99	30.2	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	40.5	*E*
	T	5	6	120	41.6	*E*
	R	40	42	105	6.7	*A*
	Subtotal	50	52	104	13.3	*B*
SE	L	5	4	80	40.6	*E*
	T	***5***	***5***	***100***	***43.1***	***E***
	R	5	6	120	40.8	*E*
	Subtotal	15	15	100	41.5	*E*
NE	L	5	5	100	34.4	*D*
	T	430	435	101	2.7	*A*
	R	140	137	98	2.1	*A*
	Subtotal	575	577	100	2.8	*A*
SW	L	60	58	97	22.8	*C*
	T	1,180	1,172	99	19.5	*C*
	R	5	5	100	16.8	*C*
	Subtotal	1,245	1,235	99	19.6	*C*
Total		1,886	1,879	100	14.5	*B*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	316	314	99	1.2	*A*
	R	65	66	102	0.7	*A*
	Subtotal	381	380	100	1.1	*A*
SB	L	135	129	96	4.8	*A*
	T	825	824	100	1.4	*A*
	Subtotal	960	953	99	1.9	*A*
WB	***L***	***150***	***146***	***97***	***110.0***	***F***
	R	55	57	104	18.0	*C*
	Subtotal	205	203	99	84.2	*F*
Total		1,546	1,536	99	13.2	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	9.1	*A*
	T	360	359	100	1.0	*A*
	R	5	5	100	0.5	*A*
	Subtotal	375	373	99	1.2	*A*
SB	L	45	46	102	4.0	*A*
	T	900	893	99	1.5	*A*
	R	30	30	100	1.2	*A*
	Subtotal	975	969	99	1.6	*A*
EB	***L***	***5***	***4***	***80***	***39.7***	***E***
	R	25	25	101	15.1	*C*
	Subtotal	30	29	97	18.5	*C*
WB	L	5	4	80	30.2	*D*
	R	15	16	105	5.5	*A*
	Subtotal	20	20	100	10.4	*B*
Total		1,401	1,391	99	2.0	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	260	257	99	42.8	*D*
	T	140	135	96	0.6	*A*
	R	290	291	100	9.7	*A*
	Subtotal	690	683	99	20.4	*C*
EB	L	305	288	94	36.7	*D*
	T	1,140	1,096	96	38.8	*D*
	Subtotal	1,445	1,384	96	38.4	*D*
WB	T	565	568	100	20.6	*C*
	R	140	148	106	8.2	*A*
	Subtotal	705	716	102	18.0	*B*
Total		2,840	2,783	98	28.8	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	57	95	32.1	*C*
	T	180	184	102	38.2	*D*
	R	40	40	100	13.6	*B*
	Subtotal	280	281	100	33.5	*C*
SB	L	585	541	92	187.5	*F*
	T	365	346	95	54.5	*D*
	R	450	432	96	16.7	*B*
	Subtotal	1,400	1,319	94	96.7	*F*
EB	L	225	224	100	39.8	*D*
	T	140	137	98	29.0	*C*
	R	60	61	102	20.6	*C*
	Subtotal	425	422	99	33.5	*C*
WB	L	50	48	96	45.0	*D*
	T	195	199	102	36.2	*D*
	R	270	282	105	9.5	*A*
	Subtotal	515	529	103	22.8	*C*
Total		2,619	2,551	97	65.9	*E*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	340	348	102	11.2	*B*
	R	210	207	99	2.1	*A*
	Subtotal	550	555	101	7.8	*A*
SE	L	95	91	96	20.5	*C*
	T	740	696	94	11.2	*B*
	Subtotal	835	787	94	12.3	*B*
SW	L	790	776	98	14.6	*B*
	R	165	170	103	6.7	*A*
	Subtotal	955	946	99	13.2	*B*
Total		2,340	2,288	98	11.6	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	35	32	91	21.2	*C*
	T	5	5	100	17.5	*B*
	R	30	32	107	5.8	*A*
	Subtotal	70	69	99	13.8	*B*
SE	L	10	9	88	22.7	*C*
	T	5	6	120	28.5	*C*
	R	5	5	100	19.1	*B*
	Subtotal	20	20	100	23.5	*C*
NE	L	10	8	78	29.5	*C*
	T	445	454	102	5.3	*A*
	R	20	19	96	3.5	*A*
	Subtotal	475	481	101	5.6	*A*
SW	L	55	53	97	10.7	*B*
	T	1,140	1,138	100	11.5	*B*
	R	5	5	100	6.9	*A*
	Subtotal	1,200	1,196	100	11.4	*B*
Total		1,765	1,766	100	10.1	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***55***	***51***	***93***	***6.3***	***A***
	Subtotal	55	51	93	6.3	*A*
EB	T	820	812	99	1.8	*A*
	R	20	18	91	2.1	*A*
	Subtotal	840	830	99	1.8	*A*
WB	T	686	686	100	1.7	*A*
	Subtotal	686	686	100	1.7	*A*
Total		1,580	1,567	99	1.9	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	195	187	96	44.9	*D*
	T	100	98	98	33.2	*C*
	R	590	550	93	13.2	*B*
	Subtotal	885	835	94	22.6	*C*
SE	L	105	108	103	44.6	*D*
	T	100	101	101	37.8	*D*
	R	80	85	106	6.6	*A*
	Subtotal	285	294	103	31.3	*C*
NE	L	45	40	88	30.9	*C*
	T	675	662	98	42.2	*D*
	R	155	158	102	34.1	*C*
	Subtotal	875	860	98	40.2	*D*
SW	L	335	330	99	26.8	*C*
	T	412	416	101	9.5	*A*
	R	60	57	95	7.5	*A*
	Subtotal	807	803	100	16.5	*B*
Total		2,852	2,792	98	27.2	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***5***	***4***	***80***	***123.0***	***F***
	R	85	87	102	67.0	*F*
	Subtotal	90	91	101	69.5	*F*
SE	L	5	4	80	93.4	*F*
	R	5	5	100	6.9	*A*
	Subtotal	10	9	90	45.3	*E*
NE	L	5	4	80	12.8	*B*
	T	1,210	1,165	96	9.2	*A*
	R	155	153	99	4.4	*A*
	Subtotal	1,370	1,322	96	8.7	*A*
SW	L	70	67	96	43.2	*E*
	T	795	795	100	5.6	*A*
	R	5	4	80	4.8	*A*
	Subtotal	870	866	100	8.5	*A*
Total		2,341	2,288	98	11.2	*B*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	761	729	96	3.8	*A*
	R	125	120	96	2.9	*A*
	Subtotal	886	849	96	3.7	*A*
SB	L	120	121	101	14.6	*B*
	T	471	469	100	1.4	*A*
	Subtotal	591	590	100	4.1	*A*
WB	***L***	***170***	***143***	***84***	***308.6***	***F***
	R	125	106	85	98.4	*F*
	Subtotal	295	249	84	219.1	*F*
Total		1,771	1,688	95	38.7	*E*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	91	6.9	*A*
	T	846	812	96	2.9	*A*
	R	20	18	91	2.1	*A*
	Subtotal	886	848	96	3.0	*A*
SB	L	25	21	85	7.6	*A*
	T	535	508	95	1.7	*A*
	R	80	82	102	1.1	*A*
	Subtotal	640	611	95	1.8	*A*
EB	L	5	6	120	36.4	*E*
	T	5	5	100	34.1	*D*
	R	25	26	105	10.1	*B*
	Subtotal	35	37	106	17.6	*C*
WB	***L***	***15***	***15***	***98***	***38.7***	***E***
	T	5	5	100	29.9	*D*
	R	35	33	94	19.3	*C*
	Subtotal	55	53	96	25.8	*D*
Total		1,616	1,549	96	3.6	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	200	189	95	95.2	*F*
	T	140	137	98	1.5	*A*
	R	345	348	101	27.1	*C*
	Subtotal	685	674	98	41.0	*D*
EB	L	305	306	100	65.8	*E*
	T	970	939	97	30.5	*C*
	Subtotal	1,275	1,245	98	39.2	*D*
WB	T	1,340	1,324	99	27.2	*C*
	R	345	335	97	18.9	*B*
	Subtotal	1,685	1,659	98	25.5	*C*
Total		3,645	3,578	98	33.4	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	76	101	38.5	*D*
	T	330	320	97	48.4	*D*
	R	30	33	110	25.2	*C*
	Subtotal	435	429	99	44.9	*D*
SB	L	450	403	90	245.3	*F*
	T	415	391	94	69.5	*E*
	R	305	282	92	22.9	*C*
	Subtotal	1,170	1,076	92	123.1	*F*
EB	L	660	679	103	47.4	*D*
	T	255	249	98	32.6	*C*
	R	55	54	99	25.3	*C*
	Subtotal	970	982	101	42.4	*D*
WB	L	65	63	97	81.4	*F*
	T	264	254	96	57.9	*E*
	R	585	548	94	132.8	*F*
	Subtotal	914	865	95	107.1	*F*
Total		3,489	3,352	96	87.8	*F*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	820	793	97	34.9	*C*
	R	645	615	95	33.0	*C*
	Subtotal	1,465	1,408	96	34.1	*C*
SE	L	185	170	92	35.3	*D*
	T	590	552	94	5.8	*A*
	Subtotal	775	722	93	12.7	*B*
SW	L	395	370	94	33.8	*C*
	T	85	82	97	0.8	*A*
	R	95	94	99	27.0	*C*
	Subtotal	575	546	95	27.7	*C*
Total		2,814	2,676	95	27.1	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	50	48	96	26.3	*C*
	R	105	109	104	29.2	*C*
	Subtotal	155	157	101	28.3	*C*
SE	L	10	10	98	32.0	*C*
	R	5	6	120	7.5	*A*
	Subtotal	15	16	107	22.8	*C*
NE	L	5	4	80	19.3	*B*
	T	1,276	1,233	97	16.6	*B*
	R	20	19	96	11.8	*B*
	Subtotal	1,301	1,256	97	16.5	*B*
SW	L	45	43	95	31.7	*C*
	T	715	720	101	5.0	*A*
	R	5	6	120	1.4	*A*
	Subtotal	765	769	101	6.5	*A*
Total		2,236	2,198	98	13.9	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***10***	***10***	***98***	***4.8***	***A***
	Subtotal	10	10	100	4.8	*A*
EB	T	575	559	97	1.4	*A*
	R	17	20	116	1.5	*A*
	Subtotal	592	579	98	1.4	*A*
WB	T	713	711	100	0.2	*A*
	Subtotal	713	711	100	0.2	*A*
Total		1,315	1,300	99	0.8	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	144	138	96	54.8	*D*
	T	55	55	100	50.0	*D*
	R	200	200	100	4.3	*A*
	Subtotal	399	393	98	28.4	*C*
SE	L	65	64	98	55.9	*E*
	T	157	157	100	64.7	*E*
	R	60	61	102	11.1	*B*
	Subtotal	282	282	100	51.1	*D*
NE	L	63	63	100	42.2	*D*
	T	316	311	98	40.2	*D*
	R	207	201	97	31.3	*C*
	Subtotal	586	575	98	37.3	*D*
SW	L	617	610	99	38.0	*D*
	T	510	512	100	12.7	*B*
	R	70	73	104	9.1	*A*
	Subtotal	1,197	1,195	100	25.4	*C*
Total		2,463	2,445	99	31.6	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	121.1	*F*
	T	5	6	120	78.5	*F*
	R	40	42	105	7.0	*A*
	Subtotal	50	52	104	24.0	*C*
SE	L	5	3	60	49.1	*E*
	T	5	4	80	62.8	*F*
	R	***5***	***6***	***120***	***143.9***	***F***
	Subtotal	15	13	87	97.1	*F*
NE	L	5	5	100	21.9	*C*
	T	436	429	98	3.2	*A*
	R	140	141	101	2.5	*A*
	Subtotal	581	575	99	3.2	*A*
SW	L	60	59	99	21.8	*C*
	T	1,186	1,185	100	16.8	*C*
	R	5	5	100	10.7	*B*
	Subtotal	1,251	1,249	100	17.0	*C*
Total		1,897	1,889	100	13.6	*B*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	344	340	99	0.5	*A*
	R	67	65	97	0.2	*A*
	Subtotal	411	405	99	0.5	*A*
SB	L	135	133	99	5.0	*A*
	T	846	835	99	1.5	*A*
	Subtotal	981	968	99	2.0	*A*
WB	***L***	***151***	***141***	***93***	***159.6***	***F***
	R	55	54	99	29.5	*D*
	Subtotal	206	195	95	123.6	*F*
Total		1,598	1,568	98	17.5	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	26	25	97	10.3	*B*
	T	357	352	99	1.0	*A*
	R	5	6	120	0.7	*A*
	Subtotal	388	383	99	1.6	*A*
SB	L	45	46	102	3.4	*A*
	T	909	887	98	1.1	*A*
	R	34	35	103	0.8	*A*
	Subtotal	988	968	98	1.2	*A*
EB	***L***	***39***	***40***	***103***	***70.0***	***F***
	R	34	33	97	42.7	*E*
	Subtotal	73	73	100	57.7	*F*
WB	L	5	5	100	38.1	*E*
	R	15	13	85	8.0	*A*
	Subtotal	20	18	90	16.4	*C*
Total		1,470	1,442	98	4.4	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	266	270	102	48.4	*D*
	T	140	141	101	0.6	*A*
	R	307	300	98	9.8	*A*
	Subtotal	713	711	100	22.6	*C*
EB	L	318	305	96	39.0	*D*
	T	1,140	1,098	96	44.8	*D*
	Subtotal	1,458	1,403	96	43.5	*D*
WB	T	565	576	102	21.4	*C*
	R	144	144	100	8.1	*A*
	Subtotal	709	720	102	18.7	*B*
Total		2,880	2,834	98	32.2	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	57	95	32.4	*C*
	T	182	188	103	37.7	*D*
	R	42	44	104	14.4	*B*
	Subtotal	284	289	102	33.1	*C*
SB	L	585	528	90	200.8	*F*
	T	368	351	95	64.1	*E*
	R	453	446	98	23.0	*C*
	Subtotal	1,406	1,325	94	104.7	*F*
EB	L	227	231	102	41.2	*D*
	T	142	140	99	31.2	*C*
	R	60	63	105	20.5	*C*
	Subtotal	429	434	101	35.0	*C*
WB	L	53	56	106	45.8	*D*
	T	198	198	100	35.6	*D*
	R	270	268	99	9.1	*A*
	Subtotal	521	522	100	23.1	*C*
Total		2,639	2,570	97	70.4	*E*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	340	340	100	11.2	*B*
	R	219	217	99	2.0	*A*
	Subtotal	559	557	100	7.6	*A*
SE	L	99	91	92	20.3	*C*
	T	740	690	93	11.0	*B*
	Subtotal	839	781	93	12.1	*B*
SW	L	801	779	97	14.9	*B*
	R	171	169	99	6.6	*A*
	Subtotal	972	948	98	13.4	*B*
Total		2,371	2,286	96	11.5	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	35	32	91	22.9	C
	T	5	5	100	21.2	C
	R	30	32	107	6.0	A
	Subtotal	70	69	99	14.9	B
SE	L	10	10	98	25.6	C
	T	5	6	120	21.3	C
	R	5	6	120	28.5	C
	Subtotal	20	22	110	25.2	C
NE	L	10	9	88	30.5	C
	T	451	445	99	5.6	A
	R	20	21	106	4.1	A
	Subtotal	481	475	99	6.0	A
SW	L	55	59	108	10.6	B
	T	1,146	1,139	99	10.4	B
	R	5	6	120	4.8	A
	Subtotal	1,206	1,204	100	10.4	B
Total		1,777	1,770	100	9.6	A

Intersection: Project Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***20***	***21***	***106***	***3.6***	***A***
	Subtotal	20	21	105	3.6	A
EB	T	566	551	97	0.4	A
	R	19	19	101	0.2	A
	Subtotal	585	570	97	0.4	A
WB	T	713	711	100	1.4	A
	Subtotal	713	711	100	1.4	A
Total		1,318	1,302	99	1.0	A

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Garage Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	412	405	98	0.7	*A*
	Subtotal	412	405	98	0.7	*A*
SB	T	972	952	98	0.5	*A*
	R	26	24	93	0.3	*A*
	Subtotal	998	976	98	0.5	*A*
EB	***R***	***16***	***15***	***92***	***11.1***	***B***
	Subtotal	16	15	94	11.1	*B*
Total		1,426	1,396	98	0.7	*A*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***55***	***54***	***99***	***5.8***	***A***
	Subtotal	55	54	98	5.8	*A*
EB	T	842	839	100	2.1	*A*
	R	23	22	97	2.5	*A*
	Subtotal	865	861	100	2.1	*A*
WB	T	706	691	98	0.2	*A*
	Subtotal	706	691	98	0.2	*A*
Total		1,626	1,606	99	1.4	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	222	208	94	53.6	*D*
	T	100	90	90	35.5	*D*
	R	590	553	94	13.9	*B*
	Subtotal	912	851	93	25.9	*C*
SE	L	105	102	97	42.6	*D*
	T	108	109	101	40.0	*D*
	R	80	82	102	5.8	*A*
	Subtotal	293	293	100	31.3	*C*
NE	L	52	47	91	32.3	*C*
	T	682	681	100	41.1	*D*
	R	157	152	97	32.4	*C*
	Subtotal	891	880	99	39.1	*D*
SW	L	348	351	101	27.0	*C*
	T	405	402	99	9.9	*A*
	R	60	65	109	6.4	*A*
	Subtotal	813	818	101	17.0	*B*
Total		2,908	2,842	98	29.8	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	6	120	178.9	*F*
	R	85	88	103	99.6	*F*
	Subtotal	90	94	104	104.7	*F*
SE	***L***	***5***	***5***	***100***	***193.4***	***F***
	R	5	6	120	11.7	*B*
	Subtotal	10	11	110	94.3	*F*
NE	L	5	5	100	14.8	*B*
	T	1,216	1,174	97	9.4	*A*
	R	155	156	100	4.6	*A*
	Subtotal	1,376	1,335	97	8.9	*A*
SW	L	70	75	107	46.5	*E*
	T	802	807	101	6.1	*A*
	R	5	8	160	6.7	*A*
	Subtotal	877	890	101	9.5	*A*
Total		2,354	2,330	99	13.6	*B*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	788	758	96	2.0	*A*
	R	127	124	98	0.9	*A*
	Subtotal	915	882	96	1.8	*A*
SB	L	120	116	96	17.1	*C*
	T	494	497	101	1.9	*A*
	Subtotal	614	613	100	4.8	*A*
WB	***L***	***172***	***120***	***70***	***406.2***	***F***
	R	125	92	74	144.6	*F*
	Subtotal	297	212	71	292.7	*F*
Total		1,825	1,707	94	43.2	*E*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	38	90	7.9	*A*
	T	836	801	96	3.4	*A*
	R	20	20	101	3.2	*A*
	Subtotal	898	859	96	3.6	*A*
SB	L	25	24	97	7.5	*A*
	T	544	503	92	1.3	*A*
	R	85	81	95	0.8	*A*
	Subtotal	654	608	93	1.5	*A*
EB	L	43	46	106	64.6	*F*
	T	5	6	120	57.0	*F*
	R	33	34	103	38.4	*E*
	Subtotal	81	86	106	53.7	*F*
WB	L	15	15	98	70.6	*F*
	T	***5***	***5***	***100***	***88.4***	***F***
	R	35	35	100	41.4	*E*
	Subtotal	55	55	100	53.6	*F*
Total		1,689	1,608	95	7.1	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	205	198	97	88.8	*F*
	T	140	139	99	0.6	*A*
	R	361	351	97	31.5	*C*
	Subtotal	706	688	97	41.7	*D*
EB	L	324	327	101	68.6	*E*
	T	970	946	98	33.0	*C*
	Subtotal	1,294	1,273	98	42.1	*D*
WB	T	1,340	1,314	98	27.2	*C*
	R	351	351	100	18.6	*B*
	Subtotal	1,691	1,665	98	25.4	*C*
Total		3,692	3,626	98	34.5	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	75	100	39.9	*D*
	T	333	335	101	47.9	*D*
	R	32	34	106	27.4	*C*
	Subtotal	440	444	101	45.0	*D*
SB	L	450	398	88	233.0	*F*
	T	417	404	97	60.6	*E*
	R	308	294	95	24.9	*C*
	Subtotal	1,175	1,096	93	113.6	*F*
EB	L	663	664	100	46.9	*D*
	T	257	265	103	32.2	*C*
	R	55	55	100	25.6	*C*
	Subtotal	975	984	101	41.8	*D*
WB	L	68	60	88	75.8	*E*
	T	267	251	94	61.2	*E*
	R	585	548	94	134.8	*F*
	Subtotal	920	859	93	109.2	*F*
Total		3,510	3,383	96	84.8	*F*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	820	791	96	32.2	*C*
	R	654	641	98	30.8	*C*
	Subtotal	1,474	1,432	97	31.6	*C*
SE	L	189	173	91	35.0	*C*
	T	590	563	95	6.0	*A*
	Subtotal	779	736	94	12.8	*B*
SW	L	406	378	93	33.3	*C*
	T	85	77	90	0.7	*A*
	R	100	92	92	22.4	*C*
	Subtotal	591	547	93	26.9	*C*
Total		2,844	2,715	95	25.6	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	50	51	101	27.1	C
	R	105	99	94	28.6	C
	Subtotal	155	150	97	28.1	C
SE	L	10	10	98	27.1	C
	R	5	6	120	6.8	A
	Subtotal	15	16	107	19.5	B
NE	L	5	5	100	23.4	C
	T	1,282	1,240	97	16.5	B
	R	20	20	101	11.4	B
	Subtotal	1,307	1,265	97	16.4	B
SW	L	45	42	93	32.1	C
	T	722	735	102	5.2	A
	R	5	6	120	2.1	A
	Subtotal	772	783	101	6.6	A
Total		2,249	2,214	98	13.8	B

Intersection: Project Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***22***	***22***	***101***	***5.8***	***A***
	Subtotal	22	22	100	5.8	A
EB	T	869	863	99	0.8	A
	R	29	31	107	0.4	A
	Subtotal	898	894	100	0.8	A
WB	T	706	692	98	1.5	A
	Subtotal	706	692	98	1.5	A
Total		1,626	1,608	99	1.1	A

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Garage Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	914	882	96	2.9	*A*
	Subtotal	914	882	96	2.9	*A*
SB	T	640	594	93	0.5	*A*
	R	26	23	89	0.4	*A*
	Subtotal	666	617	93	0.5	*A*
EB	***R***	***14***	***14***	***98***	***6.4***	***A***
	Subtotal	14	14	100	6.4	*A*
Total		1,594	1,513	95	1.9	*A*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***10***	***10***	***98***	***4.6***	***A***
	Subtotal	10	10	100	4.6	*A*
EB	T	645	647	100	1.3	*A*
	R	15	17	111	1.4	*A*
	Subtotal	660	664	101	1.3	*A*
WB	T	820	821	100	1.7	*A*
	Subtotal	820	821	100	1.7	*A*
Total		1,491	1,495	100	1.6	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	125	126	101	66.8	*E*
	T	56	53	95	55.4	*E*
	R	225	222	99	4.7	*A*
	Subtotal	406	401	99	30.9	*C*
SE	L	70	71	101	61.3	*E*
	T	150	150	100	68.0	*E*
	R	60	60	100	13.8	*B*
	Subtotal	280	281	100	54.7	*D*
NE	L	55	53	97	51.3	*D*
	T	381	387	102	60.2	*E*
	R	220	217	99	53.0	*D*
	Subtotal	656	657	100	57.1	*E*
SW	L	695	687	99	35.1	*D*
	T	635	633	100	10.5	*B*
	R	75	78	104	7.7	*A*
	Subtotal	1,405	1,398	100	22.4	*C*
Total		2,746	2,737	100	44.3	*D*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	92.1	*F*
	T	5	5	100	119.5	*F*
	R	45	44	97	9.4	*A*
	Subtotal	55	53	96	26.0	*D*
SE	L	5	5	100	153.8	*F*
	T	***5***	***5***	***100***	***182.5***	***F***
	R	5	6	120	38.6	*E*
	Subtotal	15	16	107	119.6	*F*
NE	L	5	5	100	36.1	*E*
	T	515	511	99	4.1	*A*
	R	155	163	105	2.9	*A*
	Subtotal	675	679	101	4.0	*A*
SW	L	65	59	91	24.2	*C*
	T	1,395	1,389	100	17.5	*C*
	R	5	4	80	13.5	*B*
	Subtotal	1,465	1,452	99	17.8	*C*
Total		2,211	2,200	100	14.5	*B*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	346	348	101	1.4	*A*
	R	70	70	100	1.1	*A*
	Subtotal	416	418	100	1.3	*A*
SB	L	150	153	102	5.1	*A*
	T	916	901	98	1.5	*A*
	Subtotal	1,066	1,054	99	2.0	*A*
WB	***L***	***165***	***141***	***86***	***271.0***	***F***
	R	60	55	92	71.9	*F*
	Subtotal	225	196	87	215.1	*F*
Total		1,706	1,668	98	29.5	*D*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	11.0	*B*
	T	395	399	101	1.2	*A*
	R	5	6	120	1.3	*A*
	Subtotal	410	415	101	1.4	*A*
SB	L	50	48	96	3.9	*A*
	T	995	954	96	1.6	*A*
	R	35	39	111	1.2	*A*
	Subtotal	1,080	1,041	96	1.7	*A*
EB	***L***	***5***	***4***	***80***	***43.1***	***E***
	R	30	31	103	15.1	*C*
	Subtotal	35	35	100	18.3	*C*
WB	L	5	4	80	26.4	*D*
	R	15	16	105	6.2	*A*
	Subtotal	20	20	100	10.2	*B*
Total		1,546	1,511	98	2.1	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	265	265	100	38.0	*D*
	T	250	250	100	0.8	*A*
	R	305	306	100	10.1	*B*
	Subtotal	820	821	100	16.3	*B*
EB	L	320	322	101	18.1	*B*
	T	1,140	1,148	101	8.0	*A*
	Subtotal	1,460	1,470	101	10.2	*B*
WB	T	565	573	101	19.9	*B*
	R	145	138	95	8.0	*A*
	Subtotal	710	711	100	17.6	*B*
Total		2,990	3,002	100	13.6	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	61	102	39.2	*D*
	T	180	178	99	46.8	*D*
	R	40	42	105	19.6	*B*
	Subtotal	280	281	100	41.1	*D*
SB	L	590	593	101	39.4	*D*
	T	310	315	102	17.7	*B*
	R	505	509	101	8.6	*A*
	Subtotal	1,405	1,417	101	23.5	*C*
EB	L	245	252	103	51.9	*D*
	T	150	150	100	39.7	*D*
	R	60	64	107	28.3	*C*
	Subtotal	455	466	102	44.7	*D*
WB	L	50	48	96	61.4	*E*
	T	230	229	100	43.5	*D*
	R	270	263	97	8.9	*A*
	Subtotal	550	540	98	28.2	*C*
Total		2,690	2,704	101	30.0	*C*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	340	340	100	15.2	*B*
	R	230	231	101	2.4	*A*
	Subtotal	570	571	100	10.0	*A*
SE	L	120	120	100	22.7	*C*
	T	740	740	100	14.4	*B*
	Subtotal	860	860	100	15.6	*B*
SW	L	865	831	96	15.3	*B*
	R	210	201	96	6.9	*A*
	Subtotal	1,075	1,032	96	13.7	*B*
Total		2,505	2,463	98	13.5	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	40	41	102	42.7	*D*
	T	5	5	100	45.9	*D*
	R	35	38	109	7.1	*A*
	Subtotal	80	84	105	26.8	*C*
SE	L	10	10	98	39.6	*D*
	T	5	6	120	38.7	*D*
	R	5	4	80	49.2	*D*
	Subtotal	20	20	100	41.3	*D*
NE	L	10	8	78	60.8	*E*
	T	535	529	99	6.2	*A*
	R	20	21	106	4.6	*A*
	Subtotal	565	558	99	6.9	*A*
SW	L	60	56	94	32.5	*C*
	T	1,355	1,341	99	34.2	*C*
	R	5	6	120	22.9	*C*
	Subtotal	1,420	1,403	99	34.1	*C*
Total		2,086	2,065	99	26.5	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	60	60	100	9.4	*A*
	Subtotal	60	60	100	9.4	*A*
EB	T	980	956	98	11.2	*B*
	R	***20***	***19***	***96***	***12.8***	***B***
	Subtotal	1,000	975	98	11.2	*B*
WB	T	791	779	99	1.8	*A*
	Subtotal	791	779	98	1.8	*A*
Total		1,850	1,814	98	7.2	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	205	194	95	58.9	*E*
	T	100	94	94	52.8	*D*
	R	660	614	93	22.0	*C*
	Subtotal	965	902	93	33.1	*C*
SE	L	110	107	97	55.0	*D*
	T	100	99	99	53.2	*D*
	R	80	78	97	7.8	*A*
	Subtotal	290	284	98	41.4	*D*
NE	L	45	44	97	67.6	*E*
	T	825	787	95	97.7	*F*
	R	170	170	100	92.4	*F*
	Subtotal	1,040	1,001	96	95.5	*F*
SW	L	375	380	101	39.1	*D*
	T	506	508	100	11.2	*B*
	R	65	64	98	8.1	*A*
	Subtotal	946	952	101	22.1	*C*
Total		3,242	3,139	97	63.7	*E*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***5***	***3***	***60***	***860.6***	***F***
	R	95	66	70	660.9	*F*
	Subtotal	100	69	69	669.6	*F*
SE	L	5	4	80	673.2	*F*
	R	5	6	120	27.8	*D*
	Subtotal	10	10	100	286.0	*F*
NE	L	5	6	120	27.2	*D*
	T	1,420	1,337	94	16.2	*C*
	R	170	161	95	9.6	*A*
	Subtotal	1,595	1,504	94	15.5	*C*
SW	L	75	77	102	142.3	*F*
	T	935	939	100	12.7	*B*
	R	5	6	120	15.3	*C*
	Subtotal	1,015	1,022	101	22.5	*C*
Total		2,720	2,605	96	44.5	*E*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	830	833	100	13.5	*B*
	R	135	139	103	11.9	*B*
	Subtotal	965	972	101	13.3	*B*
SB	L	130	128	99	28.2	*D*
	T	516	520	101	2.0	*A*
	Subtotal	646	648	100	7.2	*A*
WB	***L***	***185***	***93***	***50***	***589.2***	***F***
	R	135	70	52	225.7	*F*
	Subtotal	320	163	51	433.1	*F*
Total		1,931	1,783	92	55.2	*F*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	91	10.7	*B*
	T	920	932	101	7.1	*A*
	R	20	18	91	6.2	*A*
	Subtotal	960	968	101	7.2	*A*
SB	L	30	23	77	12.8	*B*
	T	581	510	88	1.7	*A*
	R	90	76	85	1.2	*A*
	Subtotal	701	609	87	2.1	*A*
EB	L	5	4	80	73.7	*F*
	T	5	5	100	30.7	*D*
	R	30	32	107	23.5	*C*
	Subtotal	40	41	103	29.3	*D*
WB	L	15	14	92	57.5	*F*
	T	***5***	***5***	***100***	***73.9***	***F***
	R	40	40	100	39.0	*E*
	Subtotal	60	59	98	46.3	*E*
Total		1,760	1,677	95	7.3	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	200	193	97	49.0	*D*
	T	226	224	99	0.9	*A*
	R	365	361	99	27.0	*C*
	Subtotal	791	778	98	24.9	*C*
EB	L	325	315	97	50.1	*D*
	T	970	976	101	6.7	*A*
	Subtotal	1,295	1,291	100	17.3	*B*
WB	T	1,340	1,319	98	26.5	*C*
	R	355	355	100	18.4	*B*
	Subtotal	1,695	1,674	99	24.8	*C*
Total		3,780	3,743	99	22.3	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	76	101	46.2	*D*
	T	330	332	101	57.9	*E*
	R	30	30	100	38.8	*D*
	Subtotal	435	438	101	54.6	*D*
SB	L	450	439	98	76.6	*E*
	T	385	390	101	22.2	*C*
	R	335	335	100	7.3	*A*
	Subtotal	1,170	1,164	99	38.4	*D*
EB	L	730	716	98	72.5	*E*
	T	280	290	104	39.8	*D*
	R	55	54	99	35.2	*D*
	Subtotal	1,065	1,060	100	61.7	*E*
WB	L	65	67	103	78.0	*E*
	T	306	304	100	39.5	*D*
	R	585	576	98	74.0	*E*
	Subtotal	956	947	99	63.2	*E*
Total		3,625	3,609	100	53.9	*D*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	835	855	102	29.5	*C*
	R	715	717	100	22.4	*C*
	Subtotal	1,550	1,572	101	26.3	*C*
SE	L	230	236	103	34.1	*C*
	T	590	588	100	10.2	*B*
	Subtotal	820	824	100	17.0	*B*
SW	L	435	389	89	25.6	*C*
	T	70	62	89	0.8	*A*
	R	120	103	86	14.1	*B*
	Subtotal	625	554	89	20.7	*C*
Total		2,995	2,950	99	22.6	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	55	49	89	44.4	*D*
	R	115	114	99	54.3	*D*
	Subtotal	170	163	96	51.3	*D*
SE	L	10	9	88	47.8	*D*
	R	5	5	100	15.1	*B*
	Subtotal	15	14	93	36.1	*D*
NE	L	5	4	80	39.2	*D*
	T	1,495	1,381	92	29.1	*C*
	R	20	20	101	24.8	*C*
	Subtotal	1,520	1,405	92	29.1	*C*
SW	L	50	49	98	59.7	*E*
	T	855	863	101	7.7	*A*
	R	5	6	120	5.0	*A*
	Subtotal	910	918	101	10.5	*B*
Total		2,615	2,500	96	23.8	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***10***	***9***	***88***	***5.0***	***A***
	Subtotal	10	9	90	5.0	*A*
EB	T	660	664	101	1.3	*A*
	R	17	17	99	1.3	*A*
	Subtotal	677	681	101	1.3	*A*
WB	T	843	835	99	0.2	*A*
	Subtotal	843	835	99	0.2	*A*
Total		1,531	1,525	100	0.8	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	154	146	95	86.1	*F*
	T	55	53	97	56.5	*E*
	R	225	228	101	4.8	*A*
	Subtotal	434	427	98	39.0	*D*
SE	L	70	73	104	58.2	*E*
	T	157	157	100	66.0	*E*
	R	60	63	105	11.6	*B*
	Subtotal	287	293	102	52.4	*D*
NE	L	63	62	99	57.7	*E*
	T	386	387	100	60.1	*E*
	R	222	226	102	55.4	*E*
	Subtotal	671	675	101	58.3	*E*
SW	L	707	686	97	38.1	*D*
	T	629	627	100	13.8	*B*
	R	75	80	106	11.1	*B*
	Subtotal	1,411	1,393	99	25.6	*C*
Total		2,804	2,788	99	52.9	*D*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***5***	***3***	***60***	***786.0***	***F***
	T	5	4	80	601.7	*F*
	R	45	42	93	40.3	*E*
	Subtotal	55	49	89	131.8	*F*
SE	L	5	5	100	153.2	*F*
	T	5	5	100	198.4	*F*
	R	5	4	80	550.2	*F*
	Subtotal	15	14	93	282.8	*F*
NE	L	5	4	80	69.2	*F*
	T	522	526	101	4.2	*A*
	R	155	158	102	2.9	*A*
	Subtotal	682	688	101	4.3	*A*
SW	L	65	60	92	35.0	*D*
	T	1,401	1,387	99	29.1	*D*
	R	5	6	120	33.8	*D*
	Subtotal	1,471	1,453	99	29.4	*D*
Total		2,223	2,204	99	27.2	*D*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	375	380	101	1.5	*A*
	R	72	69	96	1.0	*A*
	Subtotal	447	449	100	1.4	*A*
SB	L	150	142	95	5.7	*A*
	T	936	928	99	1.6	*A*
	Subtotal	1,086	1,070	99	2.1	*A*
WB	***L***	***166***	***117***	***71***	***402.0***	***F***
	R	60	46	77	134.2	*F*
	Subtotal	226	163	72	326.4	*F*
Total		1,758	1,682	96	37.8	*E*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	26	26	101	11.7	*B*
	T	392	392	100	1.9	*A*
	R	5	5	100	1.2	*A*
	Subtotal	423	423	100	2.5	*A*
SB	L	50	46	92	3.5	*A*
	T	1,004	947	94	1.3	*A*
	R	39	42	108	0.9	*A*
	Subtotal	1,093	1,035	95	1.4	*A*
EB	***L***	***39***	***40***	***103***	***138.3***	***F***
	R	39	37	95	98.9	*F*
	Subtotal	78	77	99	119.4	*F*
WB	L	5	4	80	66.0	*F*
	R	15	17	111	10.2	*B*
	Subtotal	20	21	105	20.8	*C*
Total		1,614	1,556	96	8.2	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	271	271	100	37.7	*D*
	T	250	241	96	0.7	*A*
	R	322	320	99	9.7	*A*
	Subtotal	843	832	99	16.2	*B*
EB	L	333	338	102	17.9	*B*
	T	1,140	1,132	99	7.5	*A*
	Subtotal	1,473	1,470	100	9.9	*A*
WB	T	565	547	97	20.3	*C*
	R	149	147	98	7.9	*A*
	Subtotal	714	694	97	17.7	*B*
Total		3,030	2,996	99	13.5	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	55	92	41.4	*D*
	T	182	181	99	46.3	*D*
	R	42	40	95	19.7	*B*
	Subtotal	284	276	97	41.5	*D*
SB	L	590	584	99	36.9	*D*
	T	313	311	99	16.8	*B*
	R	508	506	100	8.4	*A*
	Subtotal	1,411	1,401	99	22.1	*C*
EB	L	247	232	94	51.3	*D*
	T	152	153	100	42.2	*D*
	R	60	59	99	29.4	*C*
	Subtotal	459	444	97	45.3	*D*
WB	L	53	50	95	56.5	*E*
	T	234	227	97	44.9	*D*
	R	270	267	99	9.5	*A*
	Subtotal	557	544	98	28.6	*C*
Total		2,710	2,665	98	29.4	*C*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	340	340	100	14.5	*B*
	R	239	241	101	2.4	*A*
	Subtotal	579	581	100	9.5	*A*
SE	L	124	119	96	23.5	*C*
	T	740	736	99	14.0	*B*
	Subtotal	864	855	99	15.3	*B*
SW	L	876	825	94	15.1	*B*
	R	216	203	94	6.6	*A*
	Subtotal	1,092	1,028	94	13.4	*B*
Total		2,536	2,464	97	13.1	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	40	41	102	40.2	*D*
	T	5	5	100	36.0	*D*
	R	35	39	111	7.7	*A*
	Subtotal	80	85	106	25.0	*C*
SE	L	10	11	107	37.3	*D*
	T	5	5	100	40.1	*D*
	R	5	4	80	53.7	*D*
	Subtotal	20	20	100	41.3	*D*
NE	L	10	10	98	63.2	*E*
	T	541	546	101	6.0	*A*
	R	20	19	96	4.4	*A*
	Subtotal	571	575	101	6.9	*A*
SW	L	60	63	105	31.1	*C*
	T	1,361	1,347	99	34.8	*C*
	R	5	6	120	26.7	*C*
	Subtotal	1,426	1,416	99	34.6	*C*
Total		2,098	2,096	100	26.6	*C*

Intersection: Project Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***20***	***20***	***101***	***4.3***	***A***
	Subtotal	20	20	100	4.3	*A*
EB	T	652	654	100	0.5	*A*
	R	19	19	101	0.2	*A*
	Subtotal	671	673	100	0.5	*A*
WB	T	843	835	99	1.5	*A*
	Subtotal	843	835	99	1.5	*A*
Total		1,534	1,528	100	1.1	*A*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Garage Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	447	451	101	3.4	*A*
	Subtotal	447	451	101	3.4	*A*
SB	T	1,077	1,020	95	0.6	*A*
	R	26	26	101	0.2	*A*
	Subtotal	1,103	1,046	95	0.6	*A*
EB	***R***	***16***	***15***	***92***	***13.9***	***B***
	Subtotal	16	15	94	13.9	*B*
Total		1,566	1,512	97	1.5	*A*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	60	56	94	10.4	*B*
	Subtotal	60	56	93	10.4	*B*
EB	T	1,002	996	99	12.6	*B*
	R	***23***	***24***	***105***	***13.4***	***B***
	Subtotal	1,025	1,020	100	12.6	*B*
WB	T	811	790	97	0.3	*A*
	Subtotal	811	790	97	0.3	*A*
Total		1,895	1,866	98	7.4	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	232	207	89	62.0	*E*
	T	100	90	90	50.6	*D*
	R	660	623	94	21.9	*C*
	Subtotal	992	920	93	33.7	*C*
SE	L	110	107	97	53.4	*D*
	T	108	111	103	54.1	*D*
	R	80	85	106	7.4	*A*
	Subtotal	298	303	102	40.8	*D*
NE	L	52	53	102	61.3	*E*
	T	831	796	96	88.0	*F*
	R	172	163	95	80.3	*F*
	Subtotal	1,055	1,012	96	85.4	*F*
SW	L	388	388	100	42.3	*D*
	T	500	499	100	12.0	*B*
	R	65	71	109	9.4	*A*
	Subtotal	953	958	101	24.1	*C*
Total		3,299	3,193	97	70.3	*E*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***5***	***3***	***60***	***784.0***	***F***
	R	95	72	76	583.1	*F*
	Subtotal	100	75	75	591.1	*F*
SE	L	5	3	60	775.5	*F*
	R	5	4	80	35.9	*E*
	Subtotal	10	7	70	352.9	*F*
NE	L	5	4	80	24.8	*C*
	T	1,426	1,348	94	16.7	*C*
	R	170	168	99	10.1	*B*
	Subtotal	1,601	1,520	95	16.0	*C*
SW	L	75	69	92	161.2	*F*
	T	942	951	101	23.2	*C*
	R	5	4	80	23.1	*C*
	Subtotal	1,022	1,024	100	32.5	*D*
Total		2,734	2,626	96	45.7	*E*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	858	868	101	4.8	*A*
	R	137	135	99	3.1	*A*
	Subtotal	995	1,003	101	4.6	*A*
SB	L	130	122	94	32.3	*D*
	T	539	539	100	2.3	*A*
	Subtotal	669	661	99	7.8	*A*
WB	***L***	***187***	***81***	***43***	***689.0***	***F***
	R	135	59	44	279.2	*F*
	Subtotal	322	140	43	516.3	*F*
Total		1,986	1,804	91	52.3	*F*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	42	99	9.4	*A*
	T	911	920	101	6.1	*A*
	R	20	19	96	5.3	*A*
	Subtotal	973	981	101	6.2	*A*
SB	L	30	25	83	12.0	*B*
	T	589	510	87	1.4	*A*
	R	95	78	82	1.0	*A*
	Subtotal	714	613	86	1.8	*A*
EB	L	43	42	97	151.5	*F*
	T	***5***	***4***	***80***	***192.1***	***F***
	R	38	39	103	128.5	*F*
	Subtotal	86	85	99	142.9	*F*
WB	L	15	13	85	70.1	*F*
	T	5	5	100	69.0	*F*
	R	40	41	102	47.3	*E*
	Subtotal	60	59	98	54.2	*F*
Total		1,834	1,738	95	13.3	*B*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	205	201	98	47.9	*D*
	T	225	220	98	0.7	*A*
	R	381	366	96	28.6	*C*
	Subtotal	811	787	97	25.7	*C*
EB	L	344	336	98	60.3	*E*
	T	970	983	101	7.2	*A*
	Subtotal	1,314	1,319	100	20.7	*C*
WB	T	1,340	1,316	98	27.3	*C*
	R	361	364	101	19.3	*B*
	Subtotal	1,701	1,680	99	25.6	*C*
Total		3,826	3,786	99	24.0	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	76	101	44.6	*D*
	T	333	338	102	64.0	*E*
	R	32	36	112	50.3	*D*
	Subtotal	440	450	102	59.6	*E*
SB	L	450	451	100	107.1	*F*
	T	387	391	101	25.1	*C*
	R	338	334	99	6.9	*A*
	Subtotal	1,175	1,176	100	51.4	*D*
EB	L	733	718	98	78.8	*E*
	T	282	279	99	41.8	*D*
	R	55	53	97	36.2	*D*
	Subtotal	1,070	1,050	98	66.8	*E*
WB	L	68	69	101	82.1	*F*
	T	307	305	99	44.4	*D*
	R	585	575	98	89.3	*F*
	Subtotal	960	949	99	74.3	*E*
Total		3,645	3,625	99	54.2	*D*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	835	838	100	31.1	*C*
	R	724	733	101	23.3	*C*
	Subtotal	1,559	1,571	101	27.5	*C*
SE	L	234	235	101	33.5	*C*
	T	590	593	101	10.4	*B*
	Subtotal	824	828	100	17.0	*B*
SW	L	446	382	86	24.9	*C*
	T	70	63	89	0.8	*A*
	R	125	114	91	12.9	*B*
	Subtotal	641	559	87	19.7	*B*
Total		3,024	2,958	98	23.1	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	55	55	100	44.2	*D*
	R	115	119	103	52.3	*D*
	Subtotal	170	174	102	49.7	*D*
SE	L	10	12	117	62.3	*E*
	R	5	6	120	14.1	*B*
	Subtotal	15	18	120	46.2	*D*
NE	L	5	3	60	54.5	*D*
	T	1,501	1,386	92	41.8	*D*
	R	20	19	96	35.4	*D*
	Subtotal	1,526	1,408	92	41.7	*D*
SW	L	50	47	94	64.9	*E*
	T	862	874	101	6.7	*A*
	R	5	6	120	2.0	*A*
	Subtotal	917	927	101	9.6	*A*
Total		2,628	2,527	96	30.7	*C*

Intersection: Project Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	22	20	92	8.7	*A*
	Subtotal	22	20	91	8.7	*A*
EB	***T***	***1,034***	***1,012***	***98***	***17.2***	***C***
	R	29	29	100	14.1	*B*
	Subtotal	1,063	1,041	98	17.1	*C*
WB	T	812	792	98	1.5	*A*
	Subtotal	812	792	98	1.5	*A*
Total		1,896	1,853	98	10.4	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Garage Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***T***	***994***	***1,004***	***101***	***8.9***	***A***
	Subtotal	994	1,004	101	8.9	*A*
SB	T	700	596	85	0.5	*A*
	R	26	22	85	0.2	*A*
	Subtotal	726	618	85	0.5	*A*
EB	R	14	17	119	5.9	*A*
	Subtotal	14	17	121	5.9	*A*
Total		1,734	1,639	94	5.7	*A*

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Existing (2026) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB				WB			
	L	LR	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		50																														
02: Kearns Boulevard & Bonanza Drive					100		225	275	150		75	125					250		125	250	450		425	225								
03: Kearns Boulevard & Sidewinder Drive											50										75			400								
04: Bonanza Drive & Prospector Avenue													75																350		175	
05: Bonanza Drive & Munchkin Road													50			50										50				50		
06: Park Avenue & Kearns Boulevard													175	150											350		725				150	200
07: Park Avenue & Deer Valley Drive	100		150	125									975	1,300	1,725										150			175	75		125	200
08: Deer Valley Drive & Bonanza Drive											75	125					100			175	175	100										
09: Kearns Boulevard & Comstock Drive							125			75	50							50			75		275									

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Existing (2026) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB				WB			
	L	LR	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		75																														
02: Kearns Boulevard & Bonanza Drive					100		325	325	175		225	275					150		75	125	225		125	125								
03: Kearns Boulevard & Sidewinder Drive						225	275			150	150							50			100			100								
04: Bonanza Drive & Prospector Avenue				150									100		75														675		375	
05: Bonanza Drive & Munchkin Road	25			75									50			50										50				75		
06: Park Avenue & Kearns Boulevard													200	275											350		325				200	475
07: Park Avenue & Deer Valley Drive	150		250	200									950	1,250	1,750										350			275	275		1,100	1,025
08: Deer Valley Drive & Bonanza Drive											275	825					150			125	225	125										
09: Kearns Boulevard & Comstock Drive						50	300			125	125							50			75		150									

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Future (2027) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB				WB			
	L	LR	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		50																														
02: Kearns Boulevard & Bonanza Drive					100		250	275	150		100	125					250		150	250	475		500	275								
03: Kearns Boulevard & Sidewinder Drive										50	50							50	50		100			800								
04: Bonanza Drive & Prospector Avenue													75																400		175	
05: Bonanza Drive & Munchkin Road													50													50				50		
06: Park Avenue & Kearns Boulevard													175	150											425		950				150	225
07: Park Avenue & Deer Valley Drive	100		150	125									975	1,500	1,875										150			175	100		125	200
08: Deer Valley Drive & Bonanza Drive											50	125					100			175	175	100										
09: Kearns Boulevard & Comstock Drive							125			75	50							50			75		300									

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Future (2027) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB				WB			
	L	LR	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		75																														
02: Kearns Boulevard & Bonanza Drive					125		375	400	175		225	275					150		75	150	250		125	150								
03: Kearns Boulevard & Sidewinder Drive						175	250			125	150										100			100							
04: Bonanza Drive & Prospector Avenue				150									100		75													700		425	
05: Bonanza Drive & Munchkin Road				75									50			50										75				75		
06: Park Avenue & Kearns Boulevard													375	275											475		725				200	500
07: Park Avenue & Deer Valley Drive	150		250	225									1,000	1,500	1,850										350			275	250		1,050	975
08: Deer Valley Drive & Bonanza Drive											275	900					150			125	200	125										
09: Kearns Boulevard & Comstock Drive						50	325			100	125							50			75		150									

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Opening (2027) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB					WB			
	L	R	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	R	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		50																															
02: Kearns Boulevard & Bonanza Drive					100		250	275	175		75	125					250		150	250	475		525	175									
03: Kearns Boulevard & Sidewinder Drive							25			50	50							50	50		100			575									
04: Bonanza Drive & Prospector Avenue													75																	475		225	
05: Bonanza Drive & Munchkin Road	50												50													150					50		
06: Park Avenue & Kearns Boulevard													200	150											450		1,000					150	200
07: Park Avenue & Deer Valley Drive	100		175	125									1,000	1,700	2,000										150				200	100		125	200
08: Deer Valley Drive & Bonanza Drive											50	100					100			175	175	100											
09: Kearns Boulevard & Comstock Drive							125			75	50							50			75		275										
10: Project Drive & Kearns Boulevard																																	
11: Bonanza Drive & Garage Access																										50							

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Opening (2027) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB					WB			
	L	R	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	R	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		50																															
02: Kearns Boulevard & Bonanza Drive					150		350	375	200		250	300					150		75	150	250		150	125									
03: Kearns Boulevard & Sidewinder Drive					50	200	250			175	175							50	25		100			125									
04: Bonanza Drive & Prospector Avenue				100									100		125														725		425		
05: Bonanza Drive & Munchkin Road	50			125									50			50										150				125			
06: Park Avenue & Kearns Boulevard													300	350											475		800				200	475
07: Park Avenue & Deer Valley Drive	150		250	225									975	1,525	1,825										350			300	250		1,075	975
08: Deer Valley Drive & Bonanza Drive											275	875					150			125	200	125										
09: Kearns Boulevard & Comstock Drive						50	325			100	100							50			75		175									
10: Project Drive & Kearns Boulevard		50																														
11: Bonanza Drive & Garage Access			150																							50						

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Future (2037) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB				WB			
	L	LR	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		50																														
02: Kearns Boulevard & Bonanza Drive					150		375	400	175		125	150					250		150	250	475		500	250								
03: Kearns Boulevard & Sidewinder Drive							50			50	50							50	50		75			400								
04: Bonanza Drive & Prospector Avenue				50									75																650		375	
05: Bonanza Drive & Munchkin Road													50													75				50		
06: Park Avenue & Kearns Boulevard													175	150											200		275				150	225
07: Park Avenue & Deer Valley Drive	100		175	150									550	175	225										175			225	100		150	250
08: Deer Valley Drive & Bonanza Drive											75	125					125			225	200	125										
09: Kearns Boulevard & Comstock Drive					50		150			100	50							50			225	50	875									

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Future (2037) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB				WB			
	L	LR	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		75																									275	300				
02: Kearns Boulevard & Bonanza Drive					350		800	825	225		250	375					175		100	175	350		225	175								
03: Kearns Boulevard & Sidewinder Drive					50	425	475			850	250							75	25		225			650								
04: Bonanza Drive & Prospector Avenue				500									150		175														625		450	
05: Bonanza Drive & Munchkin Road	50			325									50			50										100				125		
06: Park Avenue & Kearns Boulevard													150	275											350		250				200	475
07: Park Avenue & Deer Valley Drive	225		275	250									650	150	425										525			400	225		800	525
08: Deer Valley Drive & Bonanza Drive											300	750					200			175	175	100										
09: Kearns Boulevard & Comstock Drive					50	75	700			200	150							50			125		375									

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Future (2037) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB					WB			
	L	R	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	R	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		50																															
02: Kearns Boulevard & Bonanza Drive					175		350	400	200		125	200					275		150	250	475		600	175									
03: Kearns Boulevard & Sidewinder Drive					25	50	50			225	75							100	75		125			750									
04: Bonanza Drive & Prospector Avenue				50									75		75														725		400		
05: Bonanza Drive & Munchkin Road	50			75									50			50										225				50			
06: Park Avenue & Kearns Boulevard													175	150											200			225				150	200
07: Park Avenue & Deer Valley Drive	100		175	150									475	175	200										175				225	100		150	250
08: Deer Valley Drive & Bonanza Drive											75	125					125			200	200	100											
09: Kearns Boulevard & Comstock Drive					50		150			75	50							50			250	75	875										
10: Project Drive & Kearns Boulevard																																	
11: Bonanza Drive & Garage Access			125																								50						

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Future (2037) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB					WB			
	L	R	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	R	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		75																										300	325				
02: Kearns Boulevard & Bonanza Drive					400		600	600	225		250	400					175		100	175	375		300	150									
03: Kearns Boulevard & Sidewinder Drive					50	425	475			825	275							75			200			1,050									
04: Bonanza Drive & Prospector Avenue				200									150		175														575		450		
05: Bonanza Drive & Munchkin Road	75			250									50			50										300				125			
06: Park Avenue & Kearns Boulevard													150	300											400			325			200	500
07: Park Avenue & Deer Valley Drive	225		300	250									825	200	750										600				450	225		925	675
08: Deer Valley Drive & Bonanza Drive											300	750					200			175	175	100											
09: Kearns Boulevard & Comstock Drive						100	1,075			175	150							50			125		225										
10: Project Drive & Kearns Boulevard																												300	300				
11: Bonanza Drive & Garage Access			375																							50							

APPENDIX E

Crash Data Reports

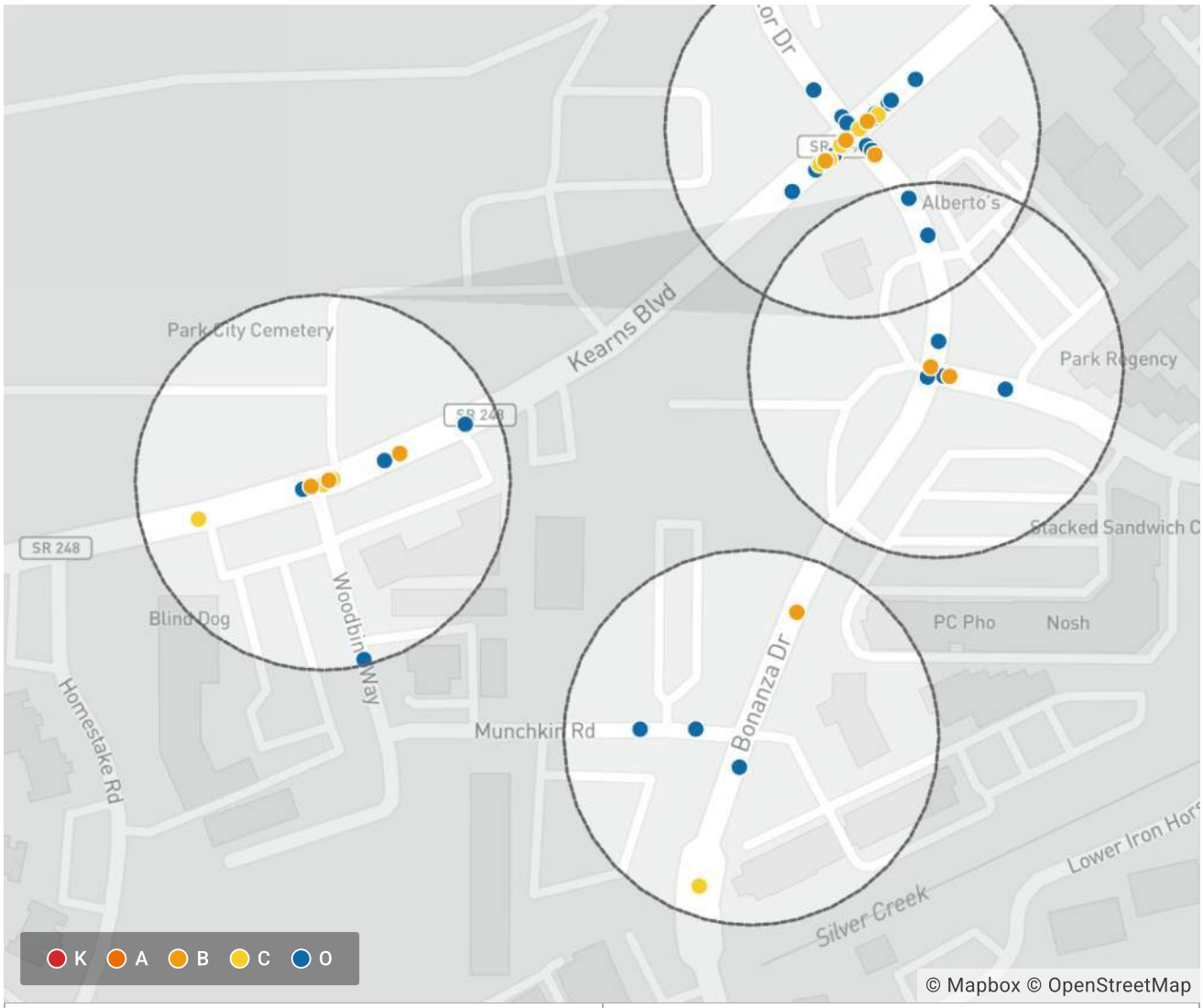
CRASH SUMMARY REPORT

Park City 5-Acre Development

Created on May 2, 2026
Created by Scottie Duclos
Requested by Hales Engineering
Data extents: January 1, 2021 to December 31, 2025

Applied Filters

Shape: Circle	250 ft	Shape: Circle	250 ft	Shape: Circle	250 ft	Shape: Circle	250 ft



Total Crashes	67	Fatal Crashes	0

UDOT Crash Summary		Crash_View
Total Crashes	67	100.00%
Intersection Related	53	79.10%
CMV Involved	8	11.94%

Distracted Driving	7	10.45%
Roadway Departure	7	10.45%
Pedalcycle Involved	6	8.96%
Speed Related	3	4.48%
DUI	1	1.49%
+ 5 more	3	4.47%

Crash Verified		Crash_View
True	67	100.00%
False	0	0.00%

Crash Severity		Crash_View
No injury/PDO	46	68.66%
Possible injury	11	16.42%
Suspected Minor Injury	10	14.93%
+ 2 more	0	0%

Injury Level		Person_View
No injury	130	82.80%
Possible injury	16	10.19%
Suspected Minor Injury	11	7.01%
+ 4 more	0	0%

Manner of Collision		Crash_View
Angle	25	37.31%
Front to Rear	18	26.87%
Not Applicable/Single Vehicle	14	20.90%
Head On (front-to-front)	4	5.97%
Sideswipe Same Direction	4	5.97%
Parked Vehicle	2	2.99%
+ 6 more	0	0%

Crash Date Time (Year)		Crash_View
2025	22	32.84%
2024	10	14.93%
2023	16	23.88%
2022	11	16.42%
2021	8	11.94%
+ 12 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crash_View
Turning Left (Westbound) & Straight Ahead (Eastbound)	15	22.39%
Straight Ahead (Eastbound) & Stopped in Traffic Lane (Eastbound)	3	4.48%
Straight Ahead (Eastbound) & Turning Left (Westbound)	3	4.48%
Straight Ahead (Westbound) & Stopped in Traffic Lane (Westbound)	3	4.48%
Straight Ahead (Northbound) & Stopped in Traffic Lane (Northbound)	2	2.99%
Turning Left (Eastbound) & Straight Ahead (Westbound)	2	2.99%
Turning Left (Northbound) & Straight Ahead (Eastbound)	2	2.99%
& Parked (Not On Roadway (also for parked motor vehicle))	1	1.49%
+ 992 more	22	32.78%

Roadway Surface Condition		Crash_View
Dry	56	83.58%
Snow	7	10.45%
Wet	4	5.97%
+ 12 more	0	0%

Weather Condition		Crash_View
Clear	48	71.64%
Cloudy	12	17.91%
Snowing	6	8.96%
Unknown	1	1.49%
+ 9 more	0	0%

Most Harmful Event		Vehicle_View
Collision With Other Motor Vehicle in Transport	105	85.37%
Pedacycle	5	4.07%
Collision With Parked Motor Vehicle	3	2.44%
Concrete Barrier	2	1.63%
Other Fixed Object*	2	1.63%
Pedestrian	2	1.63%
Curb	1	0.81%
Other Non-Fixed Object*	1	0.81%
+ 53 more	2	1.62%

Light Condition		Crash_View
Daylight	49	73.13%
Dark - Lighted	10	14.93%
Dark - Not Lighted	6	8.96%

Dusk	1	1.49%
Unknown	1	1.49%
+ 4 more	0	0%

Countermeasures		Crash_View
Countermeasure: Left Turn Lane	25	37.31%
Countermeasure: Left Turn Phase Change	13	19.40%
Countermeasure: Roundabout or Signal	12	17.91%
Countermeasure: Active Transportation Improvement	7	10.45%
Countermeasure: Pave Or Widen Shoulder	4	5.97%
Countermeasure: Horizontal Curve Improvements	2	2.99%
Countermeasure: Intersection Lighting	2	2.99%
Countermeasure: Right Turn Lane	2	2.99%
+ 7 more	0	0%

APPENDIX F

Internal Capture Reduction Spreadsheet

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	5-Acre Development	**Organization:**	Hales Engineering
Project Location:	Park City, UT	**Performed By:**	Jordi Berrett
Scenario Description:	Trip Generation	**Date:**	4/15/2026
Analysis Year:	2027	**Checked By:**	Scottie Duclos
Analysis Period:	**AM Street Peak Hour**	**Date:**	5/1/2026

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office			1,000 SF	0		
Retail	822	20	1,000 SF	89	49	40
Restaurant			1,000 SF	17	9	8
Cinema/Entertainment				0		
Residential	220, 223	127	Units	52	14	38
Hotel			Rooms	0		
All Other Land Uses[2]				0		
				158	72	86

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.06	0%	0%	1.06	0%	0%
Retail	1.17	0%	0%	1.17	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.13	0%	0%	1.13	0%	0%
Hotel	1.26	0%	0%	1.26	0%	0%
All Other Land Uses[2]	1.15	0%	0%	1.15	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		5	0	0	0
Restaurant	0	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	2	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	180	82	98
Internal Capture Percentage	9%	10%	8%
External Vehicle-Trips[5]	143	64	79
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	11%
Restaurant	78%	13%
Cinema/Entertainment	N/A	N/A
Residential	0%	5%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	5-Acre Development	**Organization:**	Hales Engineering
Project Location:	Park City, UT	**Performed By:**	Jordi Berrett
Scenario Description:	Trip Generation	**Date:**	4/15/2026
Analysis Year:	2027	**Checked By:**	Scottie Duclos
Analysis Period:	**PM Street Peak Hour**	**Date:**	5/1/2026

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office			1,000 SF	0		
Retail	822	20	1,000 SF	126	63	63
Restaurant			1,000 SF	24	12	12
Cinema/Entertainment				0		
Residential	220, 223	127	Units	58	34	24
Hotel			Rooms	0		
All Other Land Uses[2]				0		
				208	109	99

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.11	0%	0%	1.11	0%	0%
Retail	1.21	0%	0%	1.21	0%	0%
Restaurant	1.39	0%	0%	1.39	0%	0%
Cinema/Entertainment						
Residential	1.15	0%	0%	1.15	0%	0%
Hotel	1.30	0%	0%	1.30	0%	0%
All Other Land Uses[2]	1.15	0%	0%	1.15	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					200	
Restaurant					200	
Cinema/Entertainment						
Residential		200				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		5	0	18	0
Restaurant	0	7		0	3	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	8	2	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	253	132	121
Internal Capture Percentage	34%	33%	36%
External Vehicle-Trips[5]	138	73	65
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	20%	30%
Restaurant	41%	59%
Cinema/Entertainment	N/A	N/A
Residential	54%	36%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

From: planning
Sent: Tuesday, June 30, 2026 8:06 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: 5 acres Bonanza site

Follow Up Flag: Follow up
Flag Status: Flagged

From: Kate Greig <[redacted]
Sent: Monday, June 29, 2026 10:44 PM
To: planning <planning@parkcity.gov>
Subject: 5 acres Bonanza site

Hello,

I would love to see the plans include a family-friendly activity. We don't necessarily need another concert lawn or gathering space where people simply sit. Instead, consider adding a roller skating area similar to the one at Millcreek Commons.

It would provide a fun, active attraction for families and help encourage people to spend more time enjoying the space together.

Thank you for considering this suggestion.

Thank you,

Kate Greig

Sent from my iPhone

From: planning
Sent: Wednesday, July 1, 2026 9:39 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: 5 Acres Park City

Follow Up Flag: Follow up
Flag Status: Flagged

From: Lisa B <[redacted]>
Sent: Wednesday, July 1, 2026 8:47 AM
To: planning <planning@parkcity.gov>
Subject: 5 Acres Park City

Dear Park City Planning Commission,

I attended the meeting on June 24. The presentation gave me a better understanding of the proposed plan for the 5 acres property. I realize that the Planning Commission is required to consider the current application for development. However, while the proposed plan is a beautiful design that satisfies many objectives that it was tasked to consider, growth in Park City and the surrounding areas has changed the community's needs. I believe the best use of the space would be as an open green space and a public park.

When people drive into Park City on Rt. 248 they don't need to see more buildings, even if the buildings are architecturally significant. Construction of the proposed plan will move Park City one step closer to becoming "Vail, Utah." Deer Valley Resort is already doing that in Deer Valley East. Vail is doing that in the Canyons. In fact, any direction you travel today you see continued development.

Park City has changed since the property was acquired in 2017 for $19.5 million. I ask the Commission to adapt to the present and plan for the future by preserving this land as open space. Make these five acres a lasting green space for the community. Please do what you can to stop this development and allow for a reset on how this property will be used. It is unfortunate that the space has remained vacant for so many years, but I urge the commission not to rush into a solution just to finish the project.

Thank you for taking the time to read my letter and for the work you do on the commission.

Sincerely yours,

Lisa Bedell

[redacted]
Park City, UT 84060

From: planning
Sent: Tuesday, June 30, 2026 3:24 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: 5 Acre Project on Kearns and Bonanza

Follow Up Flag: Follow up
Flag Status: Flagged

From: David H <[redacted]
Sent: Tuesday, June 30, 2026 1:26 PM
To: planning <planning@parkcity.gov>
Subject: 5 Acre Project on Kearns and Bonanza

Dear Commissioners,

My name is David and I live in 84060.

I'm writing in support of the 5 acre project. Here is a framework for how I see it.

When a place is in demand, there are really only three responses to that demand. There is no fourth. Demand itself isn't something the commission or community gets to vote on. People want to live here. That's a given. What's actually on the table is where that demand goes.

The first option is to do nothing. This one tends to feel like the cautious, neutral choice, but it isn't neutral in its effects. Demand doesn't disappear when we decline to build for it — it simply bids up the limited housing we already have. Prices climb, and the people priced out first are the ones who keep the town running: the nurses, teachers, ski patrol, line cooks, servers. Young families follow, because there's no entry-level option left. Over time we're left with a place that's beautiful and expensive and quietly emptying of anyone below a certain income; a town that becomes something closer to a museum than a community.

It's also worth naming plainly that doing nothing isn't morally neutral. The national housing shortage isn't a mystery; it's the sum of thousands of communities each saying they support housing, just not nearby. Everyone wants the supply; few want it next door. Choosing to do nothing doesn't opt us out of that problem. It exports the cost onto our own workforce and our kids.

The second option is to sprawl. This at least takes demand seriously, but it meets it by spreading outward; at the cost of the open space, hillsides, and green that are the very reason people want to be here. It's car-dependent by design, with more traffic and longer commutes, and it stretches infrastructure thin across more miles of road and pipe. And it's irreversible. We don't get the ridgeline back.

The third option is density: meeting demand within the footprint we already have. It's the only path that keeps our workforce housed and keeps the open space intact; the two things the other options each give up. It uses infrastructure we've already paid for, supports walkability and transit rather than guaranteeing more cars, and keeps the town economically mixed rather than sorted by wealth.

Seen this way, the real question isn't change versus no change. It's who pays. Do nothing, and our workers and young families pay. Sprawl, and the landscape pays. Density asks the most of our comfort with how things look, and the least of the people and the place we say we're trying to protect.

The 5 acre project is a concrete step in the right direction. Honestly, I wish it was more dense.

Thanks,
-David

From: planning
Sent: Friday, June 26, 2026 1:12 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza Park Proposal -- Let's Make it Open Space

Follow Up Flag: Follow up
Flag Status: Completed

From: Kathleen Carey [redacted]
Sent: Friday, June 26, 2026 12:43 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza Park Proposal -- Let's Make it Open Space

Dear Planning Commissioners,

Thank you for the hard and important work you do to serve the Park City Community. Your experience and good judgment make a big difference in the quality of life for Parkites, no matter the neighborhood, no matter the size of plot or dwelling, and no matter the individual status.

I attended the Planning Commission Work Session on Wednesday, June 24th and I appreciate your thoughtful questioning of the Brinshore team. Looks like they really need to go back to their drawing boards.

However, regardless of the plan they bring back to you, I believe that **this is simply and obviously NOT the location for this type of development.**

When our municipality purchased this precious piece of land, the **goal was to prevent development and to meet the needs of the community**. The proposed densely packed buildings, which already do not meet code, might meet the needs of a small number of individuals (and who is to say that the residents of the buildings would necessarily be Park City residents?), but the greater community would be shut out.

Shut out from the view of our beautiful mountains, shut out of an opportunity for community gathering, shut out of access to open space.

The developers and Brinshore clearly **do not really understand the meaning of "open space",** since what they are currently showing in their renderings are simply a collection of interior courtyards, small pieces of green amidst sidewalks that are not contiguous and are not "open". In fact, from the interior of the surrounding 3- and 4-story buildings, one would not even be able to see the beautiful hills and mountains. They will be looking at buildings, other people's porches, windows and walls. And from the exterior, one would not be able to see the small courtyards.

They are fooling us by calling this interior courtyard area "open space". By definition, Open Space is: "land that remains largely undeveloped and is used for natural resource preservation, outdoor recreation, agriculture, or protection from natural hazards"; "open space is envisioned to be natural land holding values for recreation, species habitat, and scenic views"; "Open space refers to undeveloped land that is preserved for public use and ecological health."

Other concerns I have that are greatly amplified by the Brinshore proposal are:

- traffic congestion at an already well-known choke point
- noise pollution from increased traffic
- parking availability -- looks like most spaces will be used by residents, creating even MORE traffic
- community exclusion from a piece of land that is CITY-OWNED
- childcare drop-off and pick-up could lead to even MORE traffic backup
- commercial spaces that could detract from our vibrant Main Street
- Fiscal responsibility -- the spending on this project is going to be big

Perhaps many of you also do not like the idea of this development on this particular piece of special property. But, City Council approved it and sent it to you, perhaps so that they could check it off their list of things to "get done". However, expediency is not always the best solution -- sometimes it takes a longer, harder look to get something right.

And, Bonanza Park is worth the longer, harder look to get it right. Or, at the very least, to NOT get it wrong.

We may not all agree on exactly what belongs in this 5-acre parcel, and it may evolve over the course of several generations. But I can tell you that building a **dense development that doesn't serve the citizens of Park City and looks like a fake mountain town or movie set, is NOT what belongs on the Bonanza Park parcel**.

I am proposing that you send this entire project back to City Council and ask them to reconsider. Ask them to genuinely listen to the community. Ask them to save the money from the development and make it Open Space -- a beautiful, professionally landscaped "urban park", a welcoming community place for all, with no exclusions. And once the dust has settled from all of the neighboring developments and the two ski resorts have completed their proposed employee housing projects, we can revisit the true needs of the community and get it right. **Take your time to get it right, I'd tell them. Because, this is NOT RIGHT.**

Finally, I am sure you took notice, as I did, when at the end of the discussion, the developer simply said **"This is a private park, open to the public". That is NOT what we asked for when we bought this land.**

Respectfully,
Kathy Carey
84060 full-time resident

From: planning
Sent: Friday, June 26, 2026 11:15 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Opposition to the Proposed Bonanza Park Development Concept

Follow Up Flag: Follow up
Flag Status: Completed

From: Sarah Baldwin Horacek [redacted]
Sent: Friday, June 26, 2026 10:33 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Opposition to the Proposed Bonanza Park Development Concept

Dear Park City Planning Commission and City Council Members,

I am writing to formally voice my concern and opposition to the current proposed development concept for the Bonanza Park area. As a local property owner within walking distance of this project, I believe my perspective, as well as the allocation of our resident and transient tax dollars, is highly relevant to this decision.

The current direction of this project is deeply disappointing and does not deliver on the original promise made to the public. While I am aware of statements suggesting otherwise, including those from Tanya Tolly, I respectfully disagree. This central zone should be developed into a space that primarily serves the broader community.

While the need for affordable housing in Park City is clear, prioritizing extreme density in the absolute center of town is the wrong approach. Our community has alternative locations that can better accommodate high density housing without disrupting established neighborhoods. Concentrating high density housing in this corridor, especially alongside projects like Engine House, risks over-saturation. This shifts the character of the neighborhood and could negatively impact the property values of nearby residents.

Furthermore, I am strongly opposed to granting any height exemptions or variances for this district. Our existing height restrictions exist for a clear purpose: they protect the small town feel and the mountain views that define Park City. Deviating from these standards sets a problematic precedent. Additionally, the proposed density will inevitably create severe traffic congestion in an already busy area.

For these reasons, I cannot support the project as it is currently proposed. I urge the commission and the council to reconsider the scope, density, and height of this development to better align with the interests of the immediate neighborhood and the wider community.

Additionally, I am deeply concerned by the lack of community outreach and engagement regarding this proposal. The announcement of these major changes came as a complete surprise to me and to many of my neighbors. While we were well aware of the original vision for Bonanza Park, the significant shifts in density, height, and scope were never clearly communicated. As a result, the immediate community missed the opportunity to voice concerns or offer meaningful feedback prior to recent decisions. A transformation of this magnitude requires public transparency. More effort should have been made to involve the residents who will be directly affected by these changes.

Thank you for your time and your consideration of this feedback.

Sincerely,

Sarah Horacek

[redacted]

[redacted]

From: planning
Sent: Thursday, June 25, 2026 4:37 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: An 84060 resident's comment on Bonanza 5-Acre Site proposal

Follow Up Flag: Follow up
Flag Status: Completed

From: Sara Giedgowd Milligan [redacted]
Sent: Thursday, June 25, 2026 2:11 PM
To: planning <planning@parkcity.gov>
Cc: matt.day@parkcity.gov; Matthew Day <Matthew.Day@parkcity.gov>
Subject: An 84060 resident's comment on Bonanza 5-Acre Site proposal

Dear Planning Commissioners,

After watching last night's working meeting about the 5 acres, I am left with a handful of questions around the project, specifically around the math behind the applicant's proposal and the data behind the 6 point test. As I understand it, the applicant is asking for increased height allowances on 6 of the 7 buildings, and I am deeply concerned that the current proposal does not include enough public benefit - truly public, open, non-revenue gated spaces for the community to gather - to justify this ask.

I've listed a few topics and questions that I would love to get smarter on (below). And before I expose my detail-orientation and love of getting in the weeds, I want you all to know that I am grateful for your willingness to help educate us 84060 residents on these important topics that will continue to impact our community for decades to come.

Open space
- How much open space is required by code?
- How much open space is being proposed above that requirement?
- What is the definition of open space? The applicant advertises 62% open space. What is in the numerator and denominator of this calculation? What is being excluded in this calculation - how do the exclusions affect the math?

A few examples that were concerning:
- The applicant cited a few examples in the discussion of open spaces that didn't look, sound, or feel like true open space. Take the arts studio, which as I understand it, will be closed when it isn't rented (closed when it isn't revenue generating). I would hope something like this is excluded from the open space calc, as it doesn't sound like it is broadly accessible to the public.
- Matt Day brought up the daycare example as well - if this is gated, that doesn't sound like open space, either.

Volume of development
- The jello mold visual and the applicant's math around the volume of development didn't make any sense to me. The applicant shared that the buildable area for the 5-Acre proposal was 4.7 million cubic feet, and that the proposed developed area is 43% of that 4.7 million, around 2.03 million cubic feet. How does the 60% open space requirement fit into this math and the jello mold visual?
- What is in the numerator and denominator of the applicant's math to get to this 43% figure?

On the off chance that my bias doesn't come through in these questions, I am in major opposition of the current 5-Acre proposal, and I deeply encourage you all to deny the current proposal as submitted. Yes, the proposal was well done, but I do not think the violations in the plan are offset by resounding benefits for all Park City residents and enough truly public open space for this community to enjoy for generations to come.

Thank you,
Sara Giedgowd Milligan (Prospector)

From: planning
Sent: Thursday, June 25, 2026 1:10 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

From: Joe Backer [redacted]
Sent: Thursday, June 25, 2026 1:07 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.
For those of us living in 84060 we have been waiting years for a recreation facility that replaced our local gas station and Mexican grocery store, hopefully not for more housing !

Thank you.

From: planning
Sent: Thursday, June 25, 2026 1:10 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: 5 acre parcel

Follow Up Flag: Follow up
Flag Status: Completed

From: lisa shine [redacted]
Sent: Thursday, June 25, 2026 12:07 PM
To: planning <planning@parkcity.gov>
Subject: 5 acre parcel

Dear Members of the Planning Commission and City Council,

I am writing as a 14 year Park City resident, and Park Meadows neighbor, to express my firm opposition to any proposal that would repurpose the Bonanza Five Acres into high-density, multi-story residential housing skewed toward low-income units. This land was acquired with a community vision in mind — one that residents have consistently and vocally supported through surveys and public engagement. That vision deserves to be honored, not quietly set aside in favor of a development that neither reflects our community's character nor the intent behind acquiring this parcel in the first place.

Though the original players were compelled to move on after an exhaustive period of waiting to no avail for direction for an arts and culture district, The economic case for an arts and culture district is compelling and lasting. A well-developed district of local businesses and art maker spaces with adjoining and significant green space draws visitors, supports local businesses, and reinforces Park City's identity as a world-class destination. High-density residential development on this specific parcel delivers none of those community-wide benefits — and introduces density and scale that are simply incompatible with the surrounding area. There are more appropriate locations around the city to address affordable housing needs without sacrificing a once-in-a-generation opportunity to build something that defines this community's cultural future.

I urge you to hold firm to the original vision for the Bonanza Five Acres. The community was engaged, the community responded, and the answer was clear. Please do not trade a lasting cultural asset for a short-term housing solution in the wrong place.

Respectfully,

Lisa Shine
Park Meadows
Park City

Lisa Shine
[redacted]
[redacted]
Apologies for typos

From: planning
Sent: Thursday, June 25, 2026 11:42 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: joshua wysong [redacted]
Sent: Thursday, June 25, 2026 11:22 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

From: public_comments
Sent: Thursday, June 25, 2026 8:08 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Public Comment Submission

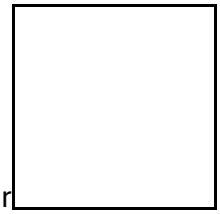
Follow Up Flag: Follow up
Flag Status: Completed

From: No Reply <noreply@civicplus.com>
Sent: Wednesday, June 24, 2026 5:59 PM
To: public_comments <Public_Comments@parkcity.gov>
Subject: Public Comment Submission

Submitted by: Suze Weir
Email Address: [redacted]

Commented on event: https://parkcityut.portal.civicclerk.com/event/3687/overview
If you are having trouble viewing the URL above, cut and paste the string into your browser window.

User comment: Hello my comment pertains to Item 5 of the work season "5 Acre site subdivision" I strongly oppose the building of a large affordable housing building in the middle of town to be included in this public land, especially in view of the fact that there is already a large affordable housing unit not 100 yards away, "right in the middle of town" by the existing recycle centre. There are many, many other locations all over town and in Summit and Wasatch counties where more affordable housing could be built. The city spent $17 or $18 MILLIONS of taxpayers dollars for this parcel of land that originally was conceptualized as a beautiful art centre which would be a beacon of inspiration and pride to the town. That concept has been molded and shaped into a dreadful and uninspirational joke of an excuse for multiple private parties to benefit from the tax dollar purchase to create an ordinary uninspired concept including boring and unnecessary "affordable housing" and mundane store front accommodations and possible other boutique hotels. What I would like to see and what I hear others talk about time and again is a beautifully conceived park that will set this exceptional town apart from the other vacation destinations where the entryways are identified too often, by the mundane "strip mall feeling" that is currently under review. Furthermore, the additional traffic, first and foremost on many locals' minds, will in no way be reduced by your current concept. Whereas a well conceived park area, to which the public can gravitate on foot, by bike or public transportation for concerts, a central gathering space, a feeling where the community has been included and HEARD in its development and an area where visitors to the town will say "WOW this is a fabulous innovative and UNIQUE space", will set Park City apart from the traditional and boring high end expensive and illusive concept you are now considering. Over the last 10 years there have been many attempts to come up with a plan

for this 5 acre parcel. Tax payers' money has been spent for recommendations for development of this parcel. It seems to me that the recommendations made were always what the Planning commission/ City Council wanted with very little to no consideration of what the tax payers actually wanted. How about LISTENING and ACTING on what tax payers want for a change. Suze Weir 

From: planning
Sent: Thursday, June 25, 2026 8:07 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Housing

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Marianne Birch-Jensen [redacted]>
Sent: Thursday, June 25, 2026 7:34 AM
To: planning <planning@parkcity.gov>
Subject: Housing

Please no affordable housing inside Park City. Whoever can not afford to live here, should not!!!

Marianne Birch Jensen

From: planning
Sent: Thursday, June 25, 2026 8:06 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Virginia Napoli [redacted]>
Sent: Thursday, June 25, 2026 6:17 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Virginia and Joe Napoli
[redacted]
Park City, UT 84060

From: planning
Sent: Thursday, June 25, 2026 8:05 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

From: Stacy Wintzer [redacted]>
Sent: Wednesday, June 24, 2026 6:29 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council, I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision. Thank you.
This is not the place for affordable housing. This would cause worse traffic and does not give the community what this space is meant for. This space should be a great gathering place for our community

Best
Stacy Wintzer

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Stacy Wintzer
Real Estate Specialist

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Park City, UT 84060
Office is Independently Owned and Operated

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From: planning
Sent: Thursday, June 25, 2026 8:05 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

From: Jacobson, Noah [redacted]>
Sent: Wednesday, June 24, 2026 5:23 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Noah Jacobson, CFP®
Senior Director, Wealth Management

Work: [redacted]

[redacted]

[redacted]

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From: planning
Sent: Thursday, June 25, 2026 8:05 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: 5 Acres is the place for me,

Follow Up Flag: Follow up
Flag Status: Completed

From: Charlotte OConnell [redacted]
Sent: Wednesday, June 24, 2026 5:10 PM
To: planning <planning@parkcity.gov>
Subject: 5 Acres is the place for me,

I'm told we are not going to be allowed to talk at this session. That is flat out wrong.
Many of you told us that this was the time to voice our concerns.
When I wasn't listened to by Molly at the library, I was told this was the venue.
So I am coming to the venue and I do expect to be permitted to talk.

Open Space in the center of town should NOT be DEVELOPED for a majority of commercial isn't right. Years ago people wanted the Arts Council and Sundance. Now neither are in play and we DO NOT Want commercial. As if there isn't enough commercial space in PC already and as if a 10% sales tax will be corrected with more commercial, and as if we NEED more money when it rolls off the hills of PCMR and DV. Stop spending like it there will never be another rainy day. With 8000 full time residences the original 800 work force housing estimate was correct. I don't remember who said we needed 1200 but that is flat wrong. I support workforce housing, but not for temporary workers (that is the resorts' responsibility). And I want to ensure it goes to Park City teachers and firemen and police and Tana's and the rest of Council's employees.

And Another Thing! Giving a 99 year lease to a corporation on the land for which my (and previous residents') taxes paid for is total dog doo. Come on. What are you guys thinking?
We watched the same thing happen when Ryan gave up Deer Valley Drive for $15 million.

Stop giving our town away!

In disgust,

Charlotte O'Connell

From: planning
Sent: Wednesday, June 24, 2026 5:05 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Anne Briscoe <[redacted]>
Sent: Wednesday, June 24, 2026 4:30 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

The main reason we voted in favor of the bond to purchase the property was to avoid something like is currently planned. It should be open space that residents can use. I think most people in favor of the current plan don't live in park city. They are just hoping to buy something in town that's subsidized.

Thanks for considering my opinion,
Anne Briscoe

Sent from my iPhone

From: planning
Sent: Wednesday, June 24, 2026 5:05 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Patti Blake <[redacted]
Sent: Wednesday, June 24, 2026 4:32 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Sent from my iPhone

From: planning
Sent: Wednesday, June 24, 2026 3:19 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Lillian LASZLO <[redacted]
Sent: Wednesday, June 24, 2026 2:49 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Lillian Laszlo
[redacted]
Park City UT 84060

Sent from my iPhone

From: planning
Sent: Wednesday, June 24, 2026 3:18 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: [redacted]
Sent: Wednesday, June 24, 2026 2:40 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you,

Diane S. Thompson
[redacted]

From: planning
Sent: Wednesday, June 24, 2026 3:18 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: I'd like to amend my comments for tonight.

Follow Up Flag: Follow up
Flag Status: Completed

From: Nancyandjk [redacted]
Sent: Wednesday, June 24, 2026 2:25 PM
To: planning <planning@parkcity.gov>
Subject: Re: I'd like to amend my comments for tonight.

I forgot to sign!

Nancy Davidson
[redacted]
Park City, UT 84060

Sent from my iPhone

> On Jun 24, 2026, at 1:13 PM, [redacted] wrote:
>
> I don't want to introduce negativity. I apologize. Here is my statement:
>
> "Dear Commissioners:
>
> The question of what should be done with the five-acre parcel at Kearns and Bonanza should ultimately be decided by the citizens who live and vote in ZIP code 84060. The issue has become deeply divisive within our community, and I believe a referendum would provide the clearest and most democratic path forward.
>
> My sense is that more residents would prefer a public park without housing development than additional development on the site, but rather than relying on assumptions, we should let the voters decide."

From: planning
Sent: Wednesday, June 24, 2026 3:17 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza project

Follow Up Flag: Follow up
Flag Status: Completed

From: linda mccausland [redacted]>
Sent: Wednesday, June 24, 2026 1:57 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza project

Please do not proceed with the latest proposal of multiple buildings and affordable housing on this site. Make it a park and/or an arts center for the community that lives in Park City permanently.
Thank you, Linda McCausland (20+ year resident)

Sent from Yahoo Mail for iPhone

From: planning
Sent: Wednesday, June 24, 2026 3:16 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: 5 acre parcel concerns

Follow Up Flag: Follow up
Flag Status: Completed

From: Seth Beal [redacted]
Sent: Wednesday, June 24, 2026 1:45 PM
To: Debra Stafsholt <[redacted]>
Cc: planning <planning@parkcity.gov>
Subject: Re: 5 acre parcel concerns

Thanks Deb. I am copying the planning department on this so everyone can have the benefit of your comments.

Hope all is well with you (I loved seeing the picture of you with your Thank You cake from the library).

Seth

On Wed, Jun 24, 2026 at 1:25 PM Debra Stafsholt [redacted]> wrote:

> Hi Seth,
>
> I hope you and your family are well. I am writing with concerns about the 5 Acre Parcel proposal. I drive through Kearns and Bonanza intersection 4 times a day, Mon-Fri to drop off and pick up my daughter from day program and work. I am sure you are aware that it does not take much disruption to create a traffic choke point there. The current 5 Acre Plans include 6, 3 story buildings and mixed use with 250 underground parking spots. I am absolutely concerned about the impact the construction and future density these plans will have on that intersection. Please consult with the Fire Dept, the Police and Emergency medical services as to their concerns during an emergency. I have long thought that intersection as is will make evacuation in a fire impossible.
>
> Please also weigh the following when making you ultimate decision on density at this location:
>
> 1. The volume of housing construction in nearby zip codes.
> 2. The prohibitive cost of underground parking.

3. Project cost.
4. Current ski season and event volumes at that intersection.
5. New plans for development at Deer Valley and Park City resorts.
6. Affordable housing solutions at the current Senior center, Studio Crossing, Park City Heights.
7. Growth projections for the new Community and Senior centers, welcoming county participants.
8. Dakota Pacific and Canyons housing availability.
9. 260,000+ visits to the library.
10. “Mixed use” competition to Main Street businesses.

John and I worked in Salt Lake for the majority of our working lives to afford to live in Park City. Why are we stuffing 84060 when we have alternative solutions so close by. Good intentions, wrong location. I support a park, a new city building or something with drastically reduced density for that location. I can’t help but think the current plans are rushed through to show the city can get something done as opposed to a thoughtful consideration of what the actual reality would be in the context of the greater “Park City”, Summit and Wasatch Counties. Seth, I am so glad someone with your specific skill set, your attention to detail and common sense is on our planning commission. Thank you for your time.

See you tonight,

Debbie Stafsholt

From: planning
Sent: Tuesday, June 23, 2026 1:14 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Regarding the 5-acre site

Follow Up Flag: Follow up
Flag Status: Completed

From: Terese Walton [redacted]
Sent: Tuesday, June 23, 2026 1:02 PM
To: planning <planning@parkcity.gov>
Subject: Regarding the 5-acre site

Hi Nannette
Thank you for taking my call the other day to explain the process of the work sessions. Please pass along this note to the planning commission.

Hello Planning Commission -
It won't surprise you that we are looking for a way to physically connect Prospector Square to the new Brinshore Development along Bonanza Drive. Our board and members have been advocating for this throughout the city's long-term planning process for the site.

This connection is win-win: it's vital for the ongoing success of Prospector Square, while our business and residential community will bring value and economic success to the new Brinshore development.

Thank you for continuing to keep this in mind while plans are underway.

Terese Walton
Property Owner, Clockwork Cafe building

Terese Walton, Managing Partner
Principal Broker
[redacted]

From: Turner Bitton <[redacted]>
Sent: Wednesday, June 24, 2026 2:44 PM
To: planning
Cc: Christin VanDine; Grant Tilson; Henry Sigg; John Frontero; Rick Shand; Seth Beal; Adam Strachan; Alec Barton; Nannette Larsen
Subject: Supportive for Development at the Southwest Corner of Kearns Boulevard and Bonanza Drive
Attachments: Park City Development Comment - Mixed Use on Kearns and Bonanza.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Dear Planning Commissioners and Planning Staff,

My name is Turner Bitton, and I serve as Executive Director of Wasatch Advocates for Livable Communities (WALC), a nonprofit organization that supports well-planned communities across the Wasatch Region through advocacy focused on housing, land use, transportation, and local governance.
I wanted to share the attached public comment letter regarding the proposed Five-Acre Site redevelopment at Kearns Boulevard and Bonanza Drive.

After reviewing the application materials, staff report, and the City's adopted planning documents, WALC believes this proposal represents an important opportunity to advance many of the goals outlined in the Park City General Plan and Bonanza Park Small Area Plan. In particular, we support the project's significant investment in workforce housing, its mixed-use design, its location within an area planned for redevelopment, and the substantial public benefits it provides through childcare, public open space, pedestrian improvements, and community-serving commercial uses.

We also recognize that residents have raised thoughtful concerns regarding building height, traffic, and neighborhood character. Our letter encourages the Commission to continue carefully evaluating those issues while also considering the long-term community benefits that this redevelopment would provide. We believe the project demonstrates how Park City can accommodate growth in a location specifically intended for mixed-use development while expanding housing opportunities for the people who live and work in the community.

Thank you for your service to Park City and for considering our comments. Please don't hesitate to reach out if I can answer any questions about WALC or our support for the project.

Sincerely,
Turner C. Bitton (he/him)
Executive Director

Wasatch Advocates for Livable Communities
[redacted]
[redacted]

Want to meet? Please put some time on my Calendar: [redacted]

Wasatch Advocates for Livable Communities

June 24, 2026

Dear Members of the Park City Planning Commission,

Wasatch Advocates for Livable Communities (WALC) respectfully submits this letter in support of the Five-Acre Site mixed-use redevelopment proposal located at the southwest corner of Kearns Boulevard and Bonanza Drive.

WALC evaluates development proposals using a rubric that considers housing production, affordability, transportation access, community benefits, environmental stewardship, and consistency with adopted plans. After reviewing the application materials, staff report, site plans, and applicant narratives, we believe this proposal strongly advances the goals established in Park City's 2025 General Plan and the Bonanza Park Small Area Plan.
At a time when Park City continues to face significant workforce housing challenges, this project represents a rare opportunity to transform a publicly owned, underutilized site into a mixed-use neighborhood that provides substantial community benefits while advancing long-standing community planning objectives.

Housing and Workforce Housing

The most significant public benefit offered by this proposal is the creation of 106 new housing units, including 88 deed-restricted affordable rental units and 18 workforce-oriented rental units. Park City's adopted General Plan identifies moderate-income and workforce housing as one of the community's central priorities and establishes a goal of housing a greater share of the local workforce within city limits.

The Five-Acre Site directly advances that objective by creating housing in a location where residents can access employment, services, childcare, recreation, and transit without relying exclusively on long-distance commuting. Providing housing opportunities within the community strengthens economic resilience, supports local employers, and helps maintain the diverse workforce necessary for Park City's continued success.

Community Benefits Beyond Housing

This proposal delivers substantially more than housing alone. The project includes more than 30,000 square feet of commercial, retail, restaurant, arts, and community-serving space, as well as a childcare facility and significant public gathering areas. These uses support the long-standing vision for Bonanza Park as a vibrant mixed-use district and help create an active neighborhood center rather than a single-purpose development.

The proposal also includes publicly accessible open spaces, plazas, pedestrian connections, and arts-oriented amenities that will contribute to community life and create a destination for both residents and visitors.

Transportation and Reducing Commuter Impacts

Public discussion surrounding the project has appropriately focused on transportation impacts. We encourage the Planning Commission to continue closely evaluating traffic and mobility considerations throughout the review process.

At the same time, it is important to recognize that housing located near employment centers can also be part of the solution to regional transportation challenges. As noted by supporters of the project, providing workforce housing within Park City has the potential to reduce commuting distances, decrease vehicle miles traveled, and lessen dependence on long-distance regional commutes.

The site's central location, pedestrian connections, and proximity to services create opportunities for residents to complete daily activities with fewer automobile trips than would be required if the same households lived outside the community.

Building Height and Site Design

We recognize that building height has emerged as one of the primary concerns raised by community members. The Planning Commission's careful review of the requested height modifications is therefore appropriate and necessary.

Based on the materials submitted by the applicant, however, the requested height increases appear to be tied to site design objectives that preserve open space, improve building separation, create pedestrian amenities, and support the delivery of affordable housing rather than increase overall project intensity. The applicant's narratives and site design materials indicate that the requested height does not increase square footage beyond what is otherwise permitted and allows the project to concentrate development in a manner that preserves substantial open space throughout the site.

We encourage the Commission to continue evaluating these requests through the criteria established in the Municipal Code while weighing the significant public benefits created by the project.

Balancing Community Character and Community Needs

We recognize that some residents have expressed concerns regarding neighborhood character, views, traffic, and alternative visions for the site, including the creation of additional park space. These perspectives deserve consideration and thoughtful engagement throughout the review process.

However, Park City's planning framework has repeatedly identified workforce housing, housing affordability, transportation efficiency, and mixed-use development as community priorities. The challenge before the Commission is not whether growth will occur, but whether growth can be directed in locations specifically identified for mixed-use redevelopment while delivering meaningful public benefits.

The Five-Acre Site is one of the most suitable locations in the city for accomplishing those objectives. It is a publicly owned site situated within an area planned for reinvestment, surrounded by existing infrastructure, services, and transportation connections.

Conclusion

WALC believes the Five-Acre Site proposal advances the goals of the Park City General Plan, supports the Bonanza Park vision, expands workforce housing opportunities, delivers publicly accessible open space, and makes efficient use of publicly owned land to deliver substantial community benefits.
While continued refinement of traffic mitigation, building design, and public realm improvements is appropriate as the project moves through the review process, we believe the proposal's benefits strongly outweigh its impacts and warrant favorable consideration by the Planning Commission.

We respectfully urge the Commission to continue advancing the application through the review process and support its eventual approval.

Respectfully submitted,
Turner Bitton
Executive Director
Wasatch Advocates for Livable Communities (WALC)
[redacted]



From: planning
Sent: Wednesday, June 24, 2026 8:47 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

From: Tina Quinn [redacted]
Sent: Tuesday, June 23, 2026 5:03 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. A place for people to convene, walk, enjoy being together. This land was acquired for the community, and the community has spoken clearly in favor of more open space. Please honor that vision.

Thank you.

Tina Quinn
Life & Leadership Coach
[redacted]

Get your copy of my best selling book here - Invisible Things, the most important things in life are the ones you can't see.

"Wisdom has never been about fast answers. It has always been about better questions." Chip Conley

From: planning
Sent: Wednesday, June 24, 2026 1:28 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: kim white [redacted]
Sent: Wednesday, June 24, 2026 6:24 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Sent from my iPhone

From: planning
Sent: Wednesday, June 24, 2026 1:19 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Item 5A_5-Acre Work Session Input

Follow Up Flag: Follow up
Flag Status: Completed

From: William Johnson [redacted]
Sent: Wednesday, June 24, 2026 1:16 PM
To: planning <planning@parkcity.gov>
Cc: Rebecca Ward <rebecca.ward@parkcity.gov>
Subject: Item 5A_5-Acre Work Session Input

Dear Planning Staff,

Can you forward to commissioners and assigned staff?

Thank you for your service to this community! Truly appreciate all your efforts.

After reviewing the staff report for tonight's work session, I've compiled some questions and clarifications for your consideration:

Bonanza Park Small Area Plan

The Bonanza Park Small Area Plan envisioned a mixed-use neighborhood with limited residential uses and careful transitions to surrounding development. How does staff find that the proposed mix of market-rate condominiums, affordable housing, time-interval ownership, and nightly rental accommodations remains consistent with the Small Area Plan's vision? Or how does this proposed mix of residential units align with the current code? 15-2.18-1 only references “limited Residential Uses” within the GC district.

More importantly, the Bonanza Park Mixed Use District code updates have stalled with City Council. As a reminder, Council held three public hearings on that code (May 22, 2025; June 26, 2025; and August 26, 2025), yet consensus was never reached. While the Small Area Plan was adopted, until the code is updated, it leaves the plan without corresponding regulatory standards.

As a side note: It is interesting to me that updating the code does not appear to be a priority. If implementation of the Small Area Plan is truly the goal, updating the underlying code would seem to be the logical first step.

FPZ Encroachment

One of the intents of the Frontage Protection Zone (FPZ) is to preserve future transportation improvements along Kearns Boulevard and protect UDOT's right-of-way. Why are the pedestrian pathways located within the 0'-30' portion of the FPZ rather than within the remaining 30'-100' area? Has staff evaluated whether these improvements may require future relocation if UDOT or the City widens or otherwise modifies the corridor? Easier to move a building now...

Kearns Blvd Access

Is the proposed Kearns Boulevard access right-in/right-out only, full movement, or emergency access only? My experience with a previous proposal (close by) led me to believe that full movement access would not comply with UDOT access management requirements, nor the city engineer's requirements.

Emergency Access

The plans appear to show emergency vehicle access within the FPZ adjacent to Buildings 2 and 3. How does this configuration satisfy the Fire District recommendation that emergency access routes remain free of landscaping, trees, site furnishings, or other design elements that could impede emergency access? Will future landscape plans be restricted from placing improvements within these access corridors? Or utilities? Future bus stops?

Residential Use

What public benefit is achieved by allowing multiple residential ownership and occupancy formats; including affordable housing, market-rate condominiums, time-interval ownership, and nightly rental accommodations; within a single development? If allowed, has staff evaluated a minimum occupancy requirement, such as 30-60 days, for market-rate units?

Architectural Stepback

The Bonanza Park Small Area Plan contemplated upper-story stepbacks to reduce perceived mass and scale. Why does the current proposal not incorporate the 10-foot stepback previously discussed during development of the Bonanza Park code framework, particularly for Buildings 2 and 3 and within the FPZ? By omitting this stepback, the developer can achieve maximum height using roof-pitch exception, but if the city is using the Bonanza Park Small Area Plan framework, this doesn't align.

Building Height

My interpretation of LMC 15-2.20-4 is that development within the FPZ must comply with the underlying zoning district. In this case, the GC height limit is 35 feet. The FPZ contains its own enumerated exceptions, but the MPD provisions do not expressly supersede FPZ height limitations.

Can staff clarify the specific code provision that authorizes building heights exceeding 35 feet within the FPZ? LMC 15-2.20-4 appears to require compliance with the underlying zoning district, and LMC 15-2.18-4(a) identifies specific exceptions. What code section authorizes additional height beyond those provisions?

Bonanza Loading Area

Is the Bonanza Drive access intended to function as a loading and service area? If so, where is the designated truck turnaround area or hammerhead configuration? Has staff evaluated whether service vehicles would be required to back into Bonanza Drive or otherwise impede traffic operations?

Solar Study

Exhibit D presents the conclusions of a solar/shadow analysis but does not appear to describe the underlying methodology. What assumptions were used regarding building massing, topography, and surrounding structures? Without a documented methodology, it is difficult to independently evaluate whether the study accurately represents impacts on adjacent properties. This seems like low hanging fruit for the developer, and the public record would benefit with more information.

Again, I appreciate all you and your service! And I'll probably have more comments down the road...

Thanks for your time and consideration,

Bill Johnson

84060

From: planning
Sent: Wednesday, June 24, 2026 9:39 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Bonanza Park Development

Follow Up Flag: Follow up
Flag Status: Completed

From: Lynn FEY [redacted]
Sent: Wednesday, June 24, 2026 9:24 AM
To: planning <planning@parkcity.gov>
Subject: Bonanza Park Development

Dear Planning Commission,

As I will not be able to attend the meeting tonight in person, I want you all to know that I am vehemently opposed to the current plan for Bonanza Park. I have lived in Park Meadows for 33 years and am most probably at the intersection of Kearns and Bonanza several times a day and have watched the congestion get worse and worse every year. Why would we add a development of this size at this exact spot? Of course, I am against the 45 foot height which you have some control over, but I am hoping that you have control over this outsized development as well! As you know, nearby on Kearns Boulevard, there are other already approved new developments. I ask myself WHY?? Can you ask yourselves the same question?
Thank you for your consideration.
Lynn Fey, for Tom, too

From: planning
Sent: Wednesday, June 24, 2026 9:11 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza Park

Follow Up Flag: Follow up
Flag Status: Completed

From: matt strong [redacted]
Sent: Wednesday, June 24, 2026 9:08 AM
To: planning <planning@parkcity.gov>
Subject: Bonanza Park

Dear Park City Planning Commission,

I am writing as a Park City property owner to formally oppose the proposed dense housing development on the Bonanza Park 5-acre parcel at the corner of Kearns and Bonanza.

This site is irreplaceable. A 5-acre gateway property of this significance is a once-in-a-generation asset — it should reflect the character and identity of Park City, not be defaulted into a dense housing project with minimal public awareness or community input.

The proposed concept plan — seven large buildings reaching four stories at an already-strained intersection — would wall off mountain views and create a canyon effect at one of the most visible entry points into our city. That scale and density is fundamentally incompatible with what makes Park City distinct.

It's also worth noting that this land was originally acquired with a community-oriented purpose in mind. That purpose was never replaced when Sundance and the Kimball Arts Center departed — it was quietly abandoned. Dense private housing does not honor that original intent.

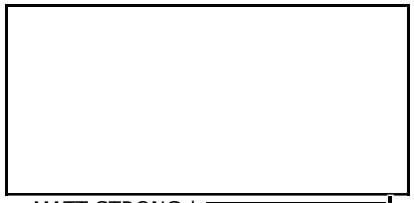
Public gathering space matters. When it disappears, communities retreat into private enclaves — those who can afford them. Park City loses the common ground where people of all backgrounds actually share a town together. That is a harder loss to quantify than square footage, but it is a real one.

I urge the Commission to slow this process, bring it into full public view, and give serious consideration to a community-centered alternative that reflects the irreplaceable nature of this site.

Thank you for your consideration.

Respectfully,

Matt Strong
[redacted]



MATT STRONG | [redacted]

From: planning
Sent: Wednesday, June 24, 2026 8:52 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: Candace Grannis <[redacted]
Sent: Wednesday, June 24, 2026 8:17 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

Once this land is built on, you can not get it back Take a look at the Engine House Project, Do we really want multiple buildings like this at the entrance to our town?I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

From: planning
Sent: Wednesday, June 24, 2026 8:50 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Opposition to Proposed Development at Bonanza Park 5-Acre Parcel

Follow Up Flag: Follow up
Flag Status: Completed

From: Chelsea Strong <[redacted]
Sent: Wednesday, June 24, 2026 7:51 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Opposition to Proposed Development at Bonanza Park 5-Acre Parcel

Dear Park City Planning Commission,

I am writing as a Park City property owner to formally oppose the proposed dense housing development on the Bonanza Park 5-acre parcel at the corner of Kearns and Bonanza.

This site is irreplaceable. A 5-acre gateway property of this significance should reflect the identity of our community — not be defaulted into a $60M housing project with little public awareness or meaningful community support.

The proposed concept plan — seven large buildings reaching four stories at an already-strained intersection — would wall off mountain views and create a canyon effect at one of Park City's most visible entry points. That is not the Park City we know.

This land was originally acquired to anchor cultural anchors like Sundance and the Kimball Arts Center. Both left. The community-oriented purpose was never replaced — it was quietly abandoned. Dense private housing is not a substitute for that vision.

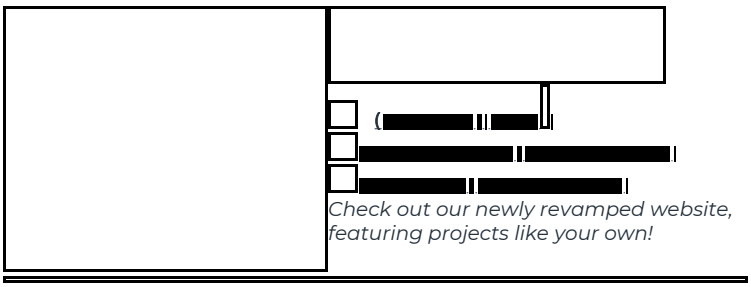
When public gathering space disappears, communities fracture. Private amenities fill the void for those who can afford them, and the common ground where people of all backgrounds share a town together is lost. That loss is real, even if it's hard to quantify.

I urge the Commission to pause this process, increase public transparency around the proposal, and give serious consideration to a community-centered alternative — one that honors the gateway character of this once-in-a-generation site.

Thank you for your time and service to our community.

Respectfully,

Chelsea Strong
Park City Property Owner



From: planning
Sent: Wednesday, June 24, 2026 8:49 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: June 24 Planning Commission - Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

From: [redacted]>
Sent: Wednesday, June 24, 2026 7:38 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission - Bonanza Five Acres

Dear Planning Commission and City Council:

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Sincerely,

Pat

Daniel Patrick O'Connell
[redacted]
Park City, Utah 84060-7730
[redacted]

From: planning
Sent: Wednesday, June 24, 2026 8:49 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Michele Hart <[redacted]
Sent: Wednesday, June 24, 2026 6:14 AM
To: Tana Toly <tana.toly@parkcity.gov>; planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Re: June 24 Planning Commission — Bonanza Five Acres

>
>
>
> Tana,
> Thank you for your quick response and forwarding the link to the new website. I apologize for the short email I sent previously, I should have taken more time to explain my concerns. I know this is sensitive, the council and planning commission have been working a long time on this project. Unfortunately, I won't be able to attend the upcoming meeting so please hear me out below.
>
> Some things to consider:
>
> Now that the apartment buildings are completed in the area relatively close to the bonanza site, the magnitude of the having this area developed really starts to make an impression and I feel it might worth taking the time to show on a larger scale the modeling to community and allowing additional feedback. I do not recall seeing the plans put forth to the community other than on the website, but I might be mistaken.
>
> The marketing says there will be "62% open space." I don't know about you, but when I think of open space, my thoughts go to grass fields, large expanses allowing views or vistas, etc. I was excited to hear that 62% will be open space but after looking at the modeling more closely I am concerned that the statement 62% open space can be misleading. Imagine driving the perimeter or walking through this development, will we be seeing tall buildings blocking the views? Is it too late to add further height restrictions in order to see our gorgeous views we all cherish as we drive or walk in this area?
>
> There are so many great things about the plan and the stated goals for this development; more parking, affordable housing, I could go on and on but I think it is so very important to protect the aesthetic of Park City. The proposed modern style is great now but I hope it doesn't look dated in 10-20 years. I found it interesting that many of the pictures shown on the website you forwarded are of the older buildings with character and charm in Park City. Should we try to capture that in this project?
>
> You are correct I have not been participating in the process to this point, we are newer to the area. I trust the council and the planning commission to make the right decision. However, I do think it is appropriate to allow more time for the community to engage considering the recent apartment developments that allow us to understand the scale of the buildings that are being proposed.

>
> Respectfully,
> Michele Hart
>[redacted]
>
>> On Jun 23, 2026, at 6:49 PM, Tana Toly <tana.toly@parkcity.gov> wrote:
>> Michele,
>>
>> Thank you for reaching out and sharing your thoughts on the Bonanza 5-acre site. I appreciate your engagement, but I want to be entirely clear about our timeline and process because we have absolutely not rushed this decision.
>>
>> Since I joined the City Council, we have held more than 30 public meetings and extensive data workshops specifically to gather resident feedback on this parcel. To say we need more time for public input overlooks the years of community dialogue and the 30+ meetings and over 1500 comments that have already taken place to carefully shape this plan. Did you have an opportunity to attend or tune into any of those 30 meetings?
>>
>> The concern that residents would "agree with the lack of open space" comes down to a misunderstanding of what the new plans actually look like. Right now, this 5-acre parcel is a giant patch of concrete, rubble, and an asphalt parking lot. Far from taking open space away, our plan actively "un-paves" the concrete to create 2 full acres of dedicated, programmable public park space right in the center. Nearly half the entire site is being preserved for the public.
>>
>> When this property was originally purchased, it was funded by a tax placed entirely on our nightly visitors. The City Council at that time explicitly envisioned a gateway that combined transit, arts and culture, and workforce housing, not a park. This isn't a new concept, and the current proposal is actually less dense than the plans put forward back in 2020.
>>
>> The Bonanza site sits directly on our major bike and bus transit corridors and uniquely has zero immediate residential neighbors to impact. By combining a massive 2-acre public park and local arts infrastructure with a small footprint for essential housing, we are delivering mixed use development that the majority of our 1,500 respondents asked for.
>>
>> A new website was released this month that has all the updated site plans, details, and project information explicitly so residents can see exactly how much open park space is included. I highly encourage you to take a look 5acresite.com
>>
>> Thank you again for your time and for sharing your perspective.
>>
>> With Gratitude,
>> Tana Toly
>> Park City Council
>>
>> -----Original Message-----
>> From: Michele Hart <[redacted]
>> Sent: Tuesday, June 23, 2026 4:44 PM
>> To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
>> Subject: June 24 Planning Commission — Bonanza Five Acres
>>
>> Dear Planning Commission and City Council,
>>
>> I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space.

This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.
>>
>> Park City residents deserve better.
>>
>> Please take more time for public input. I do not believe residents know what the new plans look like and I feel strongly they would agree with the lack of open space.
>>
>> Thank you,
>> Michele Hart

From: planning
Sent: Wednesday, June 24, 2026 8:48 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Bonanza and Kearns Best Use

Follow Up Flag: Follow up
Flag Status: Completed

From: Wendy Petersen [redacted]
Sent: Wednesday, June 24, 2026 12:57 AM
To: planning <planning@parkcity.gov>
Subject: Fwd: Bonanza and Kearns Best Use

---------- Forwarded message ---------
From: **Wendy Petersen** [redacted]
Date: Wed, Jun 24, 2026 at 7:50 AM
Subject: Bonanza and Kearns Best Use
To: council_mail@parkcity.gov <council_mail@parkcity.gov>

Hello Ryan Dickey, Park City Council Members , and Park City Planning Committee Members,

I am out of town for the next Council meeting on the Bonanza and Kearns Development plans.

I'm writing to you urging a change of plans of the use of this land . I believe that the amount of affordable housing is overwhelming this land that was to be used over a decade ago for a Park and Arts Community .
Please step back and reconsider what long time residents , myself included , are urging you to change.

I drive past this piece of land from my residence to anywhere I need to go many times a day .
If it becomes a multi residential area for affordable housing , it will be even more of a grid lock than it is now . It will feel like overwhelming traffic every day as it was for decades during Sundance or traffic after the ski resorts close.
It will be unsightly with apartment complexes rising up to 3-4 stories . I left city life decades ago to enjoy this beautiful town with its Mountain View's.
Please do not bring this gridlock in town as it is at Kimball Junction.

Please , I urge you to use Bonanza and Kearns area for Open Space, Entertainment , and Walkability with a Park. Thank you .

Sincerely,
Wendy Petersen
Park City Resident since 1988.

From: planning
Sent: Tuesday, June 23, 2026 4:54 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Terry Sidford [redacted]
Sent: Tuesday, June 23, 2026 4:53 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Sent from my iPhone

From: planning
Sent: Tuesday, June 23, 2026 4:51 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

-----Original Message-----
From: sally shannon [redacted]
Sent: Tuesday, June 23, 2026 4:45 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Sent from my iPhone
Sally Shannon
[redacted]

From: planning
Sent: Tuesday, June 23, 2026 4:51 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

-----Original Message-----
From: Michele Hart <[redacted]>
Sent: Tuesday, June 23, 2026 4:44 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Park City residents deserve better.

Please take more time for public input. I do not believe residents know what the new plans look like and I feel strongly they would agree with the lack of open space.

Thank you,
Michele Hart

From: planning
Sent: Tuesday, June 23, 2026 4:41 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

-----Original Message-----
From: Mary Bourke <[redacted]
Sent: Tuesday, June 23, 2026 4:31 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to develop the Bonanza Five Acres without turning it into a multi story high density Mini city. This land was acquired for the community, and the community has spoken clearly in favor of responsible development.

Please honor that vision.

Thank you.

Sent from my iPhone

From: planning
Sent: Tuesday, June 23, 2026 2:02 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

From: Trigger Reital [redacted]
Sent: Tuesday, June 23, 2026 1:57 PM
To: planning <planning@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to build housing for the community. This land was acquired for the community, and the community has spoken clearly that affordable housing is needed in Park City. Affordable housing is vital to the Park City community.

Thank you.

Trigger Reital
Executive Managing Director

[redacted]
Salt Lake City, UT 84111
[redacted]
Please Note My New Email Address

Newmark Mountain West Alliance Press Release
[redacted] View my Bio
LinkedIn X Instagram

From: planning
Sent: Tuesday, June 23, 2026 1:14 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza Park Planning Commission Review

Follow Up Flag: Follow up
Flag Status: Completed

From: Craig Dennis [redacted]
Sent: Tuesday, June 23, 2026 12:51 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza Park Planning Commission Review

Park City Planning Commissioners:

As you begin your review and deliberations regarding the Bonanza Park five-acre development, please know the neighbors across the street at Prospector Square have been following the discussions at city hall closely. You will likely hear from us when there is public comment.

There are three items we care about:

- Connectivity across the street to the Prospector Square neighborhood and beyond. Right now Bonanza acts as a barrier.
- It is time something gets done. The property has been vacant for nine years. Vitality of this property will help all of Park City.
- Any additional traffic lanes for the SR248 Rapid Bus proposal be put on the Bonanza Park side of the street so no businesses are impacted in Prospector Square.

Feel free to reach out anytime for our input.

Craig

Craig Dennis
Executive Director
Prospector Square Property Owners Association
[redacted]
Park City, Utah
[redacted]
[redacted]
[redacted]

From: planning
Sent: Monday, June 22, 2026 4:55 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Bonanza 5 a parcel input

Follow Up Flag: Follow up
Flag Status: Completed

From: Jan Jones-Schenk [redacted]
Sent: Monday, June 22, 2026 4:52 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza 5 a parcel input

Dear neighbors,
As a 40 year resident of Park City I write to ask you to consider the impacts of the development proposed for this parcel.
Impacts on view corridor which can never be replaced.
Please do not consider height limitations in our code as suggestions. They must be absolute and even if the buildings met the height limitations, they will spoil views that are the essence of our community.
Impacts on density at an already overcrowded and intense traffic corridor cannot be mitigated.
There are currently more than 7 affordable housing projects within 1/2 mile of this site. The density in this congested part of our community is already extreme. Traffic at the Bonanza Kearns intersection just yesterday at 3pm, was backed up 2 blocks so the left. North turn lane could not be accessed. This is still the less busy time of year and traffic is unmanageable.
Proposed open space is not public green space.
Sidewalks are 'counted' as open space. This is not the intention of open space requirements. Further, when AH projects do have green space like Holliday Village apartments, that space is not used as community access and gathering. It's like sitting in someone's front yard. That does not meet the intent for community gathering no matter how many times it is said to.

Park City is lacking in park space and open green space and this proposal does not support or advance the stated vision for Bonanza Park:

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.

Please do not approve and advance this project.

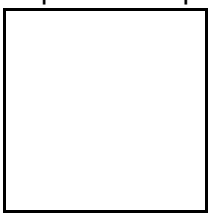
Warm regards,
Jan Jones-Schenk
[redacted]
Park City UT 84060

From: public_comments
Sent: Monday, June 22, 2026 3:48 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Public Comment Submission

From: No Reply <noreply@civicplus.com>
Sent: Monday, June 22, 2026 3:32 PM
To: public_comments <Public_Comments@parkcity.gov>
Subject: Public Comment Submission

Submitted by: Jan Jones-Schenk
Email Address: [redacted]

Commented on event: https://parkcityut.portal.civicclerk.com/event/3687/overview
If you are having trouble viewing the URL above, cut and paste the string into your browser window.

User comment: I do not understand why community survey results are not included in the staff report on this project. This information should be highlighted for any full deliberation on this project especially since so many exceptions to the code are requested by the developer. This appears to assume the project partnership is already in place and this is simply a reshuffling of deck chairs exercise. 

Nannette Larsen

From: Clive Bush <[redacted]
Sent: Wednesday, July 8, 2026 8:15 AM
To: planning
Cc: Alec Barton; Nannette Larsen; Council_Mail; Rebecca Ward
Subject: Re: 5 Acre site traffic Study FOR PUBLIC RECORD

Follow Up Flag: Follow up
Flag Status: Flagged

Dear commissioners:

Traffic studies tend to pose more questions than answers – it's no different here and one must look beyond the technical review to evaluate the projected growth, and mitigation measures.

Multimodal transportation is not the panacea it promises to be. It attempts to keep pace with growth without guaranteeing future vehicular reductions. It fails to resolve longer term induced demand that combined with growth regulates congestion. It penalizes vehicular use with paid parking while creating negative effects for locals such as parking sprawl. Many unresolved issues must be addressed citywide before one could consider BRT the silver bullet to restore Park City's traffic to an acceptable level while maintaining its livability.

The residents of Park City deserve more from its governing authority. Peddling this study, which targets a single project, while promoting citywide growth—such as increased peak day visitors on Main Street—is a dereliction of public duty. UDOT transportation engineers have reminded us at joint meetings that BRT alone is an incomplete regional system requiring local solutions to work – this omission is staring us down, while a previous Council's vote to prioritize a local circulation study as part of the Main Street Area Plan remains unpublished.

Despite these omissions from the applicant there are many red flags such as forced right turns, excessive queuing, and less than robust mitigation measures of a bike share, grade separations, and a failed micro-transit system that are required to make ends meet. As the public has expertly highlighted this area is already a failure and nothing in the report or proposed mitigation has any substance to fix it, while making conditions worse for local residents and business owners.

Regards,

Clive Bush

Old Town, Park City

From: Clive Bush <[redacted]
Sent: Wednesday, July 22, 2026 10:22 PM
To: planning; Council_Mail
Cc: Rebecca Ward; Nannette Larsen
Subject: 5-Acre Development Traffic & Parking FOR PUBLIC RECORD
Attachments: 5acre_TIS comments_7_22_2026.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners and Council Members,

Please find attached my review of the traffic and parking studies submitted for the 5-Acre Development FOR PUBLIC RECORD. I have treated them as the applicant's complete and final submission, not a draft owed the benefit of the doubt. There are gaps, errors and lapses that I wouldn't expect in a document professionally stamped and represented as complete.

But the technical findings point to something larger than any single correction can fix. We are told, repeatedly, that BRT, walking, and biking will solve congestion. The City's own record says otherwise—nothing in these studies, the Re-Create 248 charter goals, or the adopted LPA shows that congestion reduction was ever the plan. Meanwhile, capital projects are widening vehicular lanes today against General Plan policy, which the traffic study claims improves traffic flow (its the only improvement they have quantified). That gap between what residents are told and what the City's own record shows is, at minimum, misleading — and contnues to be uncorrected in local media coverage.

The City is preparing to add substantial development here and elsewhere in Park City. Before it does, I believe the City owes residents these four things: a direct review of its transportation policy, an honest public accounting of what these investments will and will not fix, their impact on residents, and a clear explanation of how current decisions square with the General Plan the City has adopted for itself.

Thank you for your time and consideration.

Regards,
Clive Bush
Old Town Resident

Public Comment: Review of the Traffic & Parking Studies for the Bonanza Park 5-Acre Development

Submitted to the Park City Planning Commission and City Council
July 22, 2026

Documents Reviewed

- 5-Acre Development Traffic Impact Study (Hales Engineering, June 5, 2026)
- Parking Study Memorandum (Hales Engineering, June 26, 2026)
- Applicant's Narrative Regarding Parking (June 29, 2026)

Purpose

This comment is prepared for consideration by the Park City Planning Commission and City Council in connection with their review of the above studies.

The City’s Competing Obligations

Brinshore Development, LLC is the applicant, authorized by Park City Council to move forward with this Planning Commission submission at its meeting on March 19, 2026. Brinshore's interest in this process is, understandably, to secure and deliver the development. The City's interest is also not neutral: committing up to $40 million toward the Project. But the City also has a broader responsibility to the whole community and the constituents it serves. These studies do not demonstrate that this broader responsibility has been given appropriate weight. Most notably, they fail to engage with what the City's own General Plan identifies as residents' foremost concern: “71% of Park City residents identify traffic and congestion as the City's biggest challenge" (Park City General Plan, p. 17).

As an example: The traffic impact study ("TIS" or "the study"), prepared by Hales Engineering for the proposed 5-Acre Development, understates the severity of the traffic impacts it identifies. It doesn’t meet Park City's own Traffic Impact Study Guidelines, and proposes mitigation measures that the study itself states were never analyzed for effectiveness.

- The study labels every failing (LOS F) intersection as merely “poor” without disclosing that actual delays reach as high as 11.5 minutes for a single turning movement.
- The study's own mitigation measures were, by its own admission, never implemented or analyzed as part of the study.

- Two of the study's growth-rate provisions do not satisfy Park City's Traffic Impact Study Guidelines dated June 23, 2023.
- Trip generation credit is taken for transit infrastructure (bus rapid transit) that does not yet exist and is not guaranteed to be built, or known to solve the failing grades.

I. The Study Systematically Understates Failing Intersections

Intersections graded Level of Service (LOS) F are labeled only "poor" in the report's summary tables and narrative, with no indication of the magnitude of the failure. This is possible because LOS F in the summary tables caps reported delay at 50 seconds for an unsignalized intersection and 80 seconds for a signalized one — shown as "f (>50)" and "f (>80)" (Table 1, p. 3; Tables 4, 5, 11, 12, 13) — so a movement failing by one second and one failing by ten minutes receive an identical grade. A reader relying on the report's tables and conclusions has no way to distinguish a marginally failing intersection from one that has effectively ceased to function.

The actual delay figures do not appear anywhere in the report's summary or conclusions. They exist only in Appendix C, across 53 pages and 105 tables of raw Synchro/SimTraffic output. There, the westbound left turn from Prospector Avenue onto Bonanza Drive — the intersection's worst movement in every scenario studied — shows a clear and worsening pattern:

Scenario	AM Peak (sec)	PM Peak (sec)
Existing (2026) Background	98.2	254.4
Future (2027) Background	110.0	308.6
Opening (2027) Plus Project	159.6	406.2
Future (2037) Background	271.0	589.2
Future (2037) Plus Project	**402.0**	**689.0**

By 2037, this movement is projected to carry an average delay of **11.5 minutes** in the PM peak with the project in place (Appendix C, p. 110) — nearly triple the delay of the Existing (2026) condition, which is itself already failing. That is not a "poor" operating condition; it is a functional breakdown of the intersection, worsened at every year the study examined.

Despite identifying this and other LOS F intersections, the study offers no mitigation that actually addresses this failure. The only measure ever proposed for this intersection — restricting egress left turns to discourage cut-through traffic (p. 10) — targets a different problem (neighborhood cut-through volume), not the delay documented above.

II. Compliance with Park City's Traffic Impact Study Guidelines (June 23, 2023)

A. Opening year (Guidelines, p. 4)

The Guidelines define the required analysis scenarios around the "year of project opening". If the project's real anticipated opening date is later than 2027, all four forward-

looking scenarios are built on the wrong year and would need to be shifted and re-run accordingly.

B. Operational standard and mitigation (Guidelines, p. 4)

The Guidelines require “an operational standard for intersections… equivalent to LOS D or better” and further state that “Context-sensitive mitigation measures should be examined for intersections that exceed the level of service standard or produce queues that affect traffic operations at other intersections.” Many intersections operate at LOS F, and queues exceed 1,000 feet at several locations — itself a reporting cutoff, not an exact figure (see Section X, below). The study concedes that this examination has not been carried out anywhere in the report.

The Guidelines' examination requirement isn't conditioned on whether the project caused the failure; it is simply triggered by the LOS result. The Guidelines are not required to assign responsibility for implementing improvements — only to identify and examine them beyond the baseline condition.

C. Growth rates and in-process developments (Guidelines, p. 4)

The Guidelines require that future traffic volumes from other in-process developments that have been submitted with complete applications, but not yet constructed, be included in projected traffic volumes. The study addresses nearby project activity only by stating that, “according to the Park City General Plan (2025), there are no projects planned before 2027 in the study area” (p. 11), citing the General Plan rather than a staff-provided list of in-process developments — a different and narrower source than the Guidelines specify.

III. The Study's Own Mitigation Measures Were Never Analyzed

The Existing (2026) Background chapter proposes a list of mitigation measures for the failing intersections — grade-separated pedestrian crossings, signal timing changes, turn restrictions, interconnectivity improvements, as well as dual left-turn and channelized lanes. Immediately after listing them, the study states directly:

> None of the mitigation considerations were implemented and analyzed as part of the traffic impact study and are only provided for the City to consider (p. 10).

Every later chapter of the study — Opening (2027) Background, Opening (2027) Plus Project, Future (2037) Background, and Future (2037) Plus Project — simply defers to this same unanalyzed list, stating that no additional or further mitigation is recommended (pp. 15, 27, 31, 35). In other words, across a ten-year horizon in which the worst movement's delay grows from roughly two minutes to 11.5 minutes, the study's mitigation analysis does not advance beyond a single unverified list of possibilities floated in the baseline year.

This is inconsistent with the study's own stated performance standard: “If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented” (p.

3). The word “or” allows the study to satisfy its own standard with an explanation alone, without ever committing to or testing a mitigation measure — a lower bar than the Guidelines set.

IV. Project Trip Generation Reductions

The study's multimodal trip reduction percentages — which lower the number of vehicle trips assumed in every LOS calculation in the study — are based in part on “the anticipated number of people that will walk, bike, or take transit to/from the development,” informed by the Park City Transportation Demand Management Report and by a list of strategies that includes “a future bus rapid transit system… planned in Park City along SR-248 and Bonanza Drive” (p. 16). The study takes a present-day trip-count credit for a future transit investment whose funding, timeline, and completion are outside the study's control and are not analyzed for likelihood, risk, or effectiveness.

V. Projected Traffic Volumes (TIS p.28)

Hales Engineering reports that future forecasted volumes were obtained from the Summit & Wasatch Counties travel demand model, but the study does not disclose what assumptions are built into that model — including whether it already accounts for modal splits or bus rapid transit services that the study elsewhere proposes as a future mitigation measure. If the model already assumes some level of transit ridership, then citing BRT again later as a mitigation measure risks double-counting the same benefit rather than offering a genuine, additional fix. The City and/or applicant should be required to provide a full accounting of the assumptions underlying these forecasted figures before the study's conclusions can be considered.

VI. Deer Valley Drive / Park Avenue “improvement”

The TIS shows improved performance at this intersection by 2037 (TIS Table ES-1, p. i) — a result the study does not attribute to any cause, but which appears connected to the vehicular lane widening now under construction.

At the June 12, 2025 Council meeting, the decision to widen the roads set aside a transit-only alternative in favor of additional vehicular lanes to accommodate improved traffic flow as well as the 224-BRT. This ran counter to existing City policy even at the time: Park City's 2014 General Plan already prioritized public transportation “over widening roads to maintain the small-town experience of narrow roads, modest traffic, and Complete Streets” (SmallTown VI, p. 43). The City's 2025 General Plan made this policy more forceful still, stating plainly that “if lane widening is ever considered in the future, it must only be used to provide multi-modal improvements and should not be used to increase car driving lanes” (Park City 2025 General Plan, p. 17). Both the 2014 and 2025 General Plans are explicit on this point, and the Council's June 2025 decision is difficult to reconcile with

either. The City should clarify whether the widening approved at that meeting is consistent with the standard it has set for itself, both before and since. Absent that clarification, the widening itself stands as a tacit admission that the City does not believe BRT, on its own, would have resolved congestion at this intersection or any other — and the City should clarify how this affects planned transit improvements at other intersections, and how downstream streets already affecting resident livability are expected to be addressed.

VII. The City's Own Record Contradicts the Congestion-Reduction Assumptions

The TIS assumes that a future bus rapid transit service may, on its own, resolve existing and future congestion and queuing (TIS, p. 10). Nothing in the study supports that assumption.

Resolution 04-2026, which formally adopts Dedicated Exclusive Bus Lanes as the Locally Preferred Alternative on Hwy 248, is also non supportive: it justifies the choice by "improved regional transit reliability, travel time competitiveness, sustainability, safety, and long-term mobility" — and is silent on any expectation that vehicular congestion itself will decrease.

This is consistent with public statements from the officials responsible for this corridor. At the December 6, 2024 Council Special Meeting, then-Councilor Ryan Dickey and UDOT Deputy Director Shane Marshall (now with Horrocks Engineering) both stated that the Re-Create 248 transit service would not solve traffic congestion once growth and economic activity are factored in. Councilor Dickey was particularly concerned about the public being misled on this point. Park City's Senior Transportation Manager separately acknowledged that an initial drop in traffic does not mean the underlying problem is solved (timestamp 31:45–34:40).

The City is simultaneously widening the vehicular lanes at the Box of Rocks intersection (Section VI, above) — the same intersection the TIS credits with improved performance by 2037. If BRT were sufficient to resolve congestion, or Council believed it would, that widening would be unnecessary; the City's own infrastructure decisions say otherwise.

Paid parking and parking reductions may incentivize transit use in theory. In practice, without a citywide strategy to offset their local effects, they create serious problems for residents. First, paid or reduced parking simply means less parking available to residents who have no practical alternative to driving. Second, that demand does not disappear — it shifts onto adjacent neighborhood streets and nearby businesses never designed to absorb it. Third, and most fundamentally, none of this is paired with a viable local transit alternative connecting residents to everywhere they actually need to go.

That gap matters because of how BRT itself works: it serves trips that both start and end along the SR-248 corridor, or trips from out-of-town visitors parking at a Park & Ride. Residents are neither. They live here year-round and travel to multiple destinations every day — the grocery store, school, work, a friend's house — most of which are not on the corridor at all. A transit line built for corridor-to-corridor and park-and-ride trips does nothing for that kind of daily, dispersed travel. Charging residents for parking, or reducing the parking available to them, only makes sense as a demand-management tool if a real alternative exists for the trips they're actually taking. Here, none does.

Taken together: the regional corridor's own charter goals and adopting resolution never claimed BRT would reduce congestion; the officials responsible for this corridor have acknowledged this directly; and the City is widening roads because it doesn't trust transit alone to resolve traffic flow. The TIS's own contingency plan for its "multi-modal goals" is to add vehicular lane capacity — dual left-turn lanes and channelized right-turn lanes at Deer Valley Drive/Park Avenue, Bonanza Drive/Kearns Boulevard, and Bonanza Drive/Deer Valley Drive — "if multi-modal goals are not as successful as planned" (TIS, p. 10). That is precisely the outcome the General Plan prohibits: lane widening reserved for multi-modal improvements, not for increasing vehicle capacity (Section VI, above). The TIS leans on BRT and multi-modal strategy as its primary mitigation, offers no analysis to support that reliance, and its own stated fallback, widening vehicle lanes — is one the City's General Plan does not permit. A study that builds its central mitigation strategy on an assumption its own project charter, its own officials, its own capital projects, and its own fallback plan all contradict should not be relied upon as written.

VIII. Unsupported Claim

The applicant claims verbally that the affordable housing component reduces traffic. The TIS itself contradicts this: it projects a net increase of 1,238 vehicle trips per day for the full project, and the project as a whole — including the market-rate housing, which is described as necessary to support the affordable housing component, generates that increase. The TIS's own numbers undercut this claim rather than support it.

IX. Unsafe and Unresolved Access Offsets Near Bonanza Drive / Kearns Boulevard

The study's own text identifies unresolved geometric safety problems tied to the Bonanza Drive / Kearns Boulevard intersection; these are loosely addressed only through a turn restriction rather than a fix to the underlying condition. The Garage Access on Bonanza Drive is also limited to right-turns-only “due to queuing from the Bonanza Drive / Kearns Boulevard intersection, the proximity of Prospector Avenue and other accesses creating unsafe offsets, and the presence of a traversable center median” (p. 19). The same queuing and offset conditions cited here require that Prospector Avenue's own proximity to the Bonanza Drive / Kearns Boulevard intersection warrants scrutiny as well. The study

concedes that the Private Drive access on Kearns Boulevard — 500 feet west of the Bonanza Drive / Kearns Boulevard intersection — "does not meet UDOT's access spacing requirements with nearby accesses and may require a variance request" (p. 19).

In both cases, the study identifies the underlying problem — an unsafe offset in one instance, a spacing standard the project does not meet in the other — and resolves it only by restricting turning movements during peak hours, not by correcting the geometry or securing the required variance. The study itself hedges this fix, noting the restriction would apply "at least functionally during the peak hours" (p. 19), which leaves open whether the unsafe condition persists outside peak periods or if drivers do not comply with the restriction.

This sits alongside the crash history the study reports for the Bonanza Drive / Kearns Boulevard intersection itself: 44 crashes over the five-year study period (Table 2, p. 5) — by far the highest total of any intersection studied, more than triple the next-highest (Woodbine Way / Kearns Boulevard, 12 crashes) — including 18 angle crashes (Table 3, p. 5), a crash type commonly associated with turning and geometric conflicts. Despite this concentration of crashes at the intersection the study's own text ties to nearby "unsafe offsets," the study states only that "there are no mitigation measures recommended based on the crash reports" (p. 5), with no safety analysis using crash modification factors as the Guidelines require "for any proposed roadway improvements" at a location. Given the acknowledged offset and access-spacing problems and the disproportionate crash concentration at this intersection, the absence of any safety analysis here is a gap in the study, not evidence that none is warranted.

X. The Study Never Performs the Guidelines' Required Spillback Analysis

The Guidelines require that "the 50th and 95th percentile queue lengths and available queue storage should be reported for each intersection," and that "At intersections where the 50th percentile peak hour queue exceeds the available storage, the traffic operations analyses should be reviewed to determine if spillback queueing affects the traffic operations at other intersections within the roadway network" (p. 4). In every Queuing Analysis section of the study — Existing (2026), Opening (2027) Background, Opening (2027) Plus Project, Future (2037) Background, and Future (2037) Plus Project — the study states only that it "calculated the 95th percentile queue lengths for each of the study intersections" (pp. 6, 14, 24, 31, 34).

50th percentile queue length is never calculated or reported anywhere in the study, and available queue storage length is never reported for any intersection or turn lane in the document.

This gap is not just academic. The reported 95th percentile queues are severe and worsen over the study horizon, with many approaches reported only as exceeding 1,000 feet (">1,000 feet") — the same kind of open-ended reporting cutoff used for delay in Section I, above, meaning the true queue lengths at these locations may be considerably longer than

what the study reports. The study concedes that the Deer Valley Drive / Park Avenue intersection queue backs “through the Kearns Boulevard / Park Avenue and Bonanza Drive / Deer Valley Drive intersections” (p. 10). That is a plain-language admission of the exact spillback condition the Guidelines are designed to catch and quantify.

XI. The Parking Study Contains Internal Errors and Unsupported Assumptions

A. The Parking Study contradicts its own table

The Parking Study states in its narrative text that “it is anticipated that the City would require 165 stalls for the proposed development without any event venues” (p. 2). Table 2, immediately below that sentence, sums to 209 stalls. The Applicant's Narrative separately states that the Land Management Code requires 208 parking spaces (likely a rounding difference from the table's 209). This is an internal contradiction that should be formally corrected and reconciled.

B. The event parking calculation does not check out

The Parking Study states: “The proposed project also includes plans for an event space with a capacity of 980 seats. Using the Park City's assumption of 4 seats per vehicle, the event space would generate demand for an additional 270 parking stalls” (p. 4). 980 ÷ 4 = 245, not 270 — a discrepancy of roughly 10%. The memo then states the event will “bring the total parking need to a total of 505 parking spaces” without showing how that figure is derived; it cannot be independently verified from what the memo provides.

C. The “4 seats per vehicle” assumption is uncited and unusually generous

The Parking Study attributes this occupancy assumption to “the Park City's assumption” but cites no ordinance, standard, or prior study establishing it. Typical vehicle-occupancy assumptions for general community and arts events run considerably lower (on the order of 1.5 to 2.5 persons per vehicle) absent a specific, organized carpooling or shuttle program. If a more conventional occupancy rate were applied, event parking demand — and the resulting shortfall against the proposed 289-stall supply — would be substantially larger than the 216 stalls acknowledged. The source and justification for this specific assumption should be provided before it is relied upon.

D. The off-site event parking plan is a placeholder, not a plan

Both documents state that events should “utilize an off-site parking plan to accommodate the additional demand without negatively impacting the surrounding neighborhoods,” but neither identifies a location, capacity, shuttle logistics, or an executed agreement with any off-site provider. Instead, it's addressed with a generalized statement of intent rather than an analyzed, concrete plan.

E. Added parking is asserted, not shown, to have no material traffic effect

The Applicant's Narrative states that the proposed 72 stalls above the Land Management Code minimum “are not anticipated to materially change the transportation impacts associated with the proposed development” and points to the Traffic Impact Study as support. The Traffic Impact Study's trip generation methodology is based on land use size not on parking supply, and does not model induced vehicle trips associated with providing roughly 38 percent more parking than the Code requires.

F. The Study Ignores the Off-Site Impacts of Paid Parking

Neither study analyzes what happens once drivers begin avoiding the project's paid parking altogether. If on-site parking carries a cost, some share of residents, employees, and visitors will predictably seek free parking on adjacent streets and parking lots instead — pushing demand into surrounding neighborhoods and onto nearby businesses that were never designed to absorb it. Neither the Parking Study nor the Applicant's Narrative analyzes this displacement, quantifies its likely scale, or proposes any measure to manage it — an omission that undermines the very neighborhood-protection rationale both studies use to justify the project's parking plan.

XII. Conclusion and Requested Action

The data Park City's own Guidelines require the study to produce — actual delay, not just a letter grade, and analyzed (not merely listed) mitigation for intersections that fail the City's LOS D standard — exists in the study's appendices but is not surfaced, evaluated, or acted upon in the body of the report. Before this application proceeds, the City should require Hales Engineering to:

- Report actual, uncapped delay values for every LOS F movement in the main body of the report, not only in Appendix C.
- Analyze — not merely list — mitigation measures for every intersection that fails the City's LOS D standard, consistent with the Guidelines' requirement that context-sensitive mitigation “should be examined” for such intersections.
- Confirm in writing whether a City-provided list of in-process developments was used in the growth-rate methodology, and if not, revise the forecasts to include it.
- Disclose the risks and sensitivity of the results to the planned bus rapid transit system's effectiveness, and report on how that effectiveness addresses the issues raised in this report and any conflicts with the LMC and/or General Plan.
- Require the study to test whether its stated multimodal and travel-demand-management goals actually reduce vehicle trips, rather than assuming they will.
- Resolve conflicts between paid parking and existing neighborhoods and businesses.
- Conduct a crash-modification-factor safety analysis for the Bonanza Drive / Kearns Boulevard intersection consistent with the Guidelines’ safety analysis requirement, and resolve — rather than functionally work around with restrictive turn measures — the underlying unsafe offset and access-spacing issues identified in this report.

- Report 50th percentile queue lengths and available queue storage for every study intersection, and perform the storage-based spillback review the Guidelines require.
- Correct and reconcile the Parking Study's internally inconsistent City-required-stall figures (165 vs. 209 vs. 208), and recalculate the event parking demand and resulting shortfall using accurate arithmetic and a sourced, defensible vehicle-occupancy assumption.
- Substantiate the 2027 project opening-year assumption against the actual anticipated construction and leasing schedule, and re-run the opening-year and ten-year forecasts if the actual opening date differs materially.
- Require a concrete, location-specific off-site event parking plan — including capacity, shuttle logistics, an executed agreement, and resolution to local disturbances of overflow parking on neighborhood streets, parking facilities and adjacent businesses.

To the Park City Planning Commission,

I am writing as a Park City resident to comment on the proposed Bonanza Park development, currently under Planning Commission review after nearly ten years of process and citizen input.

The original plan for this site, which was envisioned when the city acquired the parcel, centered on the Kimball Art Center and Sundance. That opportunity has passed. Between the city's years of indecision and the economic impact of COVID-19, the plan that justified the purchase no longer exists. For years the parcel has sat vacant and neglected, a visible embarrassment shaped by shifting political winds rather than a clear community vision. Input gathered a decade ago, under an entirely different set of assumptions, should not be treated as a mandate for what gets built today.

This summer's traffic and construction have confirmed an argument to not build more homes on that parcel. Poorly coordinated closures, confusing detours, and haphazard cone placement have made our busiest streets genuinely dangerous to walk or bike through including Kearns, Park Avenue, Prospector, and Park Meadows. If this is what construction alone does to our streets, it's a preview of what 88 additional housing units on this site would do to daily life here permanently.

I don't know the full tally of public input, but a great deal of what I've heard opposes the current plan specifically because of traffic impacts on an already broken interchange. The concerns are well-founded:

- There is no safe pedestrian crossing of Kearns Boulevard anywhere west of the high school tunnel.
- Vehicle backups on Bonanza Drive and Park Avenue are severe in ski season and the off-season.
- Nearly 20 years ago, voters passed a walkability bond that allocated more than $4 million for a safe crossing of Kearns but funds that were never spent.
- Vehicle speeds, lack of enforcement, jurisdictional overlap between agencies, and disconnected pathways all compound the problem.

Given this, a commercial public-private partnership generating substantially more vehicle trips is not something this intersection can absorb. The city's own long-standing failure to act on the connectivity gap it already identified and funded is part of why adding density here now is the wrong call.

Bonanza Park is city-owned land, and it should be developed in the interest of city residents, not primarily for the benefit of large employers who are not themselves residents and who would disproportionately benefit from commercial development there. The community should design and support what happens on this site, not have it delivered to us as a fait accompli based on stale, decade-old input.

We already have significant affordable housing development underway or completed elsewhere in the city — the Engine House, Woodside, Park City Heights, Homestake, Slopeside Village and Liberty Sage. Bonanza Park does not need to carry that burden as well.

I've heard from many others who feel the same way: the current multi-use housing proposal is not what residents want for this site. Instead, I'm asking the Commission to consider keeping the Bonanza parcel as:

- A community gathering open space with preserved mountain views
- Very limited parking
- Safe, connected biking and walking pathways linking the surrounding neighborhoods
- Locals-oriented commercial space, scaled to the community rather than to outside employers

Thank you for considering these comments as part of your review.

Sincerely, Carolyn

July 6, 2026

To: The Park City Planning Commission
From: Rory Murphy

RE: Bonanza Five-Acre Parcel

Dear Members of the Park City Planning Commission,

I would like to add my voice of support for an affordable housing component for the Bonanza Five-Acre parcel proposal. Affordable Housing is a dire and immediate need in Park City. The parcel was purchased, in part, with Affordable Housing Funds. This would imply, from a legal perspective, that affordable housing is a required component of the project. I was involved with the sale from the past owner to Park City and I can tell you with conviction that affordable housing has always been an intregal part of this discussion. With the departure of the Arts organizations that were part of the project, it is all the more important that this original component be a significant part of the Bonanza project.

Having been a partner with the EngineHouse project, I can give you an idea regarding the need for affordable housing in the City limits. EngineHouse was a 123-unit project with 99 of those being affordable units at 60% AMI. We had expected a 12-to-18-month lease-up rate for the project. We are now six months open and we are essentially full. EngineHouse was the fastest lease-up affordable housing project in Utah's history. That should tell you the reality of the affordable housing situation in Park City.

In addition to it being economically critical that we house workers within the City for reasons such as traffic, parking, wage escalation, employee retention, etc., it is also equally critical that we have actually have people that live here. Park City has reached over 80% second-home and that is not healthy for the vitality and vibrancy of any real community. We need year-round residents. While I am not supportive of Code variances to achieve affordable housing, I strongly support the underlying need. Park City's Code allows for four stories for affordable projects and that is, in my mind, enough.

Thank you for your consideration of the proposal to include affordable housing in this project.

Sincerely,

Rory Murphy

From: planning
Sent: Thursday, July 16, 2026 8:38 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: 5 acre parcel

Follow Up Flag: Follow up
Flag Status: Flagged

From: Alisha Niswander [redacted]
Sent: Wednesday, July 15, 2026 5:06 PM
To: planning <planning@parkcity.gov>
Subject: 5 acre parcel

Hi there
I have listened online to several meetings regarding the Bonanza park parcel. The last one was the most disturbing. The mock ups look exactly like Newpark and Studio Crossing. That is not what we need/want in that space.

I have been a resident of 84060 since 2001. I have owned a small business in town since 2003. I lived in affordable housing at The Line for nine years. Three years ago my husband and I bought a home in Prospector. We chose to spend the extra money for a crappy house simply to be in city limits. I knew I could not handle sitting in traffic each and every day to get to work. Now, where we live in Prospector, it appears I will be sitting in traffic every day to get to and from work.
You have one chance to get this right. I am sorry that the mayor and city council feel the need to get this done, in this way. I know it has been a long process. However, the community has spoken and the majority wants a space that can truly be for the local community. Locals are not going to Main St like we used to. We crave a new gathering space that is accessible to where we live. I'd guess most locals live in Prospector and the "old" Park Meadows. I ask you to please put a hold on this project. Revisit it. Take the TIME to get it right.
I have my own thoughts on affordable housing, having lived in it for so long. Affordable housing is not just a box to be checked. It needs to be thoughtfully considered and managed appropriately (which it is not). Our current units should be filled before pushing more projects through. Besides Engine House and its vacancies, HOPA is coming on board in that same area which will already create traffic issues. That intersection cannot handle that amount of density and additional transit and cars.
Please consider what you want your legacy to be. I often think about how fortunate we are to have Round Valley, Treasure Hill and Bonanza Flat.
I will feel just as fortunate when this area is developed for the local community, as a gathering space, which is what we want.

Thank you for your consideration and your time.

From: planning
Sent: Thursday, July 9, 2026 1:00 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Attached Traffic Study from 2023 for your review again please : 5 acres Bonanza Park Development
Attachments: AdoptedBonanzaParkSmallArea Traffic.pdf; AdoptedBonanzaParkSmallAre.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: Mark Jacobson [redacted]
Sent: Thursday, July 9, 2026 12:22 PM
To: Council_Mail <Council_Mail@parkcity.gov>; planning <planning@parkcity.gov>
Subject: Attached Traffic Study from 2023 for your review again please : 5 acres Bonanza Park Development

To Council and the Planning Commission,

Very interesting meeting last night. I would like to thank the planning commission. They did a great job on questioning the project for code consideration including additional height, open space and the potential very difficult traffic issues.

Three QUESTIONS I would like to ask:

1. Please review the attached traffic study in 2023. Most of Bonanza is "excessive delays, unpredictable flows, unstable operations, unstable flow). Three years later, has it gotten better or worst? Conflicting report from the Developer.
2. How is underground parking monitored for residents and friends? Is there a parking fee for the guests of the retail on an hourly basis?
3. How does Park City Transit feel about cars being in their lanes to turn right? Is it legal? Gridlock on Bonanza made worst!

I am not in favor of this project as I don't think it benefits the community in any way shape or form for the following reasons:

1. We are providing a developer to create additional retail space for profit at the expense of our tax dollars.
2. The affordable housing may not even be enough to cover the workforce for the retail space and there are no restrictions that they have to work in Park City. So very likely we will not have a net gain.
3. We currently have a have an multiple affordable units very close to this project. Why not assist with the HOPA project that already has a better traffic pattern? This project will not be adding additional workforce needs and we can gain additional housing as well as have a project that we are proud of instead of something that looks like it should be torn down . https://housinghelp.org/projects/hopa/
4. The location makes it very hard for both ingress and egress without additional stop lights and significant changes to the existing road structure.

5. The additional retail will affect the existing retail across the street and how will you protect their parking lots from overflow?
6. We have all of our code requirements. We said NO to Yarrow on their variance. Please be consistent and say No to Brinshore.
7. The height variance is ridiculous. Not only are they looking to go to 54 feet, they are doing it from finish grade that appears to be 4-5' above original grade. The Commissioner's suggestion about going deeper on the dig, even if it's on the South-West area to keep under the 40' maximum is a good idea.
8. The loading was really interesting. The 16' for retail space or even the 12' mentioned can be shorter with different construction and different HVAC products.
9. If there are "interior roof drains" you can seriously reduce the pitch of the roofs. Make this recommendation to the Developer.
10. The Rail building was really interesting as an example as it is at the base of mellow mountain and doesn't really affect the view corridor. And they did dig lower on the south side.

I have also attached the Bonanza Park small area plan from 2023 and I broke out the traffic level of service. If we follow this, we have already added an affordable aspect to this section and the traffic makes this a really difficult project.

In the end , we have a great opportunity to put something on this site that can be impressive with a potential impact to our entry into Park City that people can support and appreciate into the future.

I truly appreciate all of the due diligence the planning commission is doing and asking all the right questions. Thank you listening to the resident, and thank you for your service.

I also have a 20 year background in commercial/industrial design build back in Michigan and have been through many planning and permitting meetings. I live in Park Meadows and have been here for 21 years.

Mark Jacobson • Principal Broker
[redacted]
REALTOR®
2021 President Park City Board of Realtors
2020,2021,2022 UAR Board of Directors
2015,2016,2017 President Park City MLS Corp
[redacted]
KW Park City Keller Williams Real Estate

From: planning
Sent: Thursday, July 9, 2026 2:04 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza Development

Follow Up Flag: Follow up
Flag Status: Flagged

From: William Mammen [redacted]
Sent: Thursday, July 9, 2026 2:02 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza Development

The Planning Commission has a responsibility to not just see that a project meets the technical requirements of the LMC but to make sure that the project fits the needs of the greater community. In particular when the city itself is the developer, then the Planning Commission should be especially vigilant that the project is for the greater good of the community. It pains me to see the city try to develop what was sold to the community as a recreation and arts district into a housing project. Private developers will take care of the housing needs of the community. The city should be looking for ways to make our city more livable for all residents. The Bonanza Parcel should be developed in a way that enhances the community not in a way that just increases the density.

I recognize the desirability of having affordable housing. That housing should not be developed in a location that will add to congestion while blocking the views of the mountains. There are many better places to develop affordable housing. A fine place to do it is out beyond Quinn's Junction where the city already has a parking lot.

The city has taken away too much open space already. Please give us some open space at the corner of Kearns and Bonanza that will be a great welcoming corridor for the residents and visitors. All people will be served by open green space not just a few.

I think it is a crime that it is necessary to write such a letter. You should know what the community wants better than this. Please correct this blunder and do it soon.
Sincerely,
William Mammen, AIA

From: planning
Sent: Wednesday, July 8, 2026 4:44 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Bonanza Park 5-Acre Site idea 💡
Attachments: 67915ccb173861f9989a62bd_og.webp

Follow Up Flag: Follow up
Flag Status: Flagged

From: MICHAEL MESSENGER [redacted]
Sent: Wednesday, July 8, 2026 3:49 PM
To: planning <planning@parkcity.gov>
Subject: Fwd: Bonanza Park 5-Acre Site idea 💡

Hello,

I read Heather's article in the Town Lift and have an idea to share.

Please see below and thank you.

Mike Messenger
[redacted]

Begin forwarded message:

> **From:** MICHAEL MESSENGER [redacted]
> **Date:** July 8, 2026 at 3:34:29 PM MDT
> **To:** [redacted]
> **Subject: Bonanza Park 5-Acre Site idea** 💡
>
> Hi Heather,
>
> I read your article in the Town Lift this afternoon and wanted to reach out to you with an idea from someone who grew up in a boomtown & resort town, Scottsdale, Arizona.
>
> I'm also a new member of the Park City Rotary and in the process of relocating our family from Scottsdale to PC. Note I was born in Ogden and the Wasatch views are very important.
>
> > I've heard a few comments about the 5-acre project across the street from Sammy's and wanted to share a thought.

I grew up around Frank Lloyd Wright projects in Scottsdale, and his architectural approach has always been a personal interest of mine. Two of his apprentices, **Bin Hu** and **Wenchin Shi**, have recently reopened the Taliesin West architecture school in Scottsdale. They have a deep understanding of Wright's work, including projects like Fallingwater and other designs built in mountainous and forested environments across North America.

Because of their background, they could be ideal American architects and planners to help address the height, blending, and view-preservation concerns for the project across from Sammy's. Wright's philosophy was always to design *in harmony* with the surrounding landscape—integrating terrain, natural lines, and even the site's longitude, latitude, and seasonal sun patterns into every structure.

Their approach could offer a thoughtful way to ensure the project fits the Wasatch environment without disrupting the views that make this area so special.

My grandfather, Vernon Brown, was actually an advocate in the 1950s for having Frank Lloyd Wright design a new state capitol campus for Arizona. Phoenicians and Arizonans missed an extraordinary opportunity to create buildings that blended with the red rock formations of Papago Park and the surrounding desert. Instead, the state ended up with Cold War–era concrete block buildings that are neither inspiring to look at nor pleasant to work in.

I mention this because I see a similar crossroads with the 5-acre project across the street from Sammy's. I don't know what exploration has already been done, but I believe Bin Hu and Wenchin Shi could bring the kind of thoughtful, landscape-driven approach that Wright championed. They would excel at solving the height concerns, preserving the Wasatch views, and creating something that works for everyone — which was always Wright's vision.

It's also worth noting that Wright was thinking about community needs long before it was fashionable. He developed the Usonian Automatic home in the 1920s as an early solution to affordable housing, proving that beauty, practicality, and accessibility can coexist.

See attached articles.



Homecoming: Architects Open Studio at Taliesin West, Where Their Careers Began - Frank Lloyd Wright Foundation
franklloydwright.org



David & Gladys Wright House - Frank Lloyd Wright Foundation
franklloydwright.org

RiverRock



Never Before Seen Look at Frank Lloyd Wright's Unbuilt Arizona Capitol "Oasis" - Frank Lloyd Wright Foundation

franklloydwright.org



Usonian Houses: Everything You Need to Know About Frank Lloyd Wright's Affordable Homes
architecturaldigest.com

Many thanks,

Mike Messenger
[redacted]

From: planning
Sent: Friday, July 10, 2026 8:17 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Bonanza Park Public Record

Follow Up Flag: Follow up
Flag Status: Flagged

From: Elaine Zuckerman [redacted]>
Sent: Thursday, July 9, 2026 8:21 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza Park Public Record

"YOU CANNOT GET THROUGH A SINGLE DAY WITHOUT HAVING AN IMPACT ON THE WORLD AROUND YOU. WHAT YOU DO MAKES A DIFFERENCE, AND YOU HAVE TO DECIDE WHAT KIND OF DIFFERENCE YOU WANT TO MAKE"

My name is Elaine Zuckerman. My husband and I have lived in Park City for almost 30 years - full time for the past eight years. We chose to leave Georgia and build our life here because we LOVE THIS TOWN, its people, its beauty, its creativity, and its sense of community. We are heavily invested in the welfare of this city. The wide range of nonprofits we support are testament to our commitment. We believe there's a need for affordable housing.
I am also a local artist, so I see Bonanza Park not only as land, but as a Possibility. As an artist, a full time resident, a mother, a grandmother-I am deeply concerned that we are losing the space for creativity, connection and local identity. Our families need places to gather. Our residents need places to meet one another, Our Artists need places to create, our Performers to Perform
This five-acre site is PRECIOUS. It is CENTRAL. It is PUBLIC. And it may be the last BEST opportunity Park City has to create a true cultural gathering place within the city limits, Something that is not Main Street, nor City Park. BUT NOT another development -dominated by housing.
I want to be clear: I respect the need for affordable housing. But we cannot keep solving one community need by sacrificing every other community need. These five acres are simply not the best place for a housing development.

- Traffic and Congestion at this area is already a nightmare both in the morning hours as well as the late afternoon hours, a housing development would make this worse and a safety hazard for those who live in 84060
- The developers proposal does not even have enough parking for the tenants, the workers in retail businesses as well as the customers. It's absurd to think a two bedroom unit will only have one car
- The proposal is not OPEN SPACE. It's asphalt road ways, walkways between housing and some green space.
- The renderings of the mountains in the proposal might be good for the tenants but certainly not good for the surrounding community-views will be obstructed
- How does the city control who lives there? Whose not to say they drive elsewhere for work outside of PC?
- Garbage for Retail would be put out on Bonanza Drive-ok is that not a nightmare?
- Private Park opened to the Public?- this land is the taxpayers land!
- There are so many affordable/housing developments being built all around and within Park City- We do not need one in this congested area

We've lost Sundance, our precious Kimball Arts Center has to move to the Junction. This should be a wakeup call. If our elected officials say arts and culture matter, then we must prove it by protecting this land- we must think of these 5 Acres as the HEART of our community.
I simply Cannot bear to see the HEART of our community become another housing development.
It's OKAY to press PAUSE. We have to get this right. It's your obligation as elected officials to listen to the voices of 84060 as well as the surrounding neighborhoods.

Written for Public Record
Elaine Zuckerman
7 Normans Way
80460

--
Elaine Zuckerman
Somatic Movement Therapist
[redacted]
Park City Utah
[redacted]
[redacted]

Shoot for the Moon and if you miss you'll still be among the Stars

From: Rebecca Ward
Sent: Wednesday, July 8, 2026 3:43 PM
To: Nannette Larsen; Alec Barton
Cc: Mark Harrington; Heather Sneddon
Subject: FW: Comment on Bonanza 5-acre Lot

From: Jason Glidden [redacted]
Sent: Wednesday, July 8, 2026 3:28 PM
To: Adam Strachan <adam.strachan@parkcity.gov>; Christin VanDine <christin.VanDine@parkcity.gov>; Grant Tilson <grant.tilson@parkcity.gov>; John Frontero <john.frontero@parkcity.gov>; Matthew Day <Matthew.Day@parkcity.gov>; Rick Shand <rick.shand@parkcity.gov>; Seth Beal <seth.beal@parkcity.gov>
Cc: Rebecca Ward <rebecca.ward@parkcity.gov>
Subject: Comment on Bonanza 5-acre Lot

Dear Members of the Planning Commission,

My apologies for the long email. I had intended to attend tonight's meeting in person but had some family conflicts that will prevent me from being there. That being said, I am writing to express my strong support for the proposed redevelopment of the Bonanza site. This proposal represents far more than a housing project, it is a thoughtfully planned mixed-use neighborhood that brings together housing, arts and culture, local businesses, public gathering spaces, transportation improvements, and community amenities into a cohesive vision for Park City's future.

The Bonanza site is one of the most appropriate locations in Park City for this type of development. Situated in the heart of the community, it provides convenient access to employment centers, schools, parks, shopping, transit, and essential services. Locating housing in this area allows people to live closer to where they work, reducing long-distance commuting, easing traffic congestion, and improving quality of life for residents throughout the community. Developing housing in walkable, transit-served neighborhoods is one of the most effective ways to create a more sustainable and environmentally responsible community. By encouraging walking, biking, and transit use, this project aligns with Park City's long-standing commitment to environmental stewardship while helping reduce vehicle miles traveled and greenhouse gas emissions.

This proposal also supports the vision of a vibrant, year-round community. By integrating residential, commercial, cultural, and public spaces, the project will create an active neighborhood where residents, visitors, workers, and businesses can interact and thrive together. Mixed-use development strengthens the local economy by providing nearby businesses with a consistent customer base while creating destinations that benefit the entire community. Equally important, concentrating growth in an appropriate, centrally located area helps preserve open space and reduces development pressure on existing

neighborhoods and undeveloped lands. Thoughtful redevelopment allows the community to accommodate future growth in a manner that is both responsible and consistent with smart planning principles.

The Bonanza redevelopment also advances Park City's goal of becoming a more inclusive community. A healthy community depends on people of different incomes, occupations, and stages of life having the opportunity to live close to jobs, schools, recreation, and community services. Providing housing opportunities in the heart of Park City helps ensure that teachers, healthcare workers, hospitality employees, public servants, young professionals, families, and older adults all have the opportunity to remain active members of our community.

Opportunities like this are exceptionally rare. The Bonanza site represents one of the few remaining centrally located redevelopment opportunities capable of addressing multiple community priorities at once. It has the potential to become a model neighborhood that reflects Park City's values of sustainability, accessibility, economic vitality, and community connection. This proposal should not be viewed as an either-or choice between affordable housing and open space. Park City has long demonstrated that it values both, and this project provides an opportunity to advance those priorities together. Thoughtful planning can create a neighborhood that includes permanently affordable housing while preserving meaningful public open space, gathering areas, trails, and recreational amenities that benefit the entire community. The question before us is not whether to choose housing or open space, but how to thoughtfully integrate both into a development that reflects Park City's commitment to sustainability, livability, and responsible growth. By embracing a balanced approach, the community can provide homes for the people who make Park City work while also creating lasting public spaces that future generations will enjoy.

The decisions made today will shape Park City for generations. Future residents will look back and ask whether we had the vision to use one of our last significant redevelopment opportunities to address housing needs, strengthen our local economy, support the arts and culture, improve transportation, and create a more resilient community. I believe this project offers that opportunity.

I respectfully encourage the Planning Commission to support this proposal and help move forward a development that reflects the best of Park City's values and long-term vision.

Thank you for your thoughtful consideration and for your continued service to our community.

Sincerely,

Jason Glidden
Executive Director

Mountainlands Community Housing Trust



MOUNTAINLANDS
COMMUNITY HOUSING TRUST

Jason Glidden
Executive Director

[redacted]

[redacted]
Park City, UT 84060

From: planning
Sent: Wednesday, July 8, 2026 4:51 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Five Acre Development

Follow Up Flag: Follow up
Flag Status: Flagged

From: Christin VanDine <christin.VanDine@parkcity.gov>
Sent: Wednesday, July 8, 2026 4:47 PM
To: planning <planning@parkcity.gov>
Subject: Fwd: Five Acre Development

Get Outlook for iOS

From: Beth Rossi [redacted]
Sent: Wednesday, 08 July 2026 16:09:48
To: Grant Tilson <grant.tilson@parkcity.gov>; John Frontero <john.frontero@parkcity.gov>; Rick Shand <rick.shand@parkcity.gov>; Seth Beal <seth.beal@parkcity.gov>; Christin VanDine <christin.VanDine@parkcity.gov>; Matthew Day <Matthew.Day@parkcity.gov>; Adam Strachan <adam.strachan@parkcity.gov>
Subject: Five Acre Development

July 8, 2026

Dear Members of the Park City Planning Commission,

My name is Beth Rossi, and I am writing in support of the proposed Five Acre affordable housing development.

For nearly seventeen years, I have worked in Park City's lodging and hospitality industry. Throughout that time, I have had the privilege of serving this community in many ways: professionally through hospitality, as a volunteer, on local boards and committees, and now as a parent raising two children here. I have also had the privilege of serving on housing initiatives and community organizations because I believe giving back is part of what it means to call Park City home. I can say without hesitation that I would not have been able to build this life in Park City without workforce housing.

When I was nine months pregnant with my daughter, I was fortunate to purchase my first home through Mountainlands Housing Trust. That opportunity gave my family stability at one of the most important moments in our lives. It allowed me to continue working in the hospitality industry that I love, remain engaged in this community, and eventually serve on Mountainlands' steering committee to help support housing opportunities for others.

As my family grew, we were once again able to take the next step through another workforce housing opportunity and purchase our current townhome. Those opportunities did more than help us buy a home.

They allowed us to stay in Park City, raise our children here, volunteer, serve local organizations, and continue contributing to the economic and civic life of this community.

Today, both my husband and I continue to work in Park City's hospitality industry. Like so many others who support our local economy, our ability to remain here is directly connected to the availability of attainable housing.

That is why I strongly support this project.

This development addresses one of the most significant challenges facing our community. It creates housing near major transit corridors and employment centers, provides rental opportunities across a range of workforce income levels, and reflects the type of public-private partnership that Park City has long recognized as essential to addressing our housing needs.

From my perspective in travel and tourism, I see every day how difficult it has become for employers to recruit and retain talented people. Housing is almost always part of that conversation. We ask people to dedicate their careers to serving Park City, yet too often they cannot afford to become part of the community they help create.

In my current role, I have the privilege of supporting hotels & resorts not only here in Park City but across the country and internationally. Working with tourism destinations around the world has given me a broader perspective on the challenges communities face in sustaining a healthy workforce. I see firsthand that this is not just a Park City issue. Many tourism communities are struggling even more because they waited too long to invest in attainable housing and are now trying to solve a problem that has become increasingly difficult to reverse.

That perspective has made me even more grateful that Park City continues to invest in proactive, thoughtful solutions. We have an opportunity to preserve what makes this community special before those challenges become even greater. Developments like the Five Acre project represent the kind of balanced, long-term investment that supports residents, employers, visitors, and the future health of our local economy.

One of the greatest strengths of Park City has always been its people. The individuals who welcome our visitors, teach in our schools, care for our children, run our small businesses, coach youth sports, volunteer at community events, and serve on nonprofit boards are the foundation of this town. They deserve the opportunity to live in the community they invest in every day.

As a parent, I also think about the future we are creating. My children attend school alongside families from many different backgrounds. I want them to grow up in a community where people are connected not by the size of their homes, but by their commitment to making Park City a better place. A healthy community includes a diverse fabric of individuals living alongside one another. That range of experience is part of what has always made Park City special.

I understand that growth brings challenges, and every development deserves thoughtful review. But I also believe we have an obligation to create housing solutions that allow the people who work here to remain here. If we fail to do that, we risk losing not only our workforce, but also the community character that has made Park City so unique.

My family is living proof that workforce housing changes lives. Because previous leaders had the vision to invest in these opportunities, I was able to build a career, raise a family, serve this community, and continue calling Park City home.

With this decision, you have the opportunity to create that same future for someone else.

The families who will one day call this development home may become our teachers, nurses, hospitality professionals, first responders, small business owners, volunteers, and community leaders. They may coach our children's sports teams, serve on nonprofit boards, and build careers here for decades.

I hope we continue the legacy of investing not only in housing, but in the people who make Park City the extraordinary community it is.

Thank you for your time, your service, and your thoughtful consideration.

Respectfully,

Beth Rossi

Park City Resident
Hospitality & Tourism Professional

BETH ROSSI | Digital Content Manager

Montage International
[redacted]
Park City, UT 84098

[redacted]

[redacted]

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From: planning
Sent: Thursday, July 9, 2026 8:12 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Five Acres — Please Preserve Open Space

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: Susanne Bhano[redacted]
Sent: Wednesday, July 8, 2026 11:30 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Five Acres — Please Preserve Open Space

Dear Planning Commission and City Council,

I am a Park City resident writing to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Sent from my iPhone

From: planning
Sent: Monday, July 13, 2026 8:15 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Five Acres — Please Preserve Open Space

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: S C [redacted]
Sent: Saturday, July 11, 2026 8:21 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Five Acres — Please Preserve Open Space

Dear Planning Commission and City Council,

I am a Park City resident writing to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Sent from my iPhone

From: planning
Sent: Thursday, July 9, 2026 3:17 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Five Acres — Please Preserve Open Space

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: Kay Mammen [redacted]
Sent: Thursday, July 9, 2026 3:16 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Five Acres — Please Preserve Open Space

Dear Planning Commission and City Council,

I am a Park City resident writing to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

From: planning
Sent: Friday, July 10, 2026 8:16 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Five Acres — Please Preserve Open Space

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: Robert McMullin [redacted]
Sent: Thursday, July 9, 2026 7:26 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Five Acres — Please Preserve Open Space

Dear Planning Commission and City Council,

I am a Park City resident writing to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.
Robert and Gail McMullin
[redacted]84060
Sent from my iPhone [redacted]

Nannette Larsen

From: planning
Sent: Tuesday, July 7, 2026 12:01 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Serious concerns about traffic: 5 acres Bonanza Park Development

Follow Up Flag: Follow up
Flag Status: Flagged

From: Hong McDonald [redacted]
Sent: Tuesday, July 7, 2026 11:46 AM
To: Council_Mail <Council_Mail@parkcity.gov>; planning <planning@parkcity.gov>
Subject: Serious concerns about traffic: 5 acres Bonanza Park Development

Dear Council and Planning Commission,

I attended the June 24 meeting, and was most surprised three points:

1. The Developer's comment "it's not a public park, it's private" sums up this entire project. This is not for the community. It's for lining the Developer's pocket in every aspect, i.e asking for more parking spaces than recommended (and where are the employees of these retail shops and restaurants going to park; overflow into Sammy's parking lot? if the majority of the 280 parking is for the resident's of the affordable housing units. Where are the friends of the residents going to park, and where are the patrons of these shops going to park?)

We already have a massive back up in traffic at that intersection, and it will be worst with this Project being here. Let's be smart about this. In an emergency, a grid-lock at this intersection will harm everyone.

2. The request for the height exception of 53 ft is appalling to use "keeping in this historic mining history" as a ploy to get it approved. Not every commercial space needs 16 ft ceiling heights. There's a code for height. Keep it please.

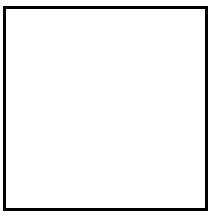
3. View corridor. We have one chance to preserve the beautiful mountain view corridor driving into Park City. Just as we get to enjoy seeing the White Barn coming in from 224, let's do something spectacular with 248. A stand out building/sculpture, and light commercial space (for the revenue) would work.

Please go back to the drawing board and keep this precious 5 acres parcel as a park with light commercial if revenue is important. (But it seems like we have plenty of money in the coffers already).

Please be the vote and the voice that keeps Park City the lifestyle we all choose to be here for. Outdoor space! Park!

Sincerely submitted,

Hong McDonald
Park Meadows since 1998



Hong McDonald • Associate Broker

[redacted]
KW Park City Keller Williams Real Estate
m:[redacted]
[redacted]

Hi

From: planning
Sent: Thursday, July 9, 2026 8:12 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Five Acres — Please Preserve Open Space

Follow Up Flag: Follow up
Flag Status: Flagged

From: Laura Nunnelly [redacted]
Sent: Wednesday, July 8, 2026 6:00 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Five Acres — Please Preserve Open Space

Dear Planning Commission and City Council,

I am a Park City resident writing to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

I vehemently oppose the Bonanza Park Five Acre development.

Thank you.

Laura Nunnelly
Park City resident

From: planning
Sent: Friday, July 17, 2026 9:55 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Open Space at Bonanza Park 5-Acre Site

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: IAN DAVEY [redacted]
Sent: Friday, July 17, 2026 9:52 AM
To: planning <planning@parkcity.gov>
Subject: Open Space at Bonanza Park 5-Acre Site

Dear Planning Commission

My name is Ian Davey. My wife Sally and I own a home on Aerie Drive.

We are contacting you to give comment on the above matter.

We are supporting the petition to re-evaluate the Bonanza Park Project for a number of reasons, including the following:

Traffic congestion. The intersection is already very busy, and the current proposal would significantly increase this problem. We are concerned about the effect it may have on an outlet/escape route in the event of fire hazards.

The financial effect on local taxpayers.

The effect of tall buildings on the view corridors.

We would love to see more community gathering spaces in our beautiful city.

Thank you very much for your consideration in this matter.

Yours sincerely.

Ian and Sally Davey

From: planning
Sent: Monday, August 3, 2026 8:08 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Public Comment in Opposition — Five-Acre Site (PL-26-06914, PL-26-06915, PL-26-06917, PL-26-06920)

Follow Up Flag: Follow up
Flag Status: Flagged

From: Nate Marine [redacted]
Sent: Friday, July 31, 2026 9:35 PM
To: planning <planning@parkcity.gov>
Cc: [redacted]
Subject: Public Comment in Opposition — Five-Acre Site (PL-26-06914, PL-26-06915, PL-26-06917, PL-26-06920)

I am a Park City resident writing in opposition to the proposed Five-Acre Site redevelopment at the southwest corner of Kearns Boulevard and Bonanza Drive. Please enter this letter into the public record for the August 12 and August 26 hearings.

I understand the Commission's role is to evaluate this application against the Land Management Code rather than to set policy, so I will address the three items before you. Building height. As presented at the June 24 site visit, six of the seven proposed buildings exceed the 35-foot zoned maximum. The applicant's stated justifications — sloped ground, three floors not fitting under 35 feet, gable roofs for "Park City character" — are explanations of the design's ambitions, not findings that the Code's criteria for an exception have been met. A building program that cannot fit inside the zoning envelope is a building program that is too large for the parcel. I would ask the Commission to require, on the record, a specific finding for each building as to why the exception is warranted, and to require the view-impact renderings you requested in June before any vote. The parcel sits in one of the last places in the core of town with an open view toward Park City Mountain and Deer Valley. Once that is built into, it does not come back.

Traffic impact study. The Kearns and Bonanza intersection is already the pinch point of this town. I ask the Commission to make the study's trip-generation assumptions public and to test them against actual regional commuting patterns rather than generic multifamily rates, and to treat any Transportation Demand Management measures as enforceable conditions with monitoring and consequences, not aspirations. If the TDM assumptions do not hold, the traffic is permanent and the town absorbs it.

Housing mitigation plan. Before adding 106 units here, I would like to see current occupancy and absorption data for Park City's existing deed-restricted inventory. If comparable units are sitting unfilled, the case that this site is the necessary location for this density has not been made.

Finally, on process. In 2017 the City spent $19.5 million of public money on this land to build an arts and culture district anchored by the Kimball Art Center and the Sundance Institute. Sundance has gone to Colorado. The Kimball has gone to Kimball Junction. What was on this site before was cleared away on the strength of a promise that no longer exists, and residents are now being asked to accept something materially different — and to bend the height limits to make it fit. The City is both the landowner and the regulator here. Holding this application to the same standard a private applicant would face is the only way to preserve public confidence in the outcome.
I ask the Commission to deny the requested height exceptions and to require a revised plan that conforms to the underlying.

Nate Marine
[redacted]
Park City UT 84060

From: public_comments
Sent: Wednesday, July 8, 2026 4:53 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Public Comment Submission

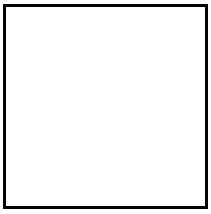
Follow Up Flag: Follow up
Flag Status: Flagged

From: No Reply <noreply@civicplus.com>
Sent: Wednesday, July 8, 2026 4:50 PM
To: public_comments <Public_Comments@parkcity.gov>
Subject: Public Comment Submission

Submitted by: Jessica Pate
Email Address: [redacted]

Commented on event: https://parkcityut.portal.civicclerk.com/event/3676/overview
If you are having trouble viewing the URL above, cut and paste the string into your browser window.

User comment: Regarding item 5A - 5 Acre site-subdivision plans. The Exhibit D-Applicant's Narrative Regarding Building Height, attachments A through F are not accessible through the posted links. As a long-time community member, I'm opposed to any height variation above the stated limits. These structures have already encroached on what has made Park City such a desirable destination. We have lost the preservation of this natural surrounding and should not further impede the majesty of our slopes.



From: planning
Sent: Monday, July 13, 2026 8:15 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Resident Feedback in Support of 5-Acre Bonanza Park Development

Follow Up Flag: Follow up
Flag Status: Flagged

From: Evan Levine [redacted]
Sent: Saturday, July 11, 2026 1:57 PM
To: Council_Mail <Council_Mail@parkcity.gov>
Cc: planning <planning@parkcity.gov>
Subject: Resident Feedback in Support of 5-Acre Bonanza Park Development

PLEASE CONFIRM RECEIPT

Dear Mayor and City Council Members,

I am writing to express my strong support for the planned 5-acre Bonanza Park development and the inclusion of the 88 deed-restricted workforce housing units. As a resident and a local real estate professional who monitors our housing market and inventory trends daily, I urge you to hold the line and move this project forward.

Because of the current hyper-volatile public climate surrounding this parcel, I respectfully request that this letter be treated as internal feedback for the Council's consideration and not be published in the active public meeting packet to protect my professional relationships.

While the current community conversation is dominated by loud opposition, the actual mechanics of this project serve the long-term survival of Park City. I ask you to consider the following points as you finalize your decision:

1. Smart Transit Integration vs. The Commute Illusion Critics frequently argue that adding density to the Bonanza district will exacerbate our traffic problems. However, the reality of our traffic congestion is that it rears its head most aggressively during morning and evening commute hours. This project is not a net addition of new drivers to our ecosystem; it is a critical migration of our existing workforce. By housing the people who already keep this city running right on a central transit corridor off Kearns Boulevard, we are actively removing commuter cars from the canyon and our local roads. True infill development near public transit is the only way to mitigate the gridlock critics claim to worry about.

2. Balancing Housing Needs Against Green Space Everyone loves open green space—it is a foundational reason why so many of us choose to live in Park City. But we must look at our footprint realistically. We already have a massive dedicated green space at City Park less than a half-mile up the road on Park Avenue. The immediate, desperate need for workforce housing heavily trumps the desire for an additional park on this specific commercial parcel when a viable, massive recreational alternative like City Park already exists right up the street.

3. Halting Demographic and Civic Displacement Beyond the spreadsheets, there is a profound human toll to our housing deficit. Speaking from the perspective of a 35-year-old resident, I watch my local social circle shrink annually. The civil servants, young professionals, and managers who provide our community its vibrancy are being transformed into economic refugees—forced to abandon Park City for Salt Lake, Heber, Kamas, or leaving Utah entirely. By pricing them out, we are forfeiting the diverse civic voices essential for a healthy social balance. While many of my peers share this support, they are too preoccupied with second jobs and the struggle to remain local to attend evening council sessions. Failure to include this workforce will permanently skew our demographics, degrading a living town into a hollow resort enclave. We must approve these units to preserve our neighborhood dynamics and the very soul of our city.

4. A Decade of Process is Enough The city has been intensely analyzing, studying, and gathering public feedback on this specific parcel since 2017. A decade of public process is more than enough. Allowing the project to be perpetually stalled by demands for "more study" from newly formed neighborhood groups is a form of paralysis that hurts the entire town. The current plan represents a carefully moderated, multi-year compromise that balances community space with immediate workforce beds.

Constructive Design Feedback for the Final Layout If these minor critiques need to be bypassed in order to keep the project moving forward without delay, I am entirely fine with that. However, if they are easy to integrate or modify, I believe they could highly benefit the space:

- **Double Underlining Outdoor Dining:** Park City has a surprisingly limited array of true outdoor dining options—much of our existing patio seating unfortunately faces parking lots. I want to strongly back the current inclusion of plaza dining, but urge you to maximize it. The proposed layout is an incredible opportunity to create a vibrant outdoor dining hub directly centered around the planned internal green space.
- **A "Grand Central Market" Style Food Hall:** I would highly encourage incorporating a micro-restaurant food hall concept, akin to a scaled-down version of LA's Grand Central Market. This framework functions beautifully as a low-cost culinary business incubator. A smaller lease footprint and lower upfront capital requirements would allow local chefs and entrepreneurs to test the market, build a brand, and eventually expand into permanent brick-and-mortar restaurant spaces in town. I could have sworn I saw a similar incubator concept mentioned early in the planning phases, but I have been unable to find it in the recent materials. If this is already being actively explored, I want to double underline my support for it; if it isn't, I highly urge the city to consider it.
- **A Potential Compromise on the Stage:** While I deeply appreciate the tie to arts and culture, I often wonder if removing the planned bandstand/stage structure in favor of a slightly larger open lawn could serve as a viable olive branch to the surrounding neighborhood. While I recognize the most vocal critics may never be fully satisfied if a single building goes up, sacrificing the performance stage for extra open breathing room feels like a smart concession to make if you need to appease pushback.

Thank you for your continued dedication to the future of Park City. Please remain brave and recognize that the retirees and wealthy residents who have the luxury of time to attend every meeting, collect signatures, and dominate the room possess a social status that heavily amplifies their voices. Do not let that structural asymmetry obscure the quiet, hardworking majority counting on you to approve this development.

Sincerely,

Evan Levine

A Grateful Park City Resident & Real Estate Professional

--

Evan Levine

[redacted]

From: planning
Sent: Monday, July 13, 2026 9:47 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: STOP BONANZA

Follow Up Flag: Follow up
Flag Status: Flagged

From: David Aldou[redacted]
Sent: Monday, July 13, 2026 8:51 AM
To: planning <planning@parkcity.gov>
Subject: STOP BONANZA

City Planning Commission

What are you, our public representatives doing?

Buying land for an Arts district and then turning it into a major code exception development that will block mountain views in our mountain town.

We were born and raised in Utah and live in Park City. If you support this project you should be fired . No one in the community supports this development except for the developers and their shareholders. Why would you consider a code violation on height in one of our two major corridors to approach our mountains. If developers need higher buildings to make their project work, then you need to find another project or better plan. The codes are there to protect our city not to be rewritten when a developer needs to make more money.

STOP THIS PROJECT, Represent the people not the developers

David Aldous
Susan Aldous

[redacted], Park City, UT 84060

From: planning
Sent: Wednesday, July 15, 2026 2:39 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Support for the Bonanza 5-acre Site as Public Park and Green Space

Follow Up Flag: Follow up
Flag Status: Flagged

From: Nancyandjk [redacted]
Sent: Wednesday, July 15, 2026 2:29 PM
To: planning <planning@parkcity.gov>; citycouncil@parkcity.org
Subject: Support for the Bonanza 5-acre Site as Public Park and Green Space

I am writing to urge the Planning Commission and City Council to reconsider plans for housing on the Bonanza 5-acre site and instead dedicate the property as a public park and green space.

This property is a former brownfield site with a documented history of contamination associated with Park City's mining legacy. A 2024 environmental assessment found arsenic concentrations of up to 145 mg/kg and lead concentrations of up to 3,880 mg/kg in soils on the property. Park City has applied for EPA Brownfields funding specifically because contaminated soils must be addressed before redevelopment can occur.

While remediation can reduce environmental risks, the fact remains that this site carries the legacy of historic mining activity. **Across the country, former industrial and contaminated lands have been transformed into successful parks through remediation and revegetation. Deep-rooted grasses, shrubs, and trees help stabilize soils, reduce dust, improve habitat, and create healthier public spaces. A restored park would serve as a visible example of how Park City can heal the scars of its mining past while providing lasting benefits to residents and visitors.**

The Bonanza site occupies one of the most prominent gateways into Park City. Rather than maximizing development on a property with a history of contamination, the city has an opportunity to create a signature park that reflects our community's values, protects public health, celebrates our history, and provides much-needed open space in an increasingly developed area.

I respectfully urge you to preserve this unique property as a public park and environmental restoration area that will benefit residents and visitors for generations to come.

Thank you for your consideration. Please include these comments in the public record.

Sincerely,

Nancy Davidson
Park City, Utah

Sent from my iPhone

From: planning
Sent: Friday, July 10, 2026 8:08 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: The five acre project

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: Mary Seitz [redacted]
Sent: Thursday, July 9, 2026 5:21 PM
To: planning <planning@parkcity.gov>
Subject: The five acre project

Hello. I wanted to state my opinion concerning the traffic at the High School. As we know there are a lot of students that drive to school every day that will have to navigate the construction and in and outs of those living in the housing on that corner along with the Eceles Center and the new athletic fields that will have large amounts of cars for the sporting events. The congestion is not a safe area for all of these students and teachers and visitors along with all the daily traffic.... I can't imagine that this location is a responsible and safe area to add more traffic. Our students deserve representation too. I always love more affordable housing but not at this location. Mary Seitz

To the Park City Planning Commission,

I am writing as a Park City resident to comment on the proposed Bonanza Park development, currently under Planning Commission review after nearly ten years of process and citizen input.

The original plan for this site, which was envisioned when the city acquired the parcel, centered on the Kimball Art Center and Sundance. That opportunity has passed. Between the city's years of indecision and the economic impact of COVID-19, the plan that justified the purchase no longer exists. For years the parcel has sat vacant and neglected, a visible embarrassment shaped by shifting political winds rather than a clear community vision. Input gathered a decade ago, under an entirely different set of assumptions, should not be treated as a mandate for what gets built today.

This summer's traffic and construction have confirmed an argument to not build more homes on that parcel. Poorly coordinated closures, confusing detours, and haphazard cone placement have made our busiest streets genuinely dangerous to walk or bike through including Kearns, Park Avenue, Prospector, and Park Meadows. If this is what construction alone does to our streets, it's a preview of what 88 additional housing units on this site would do to daily life here permanently.

I don't know the full tally of public input, but a great deal of what I've heard opposes the current plan specifically because of traffic impacts on an already broken interchange. The concerns are well-founded:

- There is no safe pedestrian crossing of Kearns Boulevard anywhere west of the high school tunnel.
- Vehicle backups on Bonanza Drive and Park Avenue are severe in ski season and the off-season.
- Nearly 20 years ago, voters passed a walkability bond that allocated more than $4 million for a safe crossing of Kearns but funds that were never spent.
- Vehicle speeds, lack of enforcement, jurisdictional overlap between agencies, and disconnected pathways all compound the problem.

Given this, a commercial public-private partnership generating substantially more vehicle trips is not something this intersection can absorb. The city's own long-standing failure to act on the connectivity gap it already identified and funded is part of why adding density here now is the wrong call.

Bonanza Park is city-owned land, and it should be developed in the interest of city residents, not primarily for the benefit of large employers who are not themselves residents and who would disproportionately benefit from commercial development there. The community should design and support what happens on this site, not have it delivered to us as a fait accompli based on stale, decade-old input.

We already have significant affordable housing development underway or completed elsewhere in the city — the Engine House, Woodside, Park City Heights, Homestake, Slopeside Village and Liberty Sage. Bonanza Park does not need to carry that burden as well.

I've heard from many others who feel the same way: the current multi-use housing proposal is not what residents want for this site. Instead, I'm asking the Commission to consider keeping the Bonanza parcel as:

- A community gathering open space with preserved mountain views
- Very limited parking
- Safe, connected biking and walking pathways linking the surrounding neighborhoods
- Locals-oriented commercial space, scaled to the community rather than to outside employers

Thank you for considering these comments as part of your review.

Sincerely, Carolyn

From: planning
Sent: Monday, August 3, 2026 8:08 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Public Comment in Opposition — Five-Acre Site (PL-26-06914, PL-26-06915, PL-26-06917, PL-26-06920)

Follow Up Flag: Follow up
Flag Status: Flagged

From: Nate Marine [redacted]
Sent: Friday, July 31, 2026 9:35 PM
To: planning <planning@parkcity.gov>
Cc: [redacted]
Subject: Public Comment in Opposition — Five-Acre Site (PL-26-06914, PL-26-06915, PL-26-06917, PL-26-06920)

I am a Park City resident writing in opposition to the proposed Five-Acre Site redevelopment at the southwest corner of Kearns Boulevard and Bonanza Drive. Please enter this letter into the public record for the August 12 and August 26 hearings.

I understand the Commission's role is to evaluate this application against the Land Management Code rather than to set policy, so I will address the three items before you. Building height. As presented at the June 24 site visit, six of the seven proposed buildings exceed the 35-foot zoned maximum. The applicant's stated justifications — sloped ground, three floors not fitting under 35 feet, gable roofs for "Park City character" — are explanations of the design's ambitions, not findings that the Code's criteria for an exception have been met. A building program that cannot fit inside the zoning envelope is a building program that is too large for the parcel. I would ask the Commission to require, on the record, a specific finding for each building as to why the exception is warranted, and to require the view-impact renderings you requested in June before any vote. The parcel sits in one of the last places in the core of town with an open view toward Park City Mountain and Deer Valley. Once that is built into, it does not come back.

Traffic impact study. The Kearns and Bonanza intersection is already the pinch point of this town. I ask the Commission to make the study's trip-generation assumptions public and to test them against actual regional commuting patterns rather than generic multifamily rates, and to treat any Transportation Demand Management measures as enforceable conditions with monitoring and consequences, not aspirations. If the TDM assumptions do not hold, the traffic is permanent and the town absorbs it.

Housing mitigation plan. Before adding 106 units here, I would like to see current occupancy and absorption data for Park City's existing deed-restricted inventory. If comparable units are sitting unfilled, the case that this site is the necessary location for this density has not been made.

Finally, on process. In 2017 the City spent $19.5 million of public money on this land to build an arts and culture district anchored by the Kimball Art Center and the Sundance Institute. Sundance has gone to Colorado. The Kimball has gone to Kimball Junction. What was on this site before was cleared away on the strength of a promise that no longer exists, and residents are now being asked to accept something materially different — and to bend the height limits to make it fit. The City is both the landowner and the regulator here. Holding this application to the same standard a private applicant would face is the only way to preserve public confidence in the outcome.
I ask the Commission to deny the requested height exceptions and to require a revised plan that conforms to the underlying.

Nate Marine
[redacted]
Park City UT 84060

From: Clive Bush [redacted]
Sent: Wednesday, July 22, 2026 10:22 PM
To: planning; Council_Mail
Cc: Rebecca Ward; Nannette Larsen
Subject: 5-Acre Development Traffic & Parking FOR PUBLIC RECORD
Attachments: 5acre_TIS comments_7_22_2026.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Commissioners and Council Members,

Please find attached my review of the traffic and parking studies submitted for the 5-Acre Development FOR PUBLIC RECORD. I have treated them as the applicant's complete and final submission, not a draft owed the benefit of the doubt. There are gaps, errors and lapses that I wouldn't expect in a document professionally stamped and represented as complete.

But the technical findings point to something larger than any single correction can fix. We are told, repeatedly, that BRT, walking, and biking will solve congestion. The City's own record says otherwise—nothing in these studies, the Re-Create 248 charter goals, or the adopted LPA shows that congestion reduction was ever the plan. Meanwhile, capital projects are widening vehicular lanes today against General Plan policy, which the traffic study claims improves traffic flow (its the only improvement they have quantified). That gap between what residents are told and what the City's own record shows is, at minimum, misleading — and contnues to be uncorrected in local media coverage.

The City is preparing to add substantial development here and elsewhere in Park City. Before it does, I believe the City owes residents these four things: a direct review of its transportation policy, an honest public accounting of what these investments will and will not fix, their impact on residents, and a clear explanation of how current decisions square with the General Plan the City has adopted for itself.

Thank you for your time and consideration.

Regards,
Clive Bush
Old Town Resident

Public Comment: Review of the Traffic & Parking Studies for the Bonanza Park 5-Acre Development

Submitted to the Park City Planning Commission and City Council
July 22, 2026

Documents Reviewed

- 5-Acre Development Traffic Impact Study (Hales Engineering, June 5, 2026)
- Parking Study Memorandum (Hales Engineering, June 26, 2026)
- Applicant's Narrative Regarding Parking (June 29, 2026)

Purpose

This comment is prepared for consideration by the Park City Planning Commission and City Council in connection with their review of the above studies.

The City’s Competing Obligations

Brinshore Development, LLC is the applicant, authorized by Park City Council to move forward with this Planning Commission submission at its meeting on March 19, 2026. Brinshore's interest in this process is, understandably, to secure and deliver the development. The City's interest is also not neutral: committing up to $40 million toward the Project. But the City also has a broader responsibility to the whole community and the constituents it serves. These studies do not demonstrate that this broader responsibility has been given appropriate weight. Most notably, they fail to engage with what the City's own General Plan identifies as residents' foremost concern: “71% of Park City residents identify traffic and congestion as the City's biggest challenge" (Park City General Plan, p. 17).

As an example: The traffic impact study ("TIS" or "the study"), prepared by Hales Engineering for the proposed 5-Acre Development, understates the severity of the traffic impacts it identifies. It doesn’t meet Park City's own Traffic Impact Study Guidelines, and proposes mitigation measures that the study itself states were never analyzed for effectiveness.

- The study labels every failing (LOS F) intersection as merely “poor” without disclosing that actual delays reach as high as 11.5 minutes for a single turning movement.
- The study's own mitigation measures were, by its own admission, never implemented or analyzed as part of the study.

- Two of the study's growth-rate provisions do not satisfy Park City's Traffic Impact Study Guidelines dated June 23, 2023.
- Trip generation credit is taken for transit infrastructure (bus rapid transit) that does not yet exist and is not guaranteed to be built, or known to solve the failing grades.

I. The Study Systematically Understates Failing Intersections

Intersections graded Level of Service (LOS) F are labeled only "poor" in the report's summary tables and narrative, with no indication of the magnitude of the failure. This is possible because LOS F in the summary tables caps reported delay at 50 seconds for an unsignalized intersection and 80 seconds for a signalized one — shown as "f (>50)" and "f (>80)" (Table 1, p. 3; Tables 4, 5, 11, 12, 13) — so a movement failing by one second and one failing by ten minutes receive an identical grade. A reader relying on the report's tables and conclusions has no way to distinguish a marginally failing intersection from one that has effectively ceased to function.

The actual delay figures do not appear anywhere in the report's summary or conclusions. They exist only in Appendix C, across 53 pages and 105 tables of raw Synchro/SimTraffic output. There, the westbound left turn from Prospector Avenue onto Bonanza Drive — the intersection's worst movement in every scenario studied — shows a clear and worsening pattern:

Scenario	AM Peak (sec)	PM Peak (sec)
Existing (2026) Background	98.2	254.4
Future (2027) Background	110.0	308.6
Opening (2027) Plus Project	159.6	406.2
Future (2037) Background	271.0	589.2
Future (2037) Plus Project	**402.0**	**689.0**

By 2037, this movement is projected to carry an average delay of **11.5 minutes** in the PM peak with the project in place (Appendix C, p. 110) — nearly triple the delay of the Existing (2026) condition, which is itself already failing. That is not a "poor" operating condition; it is a functional breakdown of the intersection, worsened at every year the study examined.

Despite identifying this and other LOS F intersections, the study offers no mitigation that actually addresses this failure. The only measure ever proposed for this intersection — restricting egress left turns to discourage cut-through traffic (p. 10) — targets a different problem (neighborhood cut-through volume), not the delay documented above.

II. Compliance with Park City's Traffic Impact Study Guidelines (June 23, 2023)

A. Opening year (Guidelines, p. 4)

The Guidelines define the required analysis scenarios around the "year of project opening". If the project's real anticipated opening date is later than 2027, all four forward-

looking scenarios are built on the wrong year and would need to be shifted and re-run accordingly.

B. Operational standard and mitigation (Guidelines, p. 4)

The Guidelines require “an operational standard for intersections… equivalent to LOS D or better” and further state that “Context-sensitive mitigation measures should be examined for intersections that exceed the level of service standard or produce queues that affect traffic operations at other intersections.” Many intersections operate at LOS F, and queues exceed 1,000 feet at several locations — itself a reporting cutoff, not an exact figure (see Section X, below). The study concedes that this examination has not been carried out anywhere in the report.

The Guidelines' examination requirement isn't conditioned on whether the project caused the failure; it is simply triggered by the LOS result. The Guidelines are not required to assign responsibility for implementing improvements — only to identify and examine them beyond the baseline condition.

C. Growth rates and in-process developments (Guidelines, p. 4)

The Guidelines require that future traffic volumes from other in-process developments that have been submitted with complete applications, but not yet constructed, be included in projected traffic volumes. The study addresses nearby project activity only by stating that, “according to the Park City General Plan (2025), there are no projects planned before 2027 in the study area” (p. 11), citing the General Plan rather than a staff-provided list of in-process developments — a different and narrower source than the Guidelines specify.

III. The Study's Own Mitigation Measures Were Never Analyzed

The Existing (2026) Background chapter proposes a list of mitigation measures for the failing intersections — grade-separated pedestrian crossings, signal timing changes, turn restrictions, interconnectivity improvements, as well as dual left-turn and channelized lanes. Immediately after listing them, the study states directly:

> None of the mitigation considerations were implemented and analyzed as part of the traffic impact study and are only provided for the City to consider (p. 10).

Every later chapter of the study — Opening (2027) Background, Opening (2027) Plus Project, Future (2037) Background, and Future (2037) Plus Project — simply defers to this same unanalyzed list, stating that no additional or further mitigation is recommended (pp. 15, 27, 31, 35). In other words, across a ten-year horizon in which the worst movement's delay grows from roughly two minutes to 11.5 minutes, the study's mitigation analysis does not advance beyond a single unverified list of possibilities floated in the baseline year.

This is inconsistent with the study's own stated performance standard: “If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented” (p.

3). The word “or” allows the study to satisfy its own standard with an explanation alone, without ever committing to or testing a mitigation measure — a lower bar than the Guidelines set.

IV. Project Trip Generation Reductions

The study's multimodal trip reduction percentages — which lower the number of vehicle trips assumed in every LOS calculation in the study — are based in part on “the anticipated number of people that will walk, bike, or take transit to/from the development,” informed by the Park City Transportation Demand Management Report and by a list of strategies that includes “a future bus rapid transit system… planned in Park City along SR-248 and Bonanza Drive” (p. 16). The study takes a present-day trip-count credit for a future transit investment whose funding, timeline, and completion are outside the study's control and are not analyzed for likelihood, risk, or effectiveness.

V. Projected Traffic Volumes (TIS p.28)

Hales Engineering reports that future forecasted volumes were obtained from the Summit & Wasatch Counties travel demand model, but the study does not disclose what assumptions are built into that model — including whether it already accounts for modal splits or bus rapid transit services that the study elsewhere proposes as a future mitigation measure. If the model already assumes some level of transit ridership, then citing BRT again later as a mitigation measure risks double-counting the same benefit rather than offering a genuine, additional fix. The City and/or applicant should be required to provide a full accounting of the assumptions underlying these forecasted figures before the study's conclusions can be considered.

VI. Deer Valley Drive / Park Avenue “improvement”

The TIS shows improved performance at this intersection by 2037 (TIS Table ES-1, p. i) — a result the study does not attribute to any cause, but which appears connected to the vehicular lane widening now under construction.

At the June 12, 2025 Council meeting, the decision to widen the roads set aside a transit-only alternative in favor of additional vehicular lanes to accommodate improved traffic flow as well as the 224-BRT. This ran counter to existing City policy even at the time: Park City's 2014 General Plan already prioritized public transportation “over widening roads to maintain the small-town experience of narrow roads, modest traffic, and Complete Streets” (SmallTown VI, p. 43). The City's 2025 General Plan made this policy more forceful still, stating plainly that “if lane widening is ever considered in the future, it must only be used to provide multi-modal improvements and should not be used to increase car driving lanes” (Park City 2025 General Plan, p. 17). Both the 2014 and 2025 General Plans are explicit on this point, and the Council's June 2025 decision is difficult to reconcile with

either. The City should clarify whether the widening approved at that meeting is consistent with the standard it has set for itself, both before and since. Absent that clarification, the widening itself stands as a tacit admission that the City does not believe BRT, on its own, would have resolved congestion at this intersection or any other — and the City should clarify how this affects planned transit improvements at other intersections, and how downstream streets already affecting resident livability are expected to be addressed.

VII. The City's Own Record Contradicts the Congestion-Reduction Assumptions

The TIS assumes that a future bus rapid transit service may, on its own, resolve existing and future congestion and queuing (TIS, p. 10). Nothing in the study supports that assumption.

Resolution 04-2026, which formally adopts Dedicated Exclusive Bus Lanes as the Locally Preferred Alternative on Hwy 248, is also non supportive: it justifies the choice by "improved regional transit reliability, travel time competitiveness, sustainability, safety, and long-term mobility" — and is silent on any expectation that vehicular congestion itself will decrease.

This is consistent with public statements from the officials responsible for this corridor. At the December 6, 2024 Council Special Meeting, then-Councilor Ryan Dickey and UDOT Deputy Director Shane Marshall (now with Horrocks Engineering) both stated that the Re-Create 248 transit service would not solve traffic congestion once growth and economic activity are factored in. Councilor Dickey was particularly concerned about the public being misled on this point. Park City's Senior Transportation Manager separately acknowledged that an initial drop in traffic does not mean the underlying problem is solved (timestamp 31:45–34:40).

The City is simultaneously widening the vehicular lanes at the Box of Rocks intersection (Section VI, above) — the same intersection the TIS credits with improved performance by 2037. If BRT were sufficient to resolve congestion, or Council believed it would, that widening would be unnecessary; the City's own infrastructure decisions say otherwise.

Paid parking and parking reductions may incentivize transit use in theory. In practice, without a citywide strategy to offset their local effects, they create serious problems for residents. First, paid or reduced parking simply means less parking available to residents who have no practical alternative to driving. Second, that demand does not disappear — it shifts onto adjacent neighborhood streets and nearby businesses never designed to absorb it. Third, and most fundamentally, none of this is paired with a viable local transit alternative connecting residents to everywhere they actually need to go.

That gap matters because of how BRT itself works: it serves trips that both start and end along the SR-248 corridor, or trips from out-of-town visitors parking at a Park & Ride. Residents are neither. They live here year-round and travel to multiple destinations every day — the grocery store, school, work, a friend's house — most of which are not on the corridor at all. A transit line built for corridor-to-corridor and park-and-ride trips does nothing for that kind of daily, dispersed travel. Charging residents for parking, or reducing the parking available to them, only makes sense as a demand-management tool if a real alternative exists for the trips they're actually taking. Here, none does.

Taken together: the regional corridor's own charter goals and adopting resolution never claimed BRT would reduce congestion; the officials responsible for this corridor have acknowledged this directly; and the City is widening roads because it doesn't trust transit alone to resolve traffic flow. The TIS's own contingency plan for its "multi-modal goals" is to add vehicular lane capacity — dual left-turn lanes and channelized right-turn lanes at Deer Valley Drive/Park Avenue, Bonanza Drive/Kearns Boulevard, and Bonanza Drive/Deer Valley Drive — "if multi-modal goals are not as successful as planned" (TIS, p. 10). That is precisely the outcome the General Plan prohibits: lane widening reserved for multi-modal improvements, not for increasing vehicle capacity (Section VI, above). The TIS leans on BRT and multi-modal strategy as its primary mitigation, offers no analysis to support that reliance, and its own stated fallback, widening vehicle lanes — is one the City's General Plan does not permit. A study that builds its central mitigation strategy on an assumption its own project charter, its own officials, its own capital projects, and its own fallback plan all contradict should not be relied upon as written.

VIII. Unsupported Claim

The applicant claims verbally that the affordable housing component reduces traffic. The TIS itself contradicts this: it projects a net increase of 1,238 vehicle trips per day for the full project, and the project as a whole — including the market-rate housing, which is described as necessary to support the affordable housing component, generates that increase. The TIS's own numbers undercut this claim rather than support it.

IX. Unsafe and Unresolved Access Offsets Near Bonanza Drive / Kearns Boulevard

The study's own text identifies unresolved geometric safety problems tied to the Bonanza Drive / Kearns Boulevard intersection; these are loosely addressed only through a turn restriction rather than a fix to the underlying condition. The Garage Access on Bonanza Drive is also limited to right-turns-only “due to queuing from the Bonanza Drive / Kearns Boulevard intersection, the proximity of Prospector Avenue and other accesses creating unsafe offsets, and the presence of a traversable center median” (p. 19). The same queuing and offset conditions cited here require that Prospector Avenue's own proximity to the Bonanza Drive / Kearns Boulevard intersection warrants scrutiny as well. The study

concedes that the Private Drive access on Kearns Boulevard — 500 feet west of the Bonanza Drive / Kearns Boulevard intersection — "does not meet UDOT's access spacing requirements with nearby accesses and may require a variance request" (p. 19).

In both cases, the study identifies the underlying problem — an unsafe offset in one instance, a spacing standard the project does not meet in the other — and resolves it only by restricting turning movements during peak hours, not by correcting the geometry or securing the required variance. The study itself hedges this fix, noting the restriction would apply "at least functionally during the peak hours" (p. 19), which leaves open whether the unsafe condition persists outside peak periods or if drivers do not comply with the restriction.

This sits alongside the crash history the study reports for the Bonanza Drive / Kearns Boulevard intersection itself: 44 crashes over the five-year study period (Table 2, p. 5) — by far the highest total of any intersection studied, more than triple the next-highest (Woodbine Way / Kearns Boulevard, 12 crashes) — including 18 angle crashes (Table 3, p. 5), a crash type commonly associated with turning and geometric conflicts. Despite this concentration of crashes at the intersection the study's own text ties to nearby "unsafe offsets," the study states only that "there are no mitigation measures recommended based on the crash reports" (p. 5), with no safety analysis using crash modification factors as the Guidelines require "for any proposed roadway improvements" at a location. Given the acknowledged offset and access-spacing problems and the disproportionate crash concentration at this intersection, the absence of any safety analysis here is a gap in the study, not evidence that none is warranted.

X. The Study Never Performs the Guidelines' Required Spillback Analysis

The Guidelines require that "the 50th and 95th percentile queue lengths and available queue storage should be reported for each intersection," and that "At intersections where the 50th percentile peak hour queue exceeds the available storage, the traffic operations analyses should be reviewed to determine if spillback queueing affects the traffic operations at other intersections within the roadway network" (p. 4). In every Queuing Analysis section of the study — Existing (2026), Opening (2027) Background, Opening (2027) Plus Project, Future (2037) Background, and Future (2037) Plus Project — the study states only that it "calculated the 95th percentile queue lengths for each of the study intersections" (pp. 6, 14, 24, 31, 34).

50th percentile queue length is never calculated or reported anywhere in the study, and available queue storage length is never reported for any intersection or turn lane in the document.

This gap is not just academic. The reported 95th percentile queues are severe and worsen over the study horizon, with many approaches reported only as exceeding 1,000 feet (">1,000 feet") — the same kind of open-ended reporting cutoff used for delay in Section I, above, meaning the true queue lengths at these locations may be considerably longer than

what the study reports. The study concedes that the Deer Valley Drive / Park Avenue intersection queue backs “through the Kearns Boulevard / Park Avenue and Bonanza Drive / Deer Valley Drive intersections” (p. 10). That is a plain-language admission of the exact spillback condition the Guidelines are designed to catch and quantify.

XI. The Parking Study Contains Internal Errors and Unsupported Assumptions

A. The Parking Study contradicts its own table

The Parking Study states in its narrative text that “it is anticipated that the City would require 165 stalls for the proposed development without any event venues” (p. 2). Table 2, immediately below that sentence, sums to 209 stalls. The Applicant's Narrative separately states that the Land Management Code requires 208 parking spaces (likely a rounding difference from the table's 209). This is an internal contradiction that should be formally corrected and reconciled.

B. The event parking calculation does not check out

The Parking Study states: “The proposed project also includes plans for an event space with a capacity of 980 seats. Using the Park City's assumption of 4 seats per vehicle, the event space would generate demand for an additional 270 parking stalls” (p. 4). 980 ÷ 4 = 245, not 270 — a discrepancy of roughly 10%. The memo then states the event will “bring the total parking need to a total of 505 parking spaces” without showing how that figure is derived; it cannot be independently verified from what the memo provides.

C. The “4 seats per vehicle” assumption is uncited and unusually generous

The Parking Study attributes this occupancy assumption to “the Park City's assumption” but cites no ordinance, standard, or prior study establishing it. Typical vehicle-occupancy assumptions for general community and arts events run considerably lower (on the order of 1.5 to 2.5 persons per vehicle) absent a specific, organized carpooling or shuttle program. If a more conventional occupancy rate were applied, event parking demand — and the resulting shortfall against the proposed 289-stall supply — would be substantially larger than the 216 stalls acknowledged. The source and justification for this specific assumption should be provided before it is relied upon.

D. The off-site event parking plan is a placeholder, not a plan

Both documents state that events should “utilize an off-site parking plan to accommodate the additional demand without negatively impacting the surrounding neighborhoods,” but neither identifies a location, capacity, shuttle logistics, or an executed agreement with any off-site provider. Instead, it's addressed with a generalized statement of intent rather than an analyzed, concrete plan.

E. Added parking is asserted, not shown, to have no material traffic effect

The Applicant's Narrative states that the proposed 72 stalls above the Land Management Code minimum “are not anticipated to materially change the transportation impacts associated with the proposed development” and points to the Traffic Impact Study as support. The Traffic Impact Study's trip generation methodology is based on land use size not on parking supply, and does not model induced vehicle trips associated with providing roughly 38 percent more parking than the Code requires.

F. The Study Ignores the Off-Site Impacts of Paid Parking

Neither study analyzes what happens once drivers begin avoiding the project's paid parking altogether. If on-site parking carries a cost, some share of residents, employees, and visitors will predictably seek free parking on adjacent streets and parking lots instead — pushing demand into surrounding neighborhoods and onto nearby businesses that were never designed to absorb it. Neither the Parking Study nor the Applicant's Narrative analyzes this displacement, quantifies its likely scale, or proposes any measure to manage it — an omission that undermines the very neighborhood-protection rationale both studies use to justify the project's parking plan.

XII. Conclusion and Requested Action

The data Park City's own Guidelines require the study to produce — actual delay, not just a letter grade, and analyzed (not merely listed) mitigation for intersections that fail the City's LOS D standard — exists in the study's appendices but is not surfaced, evaluated, or acted upon in the body of the report. Before this application proceeds, the City should require Hales Engineering to:

- Report actual, uncapped delay values for every LOS F movement in the main body of the report, not only in Appendix C.
- Analyze — not merely list — mitigation measures for every intersection that fails the City's LOS D standard, consistent with the Guidelines' requirement that context-sensitive mitigation “should be examined” for such intersections.
- Confirm in writing whether a City-provided list of in-process developments was used in the growth-rate methodology, and if not, revise the forecasts to include it.
- Disclose the risks and sensitivity of the results to the planned bus rapid transit system's effectiveness, and report on how that effectiveness addresses the issues raised in this report and any conflicts with the LMC and/or General Plan.
- Require the study to test whether its stated multimodal and travel-demand-management goals actually reduce vehicle trips, rather than assuming they will.
- Resolve conflicts between paid parking and existing neighborhoods and businesses.
- Conduct a crash-modification-factor safety analysis for the Bonanza Drive / Kearns Boulevard intersection consistent with the Guidelines’ safety analysis requirement, and resolve — rather than functionally work around with restrictive turn measures — the underlying unsafe offset and access-spacing issues identified in this report.

- Report 50th percentile queue lengths and available queue storage for every study intersection, and perform the storage-based spillback review the Guidelines require.
- Correct and reconcile the Parking Study's internally inconsistent City-required-stall figures (165 vs. 209 vs. 208), and recalculate the event parking demand and resulting shortfall using accurate arithmetic and a sourced, defensible vehicle-occupancy assumption.
- Substantiate the 2027 project opening-year assumption against the actual anticipated construction and leasing schedule, and re-run the opening-year and ten-year forecasts if the actual opening date differs materially.
- Require a concrete, location-specific off-site event parking plan — including capacity, shuttle logistics, an executed agreement, and resolution to local disturbances of overflow parking on neighborhood streets, parking facilities and adjacent businesses.

From: planning
Sent: Friday, July 17, 2026 9:55 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Open Space at Bonanza Park 5-Acre Site

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: IAN DAVEY [redacted]
Sent: Friday, July 17, 2026 9:52 AM
To: planning <planning@parkcity.gov>
Subject: Open Space at Bonanza Park 5-Acre Site

Dear Planning Commission

My name is Ian Davey. My wife Sally and I own a home on Aerie Drive.

We are contacting you to give comment on the above matter.

We are supporting the petition to re-evaluate the Bonanza Park Project for a number of reasons, including the following:

Traffic congestion. The intersection is already very busy, and the current proposal would significantly increase this problem. We are concerned about the effect it may have on an outlet/escape route in the event of fire hazards.

The financial effect on local taxpayers.

The effect of tall buildings on the view corridors.

We would love to see more community gathering spaces in our beautiful city.

Thank you very much for your consideration in this matter.

Yours sincerely.

Ian and Sally Davey

From: planning
Sent: Thursday, July 16, 2026 8:38 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: 5 acre parcel

Follow Up Flag: Follow up
Flag Status: Flagged

From: Alisha Niswander [redacted]
Sent: Wednesday, July 15, 2026 5:06 PM
To: planning <planning@parkcity.gov>
Subject: 5 acre parcel

Hi there
I have listened online to several meetings regarding the Bonanza park parcel. The last one was the most disturbing. The mock ups look exactly like Newpark and Studio Crossing. That is not what we need/want in that space.

I have been a resident of 84060 since 2001. I have owned a small business in town since 2003. I lived in affordable housing at The Line for nine years. Three years ago my husband and I bought a home in Prospector. We chose to spend the extra money for a crappy house simply to be in city limits. I knew I could not handle sitting in traffic each and every day to get to work. Now, where we live in Prospector, it appears I will be sitting in traffic every day to get to and from work.
You have one chance to get this right. I am sorry that the mayor and city council feel the need to get this done, in this way. I know it has been a long process. However, the community has spoken and the majority wants a space that can truly be for the local community. Locals are not going to Main St like we used to. We crave a new gathering space that is accessible to where we live. I'd guess most locals live in Prospector and the "old" Park Meadows. I ask you to please put a hold on this project. Revisit it. Take the TIME to get it right.
I have my own thoughts on affordable housing, having lived in it for so long. Affordable housing is not just a box to be checked. It needs to be thoughtfully considered and managed appropriately (which it is not). Our current units should be filled before pushing more projects through. Besides Engine House and its vacancies, HOPA is coming on board in that same area which will already create traffic issues. That intersection cannot handle that amount of density and additional transit and cars.
Please consider what you want your legacy to be. I often think about how fortunate we are to have Round Valley, Treasure Hill and Bonanza Flat.
I will feel just as fortunate when this area is developed for the local community, as a gathering space, which is what we want.

Thank you for your consideration and your time.

From: planning
Sent: Wednesday, July 15, 2026 2:39 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Support for the Bonanza 5-acre Site as Public Park and Green Space

Follow Up Flag: Follow up
Flag Status: Flagged

From: Nancyandjk [redacted]
Sent: Wednesday, July 15, 2026 2:29 PM
To: planning <planning@parkcity.gov>; citycouncil@parkcity.org
Subject: Support for the Bonanza 5-acre Site as Public Park and Green Space

I am writing to urge the Planning Commission and City Council to reconsider plans for housing on the Bonanza 5-acre site and instead dedicate the property as a public park and green space.

This property is a former brownfield site with a documented history of contamination associated with Park City's mining legacy. A 2024 environmental assessment found arsenic concentrations of up to 145 mg/kg and lead concentrations of up to 3,880 mg/kg in soils on the property. Park City has applied for EPA Brownfields funding specifically because contaminated soils must be addressed before redevelopment can occur.

While remediation can reduce environmental risks, the fact remains that this site carries the legacy of historic mining activity. **Across the country, former industrial and contaminated lands have been transformed into successful parks through remediation and revegetation. Deep-rooted grasses, shrubs, and trees help stabilize soils, reduce dust, improve habitat, and create healthier public spaces. A restored park would serve as a visible example of how Park City can heal the scars of its mining past while providing lasting benefits to residents and visitors.**

The Bonanza site occupies one of the most prominent gateways into Park City. Rather than maximizing development on a property with a history of contamination, the city has an opportunity to create a signature park that reflects our community's values, protects public health, celebrates our history, and provides much-needed open space in an increasingly developed area.

I respectfully urge you to preserve this unique property as a public park and environmental restoration area that will benefit residents and visitors for generations to come.

Thank you for your consideration. Please include these comments in the public record.

Sincerely,

Nancy Davidson
Park City, Utah

Sent from my iPhone

From: planning
Sent: Monday, July 13, 2026 9:47 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: STOP BONANZA

Follow Up Flag: Follow up
Flag Status: Flagged

From: David Aldous [redacted]
Sent: Monday, July 13, 2026 8:51 AM
To: planning <planning@parkcity.gov>
Subject: STOP BONANZA

City Planning Commission

What are you, our public representatives doing?

Buying land for an Arts district and then turning it into a major code exception development that will block mountain views in our mountain town.

We were born and raised in Utah and live in Park City. If you support this project you should be fired . No one in the community supports this development except for the developers and their shareholders. Why would you consider a code violation on height in one of our two major corridors to approach our mountains. If developers need higher buildings to make their project work, then you need to find another project or better plan. The codes are there to protect our city not to be rewritten when a developer needs to make more money.

STOP THIS PROJECT, Represent the people not the developers

David Aldous
Susan Aldous

[redacted], Park City, UT 84060

From: planning
Sent: Monday, July 13, 2026 8:15 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Resident Feedback in Support of 5-Acre Bonanza Park Development

Follow Up Flag: Follow up
Flag Status: Flagged

From: Evan Levine [redacted]
Sent: Saturday, July 11, 2026 1:57 PM
To: Council_Mail <Council_Mail@parkcity.gov>
Cc: planning <planning@parkcity.gov>
Subject: Resident Feedback in Support of 5-Acre Bonanza Park Development

PLEASE CONFIRM RECEIPT

Dear Mayor and City Council Members,

I am writing to express my strong support for the planned 5-acre Bonanza Park development and the inclusion of the 88 deed-restricted workforce housing units. As a resident and a local real estate professional who monitors our housing market and inventory trends daily, I urge you to hold the line and move this project forward.

Because of the current hyper-volatile public climate surrounding this parcel, I respectfully request that this letter be treated as internal feedback for the Council's consideration and not be published in the active public meeting packet to protect my professional relationships.

While the current community conversation is dominated by loud opposition, the actual mechanics of this project serve the long-term survival of Park City. I ask you to consider the following points as you finalize your decision:

1. Smart Transit Integration vs. The Commute Illusion Critics frequently argue that adding density to the Bonanza district will exacerbate our traffic problems. However, the reality of our traffic congestion is that it rears its head most aggressively during morning and evening commute hours. This project is not a net addition of new drivers to our ecosystem; it is a critical migration of our existing workforce. By housing the people who already keep this city running right on a central transit corridor off Kearns Boulevard, we are actively removing commuter cars from the canyon and our local roads. True infill development near public transit is the only way to mitigate the gridlock critics claim to worry about.

2. Balancing Housing Needs Against Green Space Everyone loves open green space—it is a foundational reason why so many of us choose to live in Park City. But we must look at our footprint realistically. We already have a massive dedicated green space at City Park less than a half-mile up the road on Park Avenue. The immediate, desperate need for workforce housing heavily trumps the desire for an additional park on this specific commercial parcel when a viable, massive recreational alternative like City Park already exists right up the street.

3. Halting Demographic and Civic Displacement Beyond the spreadsheets, there is a profound human toll to our housing deficit. Speaking from the perspective of a 35-year-old resident, I watch my local social circle shrink annually. The civil servants, young professionals, and managers who provide our community its vibrancy are being transformed into economic refugees—forced to abandon Park City for Salt Lake, Heber, Kamas, or leaving Utah entirely. By pricing them out, we are forfeiting the diverse civic voices essential for a healthy social balance. While many of my peers share this support, they are too preoccupied with second jobs and the struggle to remain local to attend evening council sessions. Failure to include this workforce will permanently skew our demographics, degrading a living town into a hollow resort enclave. We must approve these units to preserve our neighborhood dynamics and the very soul of our city.

4. A Decade of Process is Enough The city has been intensely analyzing, studying, and gathering public feedback on this specific parcel since 2017. A decade of public process is more than enough. Allowing the project to be perpetually stalled by demands for "more study" from newly formed neighborhood groups is a form of paralysis that hurts the entire town. The current plan represents a carefully moderated, multi-year compromise that balances community space with immediate workforce beds.

Constructive Design Feedback for the Final Layout If these minor critiques need to be bypassed in order to keep the project moving forward without delay, I am entirely fine with that. However, if they are easy to integrate or modify, I believe they could highly benefit the space:

- **Double Underlining Outdoor Dining:** Park City has a surprisingly limited array of true outdoor dining options—much of our existing patio seating unfortunately faces parking lots. I want to strongly back the current inclusion of plaza dining, but urge you to maximize it. The proposed layout is an incredible opportunity to create a vibrant outdoor dining hub directly centered around the planned internal green space.
- **A "Grand Central Market" Style Food Hall:** I would highly encourage incorporating a micro-restaurant food hall concept, akin to a scaled-down version of LA's Grand Central Market. This framework functions beautifully as a low-cost culinary business incubator. A smaller lease footprint and lower upfront capital requirements would allow local chefs and entrepreneurs to test the market, build a brand, and eventually expand into permanent brick-and-mortar restaurant spaces in town. I could have sworn I saw a similar incubator concept mentioned early in the planning phases, but I have been unable to find it in the recent materials. If this is already being actively explored, I want to double underline my support for it; if it isn't, I highly urge the city to consider it.
- **A Potential Compromise on the Stage:** While I deeply appreciate the tie to arts and culture, I often wonder if removing the planned bandstand/stage structure in favor of a slightly larger open lawn could serve as a viable olive branch to the surrounding neighborhood. While I recognize the most vocal critics may never be fully satisfied if a single building goes up, sacrificing the performance stage for extra open breathing room feels like a smart concession to make if you need to appease pushback.

Thank you for your continued dedication to the future of Park City. Please remain brave and recognize that the retirees and wealthy residents who have the luxury of time to attend every meeting, collect signatures, and dominate the room possess a social status that heavily amplifies their voices. Do not let that structural asymmetry obscure the quiet, hardworking majority counting on you to approve this development.

Sincerely,

Evan Levine

A Grateful Park City Resident & Real Estate Professional

--

Evan Levine

[redacted]

From: planning
Sent: Monday, July 13, 2026 8:15 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Five Acres — Please Preserve Open Space

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: S C [redacted]
Sent: Saturday, July 11, 2026 8:21 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Five Acres — Please Preserve Open Space

Dear Planning Commission and City Council,

I am a Park City resident writing to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Sent from my iPhone

From: planning
Sent: Friday, July 10, 2026 8:17 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Bonanza Park Public Record

Follow Up Flag: Follow up
Flag Status: Flagged

From: Elaine Zuckerman [redacted]
Sent: Thursday, July 9, 2026 8:21 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza Park Public Record

"YOU CANNOT GET THROUGH A SINGLE DAY WITHOUT HAVING AN IMPACT ON THE WORLD AROUND YOU. WHAT YOU DO MAKES A DIFFERENCE, AND YOU HAVE TO DECIDE WHAT KIND OF DIFFERENCE YOU WANT TO MAKE"

My name is Elaine Zuckerman. My husband and I have lived in Park City for almost 30 years - full time for the past eight years. We chose to leave Georgia and build our life here because we LOVE THIS TOWN, its people, its beauty, its creativity, and its sense of community. We are heavily invested in the welfare of this city. The wide range of nonprofits we support are testament to our commitment. We believe there's a need for affordable housing.
I am also a local artist, so I see Bonanza Park not only as land, but as a Possibility. As an artist, a full time resident, a mother, a grandmother-I am deeply concerned that we are losing the space for creativity, connection and local identity. Our families need places to gather. Our residents need places to meet one another, Our Artists need places to create, our Performers to Perform
This five-acre site is PRECIOUS. It is CENTRAL. It is PUBLIC. And it may be the last BEST opportunity Park City has to create a true cultural gathering place within the city limits, Something that is not Main Street, nor City Park. BUT NOT another development -dominated by housing.
I want to be clear: I respect the need for affordable housing. But we cannot keep solving one community need by sacrificing every other community need. These five acres are simply not the best place for a housing development.

- Traffic and Congestion at this area is already a nightmare both in the morning hours as well as the late afternoon hours, a housing development would make this worse and a safety hazard for those who live in 84060
- The developers proposal does not even have enough parking for the tenants, the workers in retail businesses as well as the customers. It's absurd to think a two bedroom unit will only have one car
- The proposal is not OPEN SPACE. It's asphalt road ways, walkways between housing and some green space.
- The renderings of the mountains in the proposal might be good for the tenants but certainly not good for the surrounding community-views will be obstructed
- How does the city control who lives there? Whose not to say they drive elsewhere for work outside of PC?
- Garbage for Retail would be put out on Bonanza Drive-ok is that not a nightmare?
- Private Park opened to the Public?- this land is the taxpayers land!
- There are so many affordable/housing developments being built all around and within Park City- We do not need one in this congested area

We've lost Sundance, our precious Kimball Arts Center has to move to the Junction. This should be a wakeup call. If our elected officials say arts and culture matter, then we must prove it by protecting this land- we must think of these 5 Acres as the HEART of our community.
I simply Cannot bear to see the HEART of our community become another housing development.
It's OKAY to press PAUSE. We have to get this right. It's your obligation as elected officials to listen to the voices of 84060 as well as the surrounding neighborhoods.

Written for Public Record
Elaine Zuckerman
7 Normans Way
80460

--
Elaine Zuckerman
Somatic Movement Therapist
[redacted]
Park City Utah
[redacted]
[redacted]

Shoot for the Moon and if you miss you'll still be among the Stars

From: planning
Sent: Friday, July 10, 2026 8:16 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Five Acres — Please Preserve Open Space

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: Robert McMullin [redacted]
Sent: Thursday, July 9, 2026 7:26 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Five Acres — Please Preserve Open Space

Dear Planning Commission and City Council,

I am a Park City resident writing to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.
Robert and Gail McMullin
[redacted], Park City. 84060
Sent from my iPhone[redacted]

From: planning
Sent: Friday, July 10, 2026 8:08 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: The five acre project

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: Mary Seitz [redacted]
Sent: Thursday, July 9, 2026 5:21 PM
To: planning <planning@parkcity.gov>
Subject: The five acre project

Hello. I wanted to state my opinion concerning the traffic at the High School. As we know there are a lot of students that drive to school every day that will have to navigate the construction and in and outs of those living in the housing on that corner along with the Eceles Center and the new athletic fields that will have large amounts of cars for the sporting events. The congestion is not a safe area for all of these students and teachers and visitors along with all the daily traffic.... I can't imagine that this location is a responsible and safe area to add more traffic. Our students deserve representation too. I always love more affordable housing but not at this location. Mary Seitz

From: planning
Sent: Thursday, July 9, 2026 3:17 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Five Acres — Please Preserve Open Space

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: Kay Mammen [redacted]
Sent: Thursday, July 9, 2026 3:16 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Five Acres — Please Preserve Open Space

Dear Planning Commission and City Council,

I am a Park City resident writing to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

From: planning
Sent: Thursday, July 9, 2026 2:04 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza Development

Follow Up Flag: Follow up
Flag Status: Flagged

From: William Mammen [redacted]
Sent: Thursday, July 9, 2026 2:02 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza Development

The Planning Commission has a responsibility to not just see that a project meets the technical requirements of the LMC but to make sure that the project fits the needs of the greater community. In particular when the city itself is the developer, then the Planning Commission should be especially vigilant that the project is for the greater good of the community. It pains me to see the city try to develop what was sold to the community as a recreation and arts district into a housing project. Private developers will take care of the housing needs of the community. The city should be looking for ways to make our city more livable for all residents. The Bonanza Parcel should be developed in a way that enhances the community not in a way that just increases the density.

I recognize the desirability of having affordable housing. That housing should not be developed in a location that will add to congestion while blocking the views of the mountains. There are many better places to develop affordable housing. A fine place to do it is out beyond Quinn's Junction where the city already has a parking lot.

The city has taken away too much open space already. Please give us some open space at the corner of Kearns and Bonanza that will be a great welcoming corridor for the residents and visitors. All people will be served by open green space not just a few.

I think it is a crime that it is necessary to write such a letter. You should know what the community wants better than this. Please correct this blunder and do it soon.
Sincerely,
William Mammen, AIA

July 6, 2026

To: The Park City Planning Commission
From: Rory Murphy

RE: Bonanza Five-Acre Parcel

Dear Members of the Park City Planning Commission,

I would like to add my voice of support for an affordable housing component for the Bonanza Five-Acre parcel proposal. Affordable Housing is a dire and immediate need in Park City. The parcel was purchased, in part, with Affordable Housing Funds. This would imply, from a legal perspective, that affordable housing is a required component of the project. I was involved with the sale from the past owner to Park City and I can tell you with conviction that affordable housing has always been an intregal part of this discussion. With the departure of the Arts organizations that were part of the project, it is all the more important that this original component be a significant part of the Bonanza project.

Having been a partner with the EngineHouse project, I can give you an idea regarding the need for affordable housing in the City limits. EngineHouse was a 123-unit project with 99 of those being affordable units at 60% AMI. We had expected a 12-to-18-month lease-up rate for the project. We are now six months open and we are essentially full. EngineHouse was the fastest lease-up affordable housing project in Utah's history. That should tell you the reality of the affordable housing situation in Park City.

In addition to it being economically critical that we house workers within the City for reasons such as traffic, parking, wage escalation, employee retention, etc., it is also equally critical that we have actually have people that live here. Park City has reached over 80% second-home and that is not healthy for the vitality and vibrancy of any real community. We need year-round residents. While I am not supportive of Code variances to achieve affordable housing, I strongly support the underlying need. Park City's Code allows for four stories for affordable projects and that is, in my mind, enough.

Thank you for your consideration of the proposal to include affordable housing in this project.

Sincerely,

Rory Murphy

From: planning
Sent: Thursday, July 9, 2026 1:00 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Attached Traffic Study from 2023 for your review again please : 5 acres Bonanza Park Development
Attachments: AdoptedBonanzaParkSmallArea Traffic.pdf; AdoptedBonanzaParkSmallAre.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: Mark Jacobson [redacted]
Sent: Thursday, July 9, 2026 12:22 PM
To: Council_Mail <Council_Mail@parkcity.gov>; planning <planning@parkcity.gov>
Subject: Attached Traffic Study from 2023 for your review again please : 5 acres Bonanza Park Development

To Council and the Planning Commission,

Very interesting meeting last night. I would like to thank the planning commission. They did a great job on questioning the project for code consideration including additional height, open space and the potential very difficult traffic issues.

Three QUESTIONS I would like to ask:

1. Please review the attached traffic study in 2023. Most of Bonanza is "excessive delays, unpredictable flows, unstable operations, unstable flow). Three years later, has it gotten better or worst? Conflicting report from the Developer.
2. How is underground parking monitored for residents and friends? Is there a parking fee for the guests of the retail on an hourly basis?
3. How does Park City Transit feel about cars being in their lanes to turn right? Is it legal? Gridlock on Bonanza made worst!

I am not in favor of this project as I don't think it benefits the community in any way shape or form for the following reasons:

1. We are providing a developer to create additional retail space for profit at the expense of our tax dollars.
2. The affordable housing may not even be enough to cover the workforce for the retail space and there are no restrictions that they have to work in Park City. So very likely we will not have a net gain.
3. We currently have a have an multiple affordable units very close to this project. Why not assist with the HOPA project that already has a better traffic pattern? This project will not be adding additional workforce needs and we can gain additional housing as well as have a project that we are proud of instead of something that looks like it should be torn down . https://housinghelp.org/projects/hopa/
4. The location makes it very hard for both ingress and egress without additional stop lights and significant changes to the existing road structure.

5. The additional retail will affect the existing retail across the street and how will you protect their parking lots from overflow?
6. We have all of our code requirements. We said NO to Yarrow on their variance. Please be consistent and say No to Brinshore.
7. The height variance is ridiculous. Not only are they looking to go to 54 feet, they are doing it from finish grade that appears to be 4-5' above original grade. The Commissioner's suggestion about going deeper on the dig, even if it's on the South-West area to keep under the 40' maximum is a good idea.
8. The loading was really interesting. The 16' for retail space or even the 12' mentioned can be shorter with different construction and different HVAC products.
9. If there are "interior roof drains" you can seriously reduce the pitch of the roofs. Make this recommendation to the Developer.
10. The Rail building was really interesting as an example as it is at the base of mellow mountain and doesn't really affect the view corridor. And they did dig lower on the south side.

I have also attached the Bonanza Park small area plan from 2023 and I broke out the traffic level of service. If we follow this, we have already added an affordable aspect to this section and the traffic makes this a really difficult project.

In the end , we have a great opportunity to put something on this site that can be impressive with a potential impact to our entry into Park City that people can support and appreciate into the future.

I truly appreciate all of the due diligence the planning commission is doing and asking all the right questions. Thank you listening to the resident, and thank you for your service.

I also have a 20 year background in commercial/industrial design build back in Michigan and have been through many planning and permitting meetings. I live in Park Meadows and have been here for 21 years.

Mark Jacobson • Principal Broker
[redacted]
REALTOR®
2021 President Park City Board of Realtors
2020,2021,2022 UAR Board of Directors
2015,2016,2017 President Park City MLS Corp
[redacted]Park City UT 84098
KW Park City Keller Williams Real Estate

From: planning
Sent: Thursday, July 9, 2026 8:12 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Five Acres — Please Preserve Open Space

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: Susanne Bhanos[redacted]
Sent: Wednesday, July 8, 2026 11:30 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Five Acres — Please Preserve Open Space

Dear Planning Commission and City Council,

I am a Park City resident writing to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Sent from my iPhone

From: planning
Sent: Thursday, July 9, 2026 8:12 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Five Acres — Please Preserve Open Space

Follow Up Flag: Follow up
Flag Status: Flagged

From: Laura Nunnelly [redacted]
Sent: Wednesday, July 8, 2026 6:00 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Five Acres — Please Preserve Open Space

Dear Planning Commission and City Council,

I am a Park City resident writing to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

I vehemently oppose the Bonanza Park Five Acre development.

Thank you.

Laura Nunnelly
Park City resident

From: public_comments
Sent: Wednesday, July 8, 2026 4:53 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Public Comment Submission

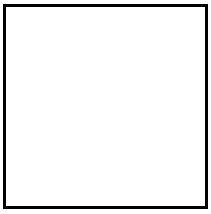
Follow Up Flag: Follow up
Flag Status: Flagged

From: No Reply <noreply@civicplus.com>
Sent: Wednesday, July 8, 2026 4:50 PM
To: public_comments <Public_Comments@parkcity.gov>
Subject: Public Comment Submission

Submitted by: Jessica Pate
Email Address: [redacted]

Commented on event: https://parkcityut.portal.civicclerk.com/event/3676/overview
If you are having trouble viewing the URL above, cut and paste the string into your browser window.

User comment: Regarding item 5A - 5 Acre site-subdivision plans. The Exhibit D-Applicant's Narrative Regarding Building Height, attachments A through F are not accessible through the posted links. As a long-time community member, I'm opposed to any height variation above the stated limits. These structures have already encroached on what has made Park City such a desirable destination. We have lost the preservation of this natural surrounding and should not further impede the majesty of our slopes.



From: planning
Sent: Wednesday, July 8, 2026 4:51 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Five Acre Development

Follow Up Flag: Follow up
Flag Status: Flagged

From: Christin VanDine <christin.VanDine@parkcity.gov>
Sent: Wednesday, July 8, 2026 4:47 PM
To: planning <planning@parkcity.gov>
Subject: Fwd: Five Acre Development

Get Outlook for iOS

From: Beth Rossi [redacted]
Sent: Wednesday, 08 July 2026 16:09:48
To: Grant Tilson <grant.tilson@parkcity.gov>; John Frontero <john.frontero@parkcity.gov>; Rick Shand <rick.shand@parkcity.gov>; Seth Beal <seth.beal@parkcity.gov>; Christin VanDine <christin.VanDine@parkcity.gov>; Matthew Day <Matthew.Day@parkcity.gov>; Adam Strachan <adam.strachan@parkcity.gov>
Subject: Five Acre Development

July 8, 2026

Dear Members of the Park City Planning Commission,

My name is Beth Rossi, and I am writing in support of the proposed Five Acre affordable housing development.

For nearly seventeen years, I have worked in Park City's lodging and hospitality industry. Throughout that time, I have had the privilege of serving this community in many ways: professionally through hospitality, as a volunteer, on local boards and committees, and now as a parent raising two children here. I have also had the privilege of serving on housing initiatives and community organizations because I believe giving back is part of what it means to call Park City home. I can say without hesitation that I would not have been able to build this life in Park City without workforce housing.

When I was nine months pregnant with my daughter, I was fortunate to purchase my first home through Mountainlands Housing Trust. That opportunity gave my family stability at one of the most important moments in our lives. It allowed me to continue working in the hospitality industry that I love, remain engaged in this community, and eventually serve on Mountainlands' steering committee to help support housing opportunities for others.

As my family grew, we were once again able to take the next step through another workforce housing opportunity and purchase our current townhome. Those opportunities did more than help us buy a home.

They allowed us to stay in Park City, raise our children here, volunteer, serve local organizations, and continue contributing to the economic and civic life of this community.

Today, both my husband and I continue to work in Park City's hospitality industry. Like so many others who support our local economy, our ability to remain here is directly connected to the availability of attainable housing.

That is why I strongly support this project.

This development addresses one of the most significant challenges facing our community. It creates housing near major transit corridors and employment centers, provides rental opportunities across a range of workforce income levels, and reflects the type of public-private partnership that Park City has long recognized as essential to addressing our housing needs.

From my perspective in travel and tourism, I see every day how difficult it has become for employers to recruit and retain talented people. Housing is almost always part of that conversation. We ask people to dedicate their careers to serving Park City, yet too often they cannot afford to become part of the community they help create.

In my current role, I have the privilege of supporting hotels & resorts not only here in Park City but across the country and internationally. Working with tourism destinations around the world has given me a broader perspective on the challenges communities face in sustaining a healthy workforce. I see firsthand that this is not just a Park City issue. Many tourism communities are struggling even more because they waited too long to invest in attainable housing and are now trying to solve a problem that has become increasingly difficult to reverse.

That perspective has made me even more grateful that Park City continues to invest in proactive, thoughtful solutions. We have an opportunity to preserve what makes this community special before those challenges become even greater. Developments like the Five Acre project represent the kind of balanced, long-term investment that supports residents, employers, visitors, and the future health of our local economy.

One of the greatest strengths of Park City has always been its people. The individuals who welcome our visitors, teach in our schools, care for our children, run our small businesses, coach youth sports, volunteer at community events, and serve on nonprofit boards are the foundation of this town. They deserve the opportunity to live in the community they invest in every day.

As a parent, I also think about the future we are creating. My children attend school alongside families from many different backgrounds. I want them to grow up in a community where people are connected not by the size of their homes, but by their commitment to making Park City a better place. A healthy community includes a diverse fabric of individuals living alongside one another. That range of experience is part of what has always made Park City special.

I understand that growth brings challenges, and every development deserves thoughtful review. But I also believe we have an obligation to create housing solutions that allow the people who work here to remain here. If we fail to do that, we risk losing not only our workforce, but also the community character that has made Park City so unique.

My family is living proof that workforce housing changes lives. Because previous leaders had the vision to invest in these opportunities, I was able to build a career, raise a family, serve this community, and continue calling Park City home.

With this decision, you have the opportunity to create that same future for someone else.

The families who will one day call this development home may become our teachers, nurses, hospitality professionals, first responders, small business owners, volunteers, and community leaders. They may coach our children's sports teams, serve on nonprofit boards, and build careers here for decades.

I hope we continue the legacy of investing not only in housing, but in the people who make Park City the extraordinary community it is.

Thank you for your time, your service, and your thoughtful consideration.

Respectfully,

Beth Rossi

Park City Resident
Hospitality & Tourism Professional

BETH ROSSI | Digital Content Manager

Montage International
1[redacted]
Park City, UT 84098

M[redacted]

[redacted]

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From: Rebecca Ward
Sent: Wednesday, July 8, 2026 3:43 PM
To: Nannette Larsen; Alec Barton
Cc: Mark Harrington; Heather Sneddon
Subject: FW: Comment on Bonanza 5-acre Lot

From: Jason Glidden [redacted]
Sent: Wednesday, July 8, 2026 3:28 PM
To: Adam Strachan <adam.strachan@parkcity.gov>; Christin VanDine <christin.VanDine@parkcity.gov>; Grant Tilson <grant.tilson@parkcity.gov>; John Frontero <john.frontero@parkcity.gov>; Matthew Day <Matthew.Day@parkcity.gov>; Rick Shand <rick.shand@parkcity.gov>; Seth Beal <seth.beal@parkcity.gov>
Cc: Rebecca Ward <rebecca.ward@parkcity.gov>
Subject: Comment on Bonanza 5-acre Lot

Dear Members of the Planning Commission,

My apologies for the long email. I had intended to attend tonight's meeting in person but had some family conflicts that will prevent me from being there. That being said, I am writing to express my strong support for the proposed redevelopment of the Bonanza site. This proposal represents far more than a housing project, it is a thoughtfully planned mixed-use neighborhood that brings together housing, arts and culture, local businesses, public gathering spaces, transportation improvements, and community amenities into a cohesive vision for Park City's future.

The Bonanza site is one of the most appropriate locations in Park City for this type of development. Situated in the heart of the community, it provides convenient access to employment centers, schools, parks, shopping, transit, and essential services. Locating housing in this area allows people to live closer to where they work, reducing long-distance commuting, easing traffic congestion, and improving quality of life for residents throughout the community. Developing housing in walkable, transit-served neighborhoods is one of the most effective ways to create a more sustainable and environmentally responsible community. By encouraging walking, biking, and transit use, this project aligns with Park City's long-standing commitment to environmental stewardship while helping reduce vehicle miles traveled and greenhouse gas emissions.

This proposal also supports the vision of a vibrant, year-round community. By integrating residential, commercial, cultural, and public spaces, the project will create an active neighborhood where residents, visitors, workers, and businesses can interact and thrive together. Mixed-use development strengthens the local economy by providing nearby businesses with a consistent customer base while creating destinations that benefit the entire community. Equally important, concentrating growth in an appropriate, centrally located area helps preserve open space and reduces development pressure on existing

neighborhoods and undeveloped lands. Thoughtful redevelopment allows the community to accommodate future growth in a manner that is both responsible and consistent with smart planning principles.

The Bonanza redevelopment also advances Park City's goal of becoming a more inclusive community. A healthy community depends on people of different incomes, occupations, and stages of life having the opportunity to live close to jobs, schools, recreation, and community services. Providing housing opportunities in the heart of Park City helps ensure that teachers, healthcare workers, hospitality employees, public servants, young professionals, families, and older adults all have the opportunity to remain active members of our community.

Opportunities like this are exceptionally rare. The Bonanza site represents one of the few remaining centrally located redevelopment opportunities capable of addressing multiple community priorities at once. It has the potential to become a model neighborhood that reflects Park City's values of sustainability, accessibility, economic vitality, and community connection. This proposal should not be viewed as an either-or choice between affordable housing and open space. Park City has long demonstrated that it values both, and this project provides an opportunity to advance those priorities together. Thoughtful planning can create a neighborhood that includes permanently affordable housing while preserving meaningful public open space, gathering areas, trails, and recreational amenities that benefit the entire community. The question before us is not whether to choose housing or open space, but how to thoughtfully integrate both into a development that reflects Park City's commitment to sustainability, livability, and responsible growth. By embracing a balanced approach, the community can provide homes for the people who make Park City work while also creating lasting public spaces that future generations will enjoy.

The decisions made today will shape Park City for generations. Future residents will look back and ask whether we had the vision to use one of our last significant redevelopment opportunities to address housing needs, strengthen our local economy, support the arts and culture, improve transportation, and create a more resilient community. I believe this project offers that opportunity.

I respectfully encourage the Planning Commission to support this proposal and help move forward a development that reflects the best of Park City's values and long-term vision.

Thank you for your thoughtful consideration and for your continued service to our community.

Sincerely,

Jason Glidden
Executive Director

Jason Glidden
Executive Director

[redacted]

MOUNTAINLANDS
COMMUNITY HOUSING TRUST

[redacted]
Park City, UT 84060

Nannette Larsen

From: Clive Bush[redacted]
Sent: Wednesday, July 8, 2026 8:15 AM
To: planning
Cc: Alec Barton; Nannette Larsen; Council_Mail; Rebecca Ward
Subject: Re: 5 Acre site traffic Study FOR PUBLIC RECORD

Follow Up Flag: Follow up
Flag Status: Flagged

Dear commissioners:

Traffic studies tend to pose more questions than answers – it's no different here and one must look beyond the technical review to evaluate the projected growth, and mitigation measures.

Multimodal transportation is not the panacea it promises to be. It attempts to keep pace with growth without guaranteeing future vehicular reductions. It fails to resolve longer term induced demand that combined with growth regulates congestion. It penalizes vehicular use with paid parking while creating negative effects for locals such as parking sprawl. Many unresolved issues must be addressed citywide before one could consider BRT the silver bullet to restore Park City's traffic to an acceptable level while maintaining its livability.

The residents of Park City deserve more from its governing authority. Peddling this study, which targets a single project, while promoting citywide growth—such as increased peak day visitors on Main Street—is a dereliction of public duty. UDOT transportation engineers have reminded us at joint meetings that BRT alone is an incomplete regional system requiring local solutions to work – this omission is staring us down, while a previous Council's vote to prioritize a local circulation study as part of the Main Street Area Plan remains unpublished.

Despite these omissions from the applicant there are many red flags such as forced right turns, excessive queuing, and less than robust mitigation measures of a bike share, grade separations, and a failed micro-transit system that are required to make ends meet. As the public has expertly highlighted this area is already a failure and nothing in the report or proposed mitigation has any substance to fix it, while making conditions worse for local residents and business owners.

Regards,

Clive Bush

Old Town, Park City

Nannette Larsen

From: planning
Sent: Tuesday, July 7, 2026 12:01 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Serious concerns about traffic: 5 acres Bonanza Park Development

Follow Up Flag: Follow up
Flag Status: Flagged

From: Hong McDonald [redacted]
Sent: Tuesday, July 7, 2026 11:46 AM
To: Council_Mail <Council_Mail@parkcity.gov>; planning <planning@parkcity.gov>
Subject: Serious concerns about traffic: 5 acres Bonanza Park Development

Dear Council and Planning Commission,

I attended the June 24 meeting, and was most surprised three points:

1. The Developer's comment "it's not a public park, it's private" sums up this entire project. This is not for the community. It's for lining the Developer's pocket in every aspect, i.e asking for more parking spaces than recommended (and where are the employees of these retail shops and restaurants going to park; overflow into Sammy's parking lot? if the majority of the 280 parking is for the resident's of the affordable housing units. Where are the friends of the residents going to park, and where are the patrons of these shops going to park?)

We already have a massive back up in traffic at that intersection, and it will be worst with this Project being here. Let's be smart about this. In an emergency, a grid-lock at this intersection will harm everyone.

2. The request for the height exception of 53 ft is appalling to use "keeping in this historic mining history" as a ploy to get it approved. Not every commercial space needs 16 ft ceiling heights. There's a code for height. Keep it please.

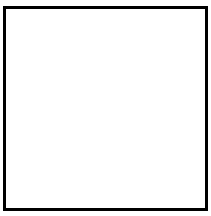
3. View corridor. We have one chance to preserve the beautiful mountain view corridor driving into Park City. Just as we get to enjoy seeing the White Barn coming in from 224, let's do something spectacular with 248. A stand out building/sculpture, and light commercial space (for the revenue) would work.

Please go back to the drawing board and keep this precious 5 acres parcel as a park with light commercial if revenue is important. (But it seems like we have plenty of money in the coffers already).

Please be the vote and the voice that keeps Park City the lifestyle we all choose to be here for. Outdoor space! Park!

Sincerely submitted,

Hong McDonald
Park Meadows since 1998



Hong McDonald • Associate Broker

License [redacted]
KW Park City Keller Williams Real Estate
m[redacted]
w:[redacted]

Hi

From: planning
Sent: Thursday, August 20, 2026 2:46 PM
To: Nannette Larsen; Alec Barton
Subject: FW: Please Deny the Current Bonanza Park Development Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

From: Sarah Baldwin Horacek <[redacted]
Sent: Thursday, August 20, 2026 11:49 AM
To: planning <planning@parkcity.gov>
Subject: Please Deny the Current Bonanza Park Development Proposal

Dear Planning Commissioners,

I am writing to ask you to deny the Bonanza Park development proposal in its current form and to reconsider what this important piece of publicly owned land could be for the Park City community.

One of my greatest concerns is parking and traffic. This area is already strained, and conditions have become noticeably worse since the EngineHouse development was completed.

I would strongly encourage the Commission to visit the area at different times of day, particularly in the evening, or commission a study that looks at actual current parking conditions rather than simply projected demand. During the day, street parking along Homestake is rarely available. Overflow appears to already be using the parking lots at Kimball Art Center, Boneyard/Blind Dog and Walgreens. The rear of the Walgreens lot regularly has cars parked there throughout the day. What happens if that business changes, or Walgreens begins enforcing customer-only parking?

At night, the problem is even more apparent. I recently tried to go to Boneyard and could not find a parking space, so I left. Cars are now parking along the side road serving Boneyard and Blind Dog, something I do not remember seeing in the past when parking there was generally available. I also see what appears to be overflow into Iron Horse.

This is not merely an inconvenience. It can negatively affect existing local businesses when their customers can't park. Adding substantially more residential and commercial density to this corridor is likely to push more vehicles into surrounding streets and private lots, extending that impact to additional businesses.

I am also increasingly concerned about what we are giving up visually and physically. Every time I turn onto Bonanza now, I look toward the mountains and think about how we will no

longer see the mountains if this project is built at the proposed height and scale. Those views are part of what makes Park City special.

This is publicly owned land. The community paid to acquire it, yet under this proposal the community receives substantially greater density and congestion, diminished mountain views, and an open-space design that I don't believe will feel public.

I particularly appreciated Commissioner Rick Shand's comments questioning whether the public will truly use the proposed public space. Public space enclosed within a large development may technically qualify as open space, but that does not mean it functions as welcoming community space. From the outside, the project risks feeling like walls of tall buildings surrounding an internal courtyard rather than a place that belongs to Park City residents.

That also affects the existing businesses in this corridor. If Bonanza becomes harder to drive through, harder to park in and generally less pleasant to navigate, people elsewhere in Park City will have less reason to go there. New residents may patronize those businesses - the loss of accessibility impacts the existing community who paid for this space.

I also question the assumption that this housing will reduce traffic because residents will live near where they work. Unless occupancy is meaningfully tied to people who already live or work locally, that assumption is false.

If people can move into these units from outside the community, including remote workers who meet the income requirements, the development is creating additional residents rather than simply relocating existing Park City workers closer to their jobs. That means new density, additional vehicles, greater parking demand and additional pressure on infrastructure and resources. It may do little to eliminate the vehicles of existing workers who commute into Park City.

I strongly support providing public transportation and encouraging people to use it. But our planning decisions also need to reflect reality. Americans use cars. We cannot build major increases in density based on the assumption that people's behavior will suddenly change enough to eliminate the resulting traffic and parking impacts.

We are already seeing the cumulative effects of increased congestion throughout Park City. I recently saw a headline about making Main Street one-way. I currently live on Main Street, and in my experience it functions well as it is. But every additional concentration of density creates knock-on effects elsewhere: more traffic through Old Town, more pressure on City Park parking, and increasingly difficult navigation throughout town.

At some point, we have to ask whether continued density is slowly taking away the very character and quality of life that makes us love living here.

I was especially moved by the recent comments from former Mayor Jack Thomas and others who were involved with the original vision for this property. The community was excited about acquiring this land because of what it could become. I believe it is worth stepping back and revisiting that vision rather than moving forward with this project.

This is an extraordinary piece of public land in the center of Park City. We will not get another opportunity to decide what happens to it.

Please deny the current proposal and give the community an opportunity to pursue a plan that provides a genuine public benefit, preserves more of the openness and views that define Park City, and does not worsen traffic and parking problems that are already affecting this area.

Thank you for your time, your service, and for considering the concerns of the residents who paid to acquire this land and will live with the consequences of this decision for decades to come.

Sincerely,

Sarah Baldwin
[redacted]

R. McConnell Group PLLC

VIA EMAIL
Chair Christin Van Dine
and Members of the Park City Planning Commission
Park City Municipal Corporation
445 Marsac Avenue
Park City, Utah 84060

September 2, 2026

Re: Five-Acre Site—Applications PL-26-06914, PL-26-06915, PL-26-06917, and PL-26-06920; Comment

Dear Chair Van Dine and Members of the Commission:

Park City has rebuilt itself more than once. The culture holds, in gathering places along Bonanza Drive and Kearns Boulevard—a juice at Booster on the way to work, a cookie at Auntie Em's on a Friday morning, breakfast with friends at Wasatch Bagel, gelato after school, a sandwich at Stacked eaten standing up, dinner at El Chubasco, lunch outside at Sammy's with the mountain in front of you, a pizza picked up at Fuego on the way home, a designer measuring a room for somebody's first house here. The City wrote that down two years ago. The vision statement of its Bonanza Park Small Area Plan reads: "Bonanza Park is a neighborhood where Parkites gather to shop, dine, and express local art and culture." The plan's survey of existing conditions adds that the neighborhood "is long considered where locals live, shop, and dine." Bonanza Park Small Area Plan 5, 24 (adopted July 11, 2024). We represent the businesses that make that true.

We represent the owners of thirteen businesses on and around the Five-Acre Site.

- Emily Burney, owner of Auntie Em's Baked Goods, 1351 Kearns Boulevard, Suite 150, in The Emporium, which adjoins the west edge of the Site.
- Mack Tilling, owner of Mack's Finest Gelato, 1890 Bonanza Drive #117, in Park City Plaza, across Bonanza Drive to the east.
- Kathryn Babcock, owner of Nosh, 1890 Bonanza Drive, Suite 112, in Park City Plaza.
- Jason Greenberg, owner of Stacked Sandwich Co., 1890 Bonanza Drive, Suite 118, in Park City Plaza.
- Angel Ruiz, owner of El Chubasco, 1890 Bonanza Drive, Suite 115, in Park City Plaza.
- Kreg Van Stralen, owner of Wasatch Bagel, 1890 Bonanza Drive, in Park City Plaza.
- Edwin Buitrago, owner of Booster Juice, 1890 Bonanza Drive, in Park City Plaza.

[redacted]

- Samuel Harris, owner of Samwell Enterprises LLC, doing business as Sammy's Bistro, 1890 Bonanza Drive #100, in Park City Plaza.
- Kelly Wallman, owner of San Francisco Design, 1890 Bonanza Drive, in Park City Plaza.
- Allison Cook, owner of PC Carriage House Retreat LLC, which operates lodging at 1940 Prospector Avenue, south of the Site.
- Dawn Kenton, owner of DK 611 LLC, which operates at 1940 Prospector Avenue.
- Jason Crobarger, owner of Fuego Bistro & Pizzeria, 2001 Sidewinder Drive.
- Diana Peterson, owner of Park City Massage Therapy LLC, 2273 Monarch Drive, in Prospector Village.

Eight of the thirteen occupy one building, Park City Plaza, directly across Bonanza Drive from the Site. One adjoins its west property line. Two operate on Prospector Avenue to the south. One is on Sidewinder Drive, at an intersection the traffic study shows dropping two levels of service. One is on a residential street in Prospector Village. Each owner owns a business that operates within Park City. Please include this letter in the record for each of the four applications, in the packet for the September 9 work session, and in the record for the public hearing when it is noticed.

Park City needs housing. The Code provides the framework. Our clients ask the Commission to apply it—the list of allowed uses, the height limit, the parking count, the traffic study, and a plan for the soil under their floors.

These applications were filed this year. The Council authorized them on March 19, 2026, four votes to one. This Commission opened its review on June 24 with a site visit and an introductory work session. The buildings have changed at every meeting since. The applicant proposed height reductions on August 19 and staff reported them on August 26. The applicant has told the Commission that five of the seven buildings are not drawn yet: "[o]nce comments are received on the example buildings, the balance of the project will be redesigned accordingly." No one could have commented in 2024 on a building that does not exist in September 2026.

What the public was asked about years ago was a new zoning district for Bonanza Park. It was never adopted. A member of the public reminded the Commission of that in writing on June 24, 2026: the Council "held three public hearings on that code (May 22, 2025; June 26, 2025; and August 26, 2025), yet consensus was never reached." The plan was adopted and the code behind it was not.

On this record the findings the Code requires cannot be made. Our clients ask the Commission to deny the applications. If the Commission is not prepared to deny them, it should not vote until the amphitheater has a use classification, the parking count includes it, the three required submittals are filed, and each approved building height appears as a number measured from Existing Grade.

What the Code Requires

Four tests apply to this project.

To build higher than 35 feet, the applicant must satisfy six criteria. LMC § 15-6-5(F). The Code places the burden on the applicant, not on the Commission and not on the public: "The Applicant must request a Site-specific determination and shall bear the burden of proof to the Planning Commission that the necessary findings for an increase in Building Height can be made."

To approve the master planned development at all, the Commission must be able to make seventeen findings. § 15-6-6(A) through (Q). Two matter most here. It must find that the project "complies with all requirements of the Land Management Code," § 15-6-6(A), and that it "meets the minimum requirements of Section 15-6-5," § 15-6-6(B).

To issue the two conditional use permits, the Commission must work through seventeen review criteria. § 15-1-10(E). Among them are traffic and street capacity, off-street parking, building mass and bulk, noise and vibration, delivery and trash areas, and mine hazards and the Soils Ordinance.

And because this project asks for more parking than the Code requires, the Commission must weigh seven further items before it may allow that. § 15-6-5(E).

The applicant must satisfy every requirement on every list. An applicant "must meet all of the requirements," and "a failure on [the applicant's] part to meet any of the requirements will render its application infirm." *Sidwell v. Wasatch County*, 2026 UT App 67, 591 P.3d 1273. A use left off the Code's lists is not authorized, and an approval of it is illegal. *Carrier v. Salt Lake County*, 2004 UT 98, 104 P.3d 1208.

The Amphitheater Is Not a Listed Use

Section 15-2.18-2 lists the Allowed Uses and the Conditional Uses in General Commercial. It then provides: "Any Use not listed above as an Allowed or Conditional Use is a prohibited Use." § 15-2.18-2(C).

Neither list includes an amphitheater. The applicant's parking analysis describes "plans for an amphitheater with a capacity of 980 seats" and computes event parking demand for it.

The Utah Supreme Court decided this question in *Carrier*. A county approved a gravel pit in a zone whose conditional use list omitted gravel pits, reasoning that the operation fit a broader listed category. The Supreme Court reversed. The term appeared in other zones and was left out of this one, so the omission was deliberate, the use was unauthorized, and the approval was illegal.

Utah Code § 10-20-507 sets the procedure. A land use authority may decide whether a proposed use aligns with a use already on the list. If it does not, the applicant must go to the City Council for an ordinance. The Commission cannot create a use.

Section 15-2.18-10 is titled "Goods and Uses To Be Within Enclosed Buildings." Its second subsection, "Outdoor Uses Prohibited/Exceptions," provides that "[t]he following outdoor Uses may be allowed by the Planning Department upon the issuance of an Administrative Permit," and lists five: outdoor dining; outdoor grills and beverage service stations; outdoor storage and display of bicycles, kayaks, motorized scooters, and canoes; outdoor events and music; and display of merchandise. § 15-2.18-10(B). An amphitheater is not among them.

The Commission needs an answer before it approves anything. Under which listed use is the amphitheater approved?

If the answer is outdoor events and music, that use carries its own permit. It "requires an Administrative Conditional Use permit," it "must also comply with Section 15-1-10, Conditional Use review," and the applicant "must submit a Site plan and written description of the event" addressing seven items: notification of adjacent property owners, no violation of the City's Noise Ordinance, impacts on adjacent residential uses, proposed plans for music, lighting, structures, electrical and signs, "[p]arking

demand and impacts on neighboring Properties," duration and hours of operation, and impacts on emergency access and circulation. § 15-2.18-10(B)(4). None of those is in this record. No such permit has been applied for.

On August 12 the applicant told the Commission that "the amphitheater is not a ticketed event facility. This is designed for free events." Free events fill seats. The Code counts seats.

If the answer is one of the Recreation Facility categories, the parking ratios apply and the classification governs the site for the life of the project.

If the answer is outdoor events and music, there is a further problem. The Planning Department issues that permit, and the same subsection provides that "[a]ppeals of departmental actions are heard by the Planning Commission." § 15-2.18-10(B). The Commission hears the appeal. Approve the amphitheater as a component of the master planned development and the Commission decides in the first instance a matter the Code assigns to the Department, and the neighbors lose the review the Code gives them.

No notice has described the amphitheater. The legal notices for the August 12, August 26, and September 9 meetings describe the project in the same words: a mixed-use development "Including 106 Residential Units, Over 30,000 Square Feet of Commercial and Multidisciplinary Art Space, Community Green Space, and an Underground Parking Garage." The July 8 staff report lists an amphitheater and an arts pavilion as separate components of the project. The September 9 notice sets the item as a work session, takes no public comment, and states that "[a] future public hearing and potential action will be subsequently noticed." Whenever that hearing is noticed, the notice should describe what the Commission is being asked to approve.

The Parking Count Omits the Amphitheater

The Code sets parking by use. For an "Auditorium and Assembly Hall" it requires one space for every five seats. § 15-3-6. A 980-seat amphitheater is 196 spaces. The applicant's consultant computes more: using "the Park City's assumption of 4 seats per vehicle," it finds that "the event space would generate demand for an additional 245 parking stalls."

The required-parking calculation omits both figures. The applicant's tabulation counts the apartments, the childcare center, the leasing office, the retail, the café, the restaurant, and the arts studio. It leaves out the largest parking generator on the site. Whatever the count leaves out, the neighbors absorb.

The record states the required number two different ways. The August 12 staff report tells the Commission that "[t]he Applicant proposes 280 parking spaces in an underground garage, 72 spaces more than required by code," which puts the requirement at 208. The applicant's plan sheet in the same packet prints "REQUIRED PARKING: 180 SPACES REQUIRED," "NON-REQUIRED PARKING: 101 SPACES PROVIDED," and "TOTAL PARKING PROVIDED: 281 SPACES PROVIDED," and the Vehicle Parking Count table on that sheet sums to 281. Commissioner Shand made the point from the dais on August 12: the Code "states that 208 parking spaces are required and there are 280 provided in this application. However, on the Time-of-Day Parking Supply chart, it shows that around 280 are needed for most of the day."

The City's own transportation staff told the Council on October 13, 2025 that "[t]he proposed land uses generate parking demand that is fully met by one level of underground parking with 277 spaces." That is a statement of demand rather than of the Code requirement, and it does not mention the amphitheater. Staff added in the same memo that the design changes then under discussion "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."

The applicant's consultant reports that "a supply of 399 stalls should be provided for the project based on ITE data during non-event operations," and then, after applying shared parking, that "there is anticipated to be insufficient parking for the development during non-event operations. A total of 317 stalls should be provided to meet the shared parking requirements." After every reduction it claims, it lands on "a recommendation of 285 parking stalls on the site"—five more than the 280 proposed—and closes that gap in one sentence: "With the 9 additional surface level stalls, it is anticipated there will be sufficient parking during non-event operations."

The City has already said those nine stalls do not comply. Section 15-3-3(G) provides that "[t]he Parking Area design for five (5) or more vehicles must not necessitate backing cars onto adjoining public sidewalks, parking strips, or roadways." Staff wrote that "[b]ecause they require backing onto an adjacent roadway, these spaces do not comply with LMC § 15-3-3(G) and are not included in this analysis." The applicant's conclusion that parking is adequate rests on nine spaces the City says do not comply. They remain on the plan. The Commission cannot find that this project "complies with all requirements of the Land Management Code," § 15-6-6(A), while nine spaces on that plan do not.

For events the analysis puts demand at 515 stalls, "235 parking spaces greater than the proposed capacity of 280 stalls," and recommends "an off-site parking plan." On August 12 the applicant told the Commission where those cars would go: "Typically, the additional parking will be at the high school parking lot. This lot is generally available outside of school hours." The Code does not permit that. Required parking "must be on-Site unless the Planning Commission allows such parking on adjacent or nearby deed restricted Lots." § 15-3-2(C). The high school lot is neither adjacent nor deed restricted, and no such lot is identified anywhere in this record. On a winter evening the plan is that families park at the high school and walk back along Kearns Boulevard. The overflow lands on the streets and lots our clients share. Eight of our clients' doors open onto that lot. That lot fills now. Our clients' customers circle it on an ordinary weekday, before this project adds a single car.

This Commission has denied a permit on these grounds and been affirmed. In August 2025 the Court of Appeals upheld its denial of a conditional use permit because the applicant's parking mitigation plan contained discrepancies in its calculations, had not been verified by the City's own expert, and relied on data from a situation not comparable to Park City—including overflow parking at a high school available only a limited number of days per month. *VR CPC Holdings Inc. v. Park City Municipal Corp.*, 2025 UT App 130, 578 P.3d 249. Without clear calculations, the court explained, "it is impossible to know whether the potential parking impact would increase by 2.5% or by something significantly greater." Every one of those features is present here.

Section 15-6-5(E)(1)(b) directs the Commission to consider "[a] Parking comparison of projects of similar size with similar occupancy type." The applicant offers three: EngineHouse, the Pendry, and Parkview Condominiums. None has an amphitheater, an event lawn, or an event program.

Shared parking may be considered "only when there is Guarantee by Use covenant and deed restriction." § 15-6-5(E)(1)(d). No covenant exists.

The Code also requires "[p]rovisions for overflow Parking during peak periods." § 15-6-5(E)(1)(f). The applicant answers with four measures, every one of them on the Site: provide adequate on-site parking, reserve required spaces for residents, manage and enforce, and monitor. Overflow is what

happens after on-site parking runs out. The applicant's own event analysis says that happens by 235 stalls and recommends "an off-site parking plan." There is no such plan in this record.

The applicant says the extra stalls exist to prevent exactly what our clients expect. Its parking management plan states, under the heading Protecting Surrounding Neighborhoods, that "[o]ne of the objectives of the proposed parking supply is to reduce parking spillover into surrounding residential neighborhoods and nearby commercial areas." Parking Management Plan § 2.2. The plan's own section on spillover prevention drops the second half: there the objective is "to minimize parking demand within surrounding neighborhoods." § 4.4. Our clients are the nearby commercial area. They are across Bonanza Drive, and their parking is free.

The garage is not. The applicant will "[i]mplement a paid parking program for public retail Uses and visitors to the Site." On August 12 it told the Commission the difficulty in its own words: "it could be challenging to encourage visitors to pay to park underground," and "[d]ue to the challenges, there is a desire for the parking to be plentiful and for the parking garage to be open with bright lighting."

Geometry finishes the thought. The study assumes the garage access is "limited to right turns only, at least functionally during the peak hours." Park City Plaza sits on the other side of Bonanza Drive with a surface lot that charges nothing. A driver who will not pay, or will not queue for a right-turn-only garage, has an easier option in plain sight: park in the Plaza lot, walk across for a bagel or a juice, and turn right onto Bonanza Drive. Mr. Van Stralen's customers and Mr. Buitrago's will be looking for that space. Neither study models that choice. The parking study does not test what a price does to driver behavior, and the traffic study counts trips by land use rather than by where a driver decides to leave the car.

The Code directs the Commission to look at this. It must evaluate "potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts." § 15-6-5(E)(1)(g). The evaluation in this record faces inward. It asks whether the project has enough parking for itself. It does not ask what happens to the lot across the street. And one of our clients is inside the promise the plan makes. Ms. Peterson works at 2273 Monarch Drive, a residential street in Prospector Village, reached from Park City Plaza by way of Prospector Avenue. When the plan speaks of surrounding residential neighborhoods, that is the street it is speaking about.

And the mechanism it relies on does not exist yet. The applicant states that "[b]efore the garage opens, the operating procedures will identify how payment will be collected, whether paid parking is available only to patrons of on-site uses or to the public at large, the applicable rates and hours, any duration or overnight restrictions, and the availability and administration of business validations," and that "[t]hese details will be established after the parking operator and final commercial program" are settled. The Commission is asked to approve a spillover-prevention plan with no rate, no hours, and no decision about who may park there. A condition cannot supply what the Code requires the application to contain. *Sidwell*, 2026 UT App 67, 591 P.3d 1273.

There Is No Building Height to Approve

The Code measures a building's height from the ground the building sits on. "No Structure shall be erected to a height greater than thirty-five feet (35') from Existing Grade. This is the Zone Height." § 15-2.18-4.

The applicant measures from finished floor. Its August 19 narrative describes Buildings Two through Six as limited "from finished floor to the top of the building parapet" to about 35 feet. The August

26 staff report sets out what that leaves: "[a] five-foot height exception is requested for rooftop mechanical equipment and screening," and "[o]n portions of the downhill slope within the site, the Applicant requests an exception for approximately five to eight feet." Building One "is proposed to remain a four-story building."

The narrative concedes the datum. Portions of the buildings "will continue to exceed 35 feet when measured in accordance with the LMC height methodology," and the heights "will vary somewhat based on the slope of the existing grade." Vary by how much is not stated for any building.

No complete set of plans exists. The applicant drew two buildings, Two and Five, and told the Commission that "once comments are received on the example buildings, the balance of the project will be redesigned accordingly." Building One is again given no height.

Section 15-6-5(F) says what the Commission must write down: "If and when the Planning Commission grants additional Building Height based on a Site specific analysis, the approved additional Building Height shall only apply to the specific plans reviewed and approved by the Planning Commission. Additional Building Height shall be specified as a Finding of Fact in the Master Planned Development Approval, in the Development Agreement, and on each plat within the Master Planned Development that includes a Building with an additional Height allowance." One number for each building, measured from Existing Grade. The packet supplies none. No one can hold a builder to a number nobody wrote down.

Inside the Frontage Protection Zone the Height Is 35 Feet

Buildings Two and Three front Kearns Boulevard inside the hundred-foot Frontage Protection Zone.

Section 15-2.20-4 opens with this sentence: "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." The underlying district is General Commercial. Its height is 35 feet from Existing Grade, with five more feet for a gabled roof at 4:12 or steeper. §§ 15-2.18-4, 15-2.18-4(A)(1). Section 15-6-5(F) does not mention the Frontage Protection Zone.

The question has been put three times and never answered. A member of the public asked it in writing on June 24: what code section authorizes building heights exceeding 35 feet within the zone? A former member of this Commission asked the City Council in writing on November 6, 2025 whether the four-story buildings "will … have step-backs, particularly within the Frontage Protection Zone." Commissioner Shand raised § 15-2.20-4 from the dais on August 12. The answer given addressed subsection (B), which is about which review criteria apply. It did not address the opening sentence, which is about Building Heights.

Staff has said elsewhere that exceptions may reach sixty feet. On November 6, 2025 the Planning Director told the Council that "[u]nder the current code, buildings could have exceptions up to 60 feet in height if project enhancements were provided." Her next sentence named them: "Exceptions included open space, affordable housing, and parking." That statement does not mention the Frontage Protection Zone, and the enhancement it names first—open space above the minimum—has already been spent under § 15-6-5(D)(2)(a).

The Commission should get that answer in writing before it votes. The zone exists "to preserve Park City's scenic view corridors" and to "preserve and enhance the rural resort character of Park City's

entry corridor." § 15-2.20-1(A), (B). This is the first thing a visitor sees of the town. Taller buildings stand elsewhere in Park City, in other zoning districts and outside this zone. The Code sets height district by district. In this zone it sets 35 feet.

The Added Height Carries Floor Space, Which the First Criterion Forbids

The first criterion allows extra height that "provides desired architectural variation." It forbids extra height that "result[s] in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density." § 15-6-5(F)(1).

The applicant has explained what the height is for. At the July 8 hearing its representative said that at 35 feet the design "will cut off a portion of the third floor of the affordable units," that "[t]here would be a floor lost on Buildings 2 and 3," and that "[t]his would result in a reduction of 16 to 19 units, which would take the project below the total number of units needed for this to be an affordable project that can be financed with LIHTC." Commissioner Shand observed that "the number of units is tied to the proposed massing." Sixteen to nineteen apartments is floor space.

The applicant's own narrative says the same thing in writing. The height is justified "[b]y accommodating portions of the development program vertically rather than expanding building footprints across the site," and "[w]ithout the requested Building Height, accommodating the same development program would require larger building footprints." Applicant's Supplemental Building Height Narrative, July 8 packet pp. 301–02 of 833. That is the program being carried upward, not architectural variation.

The Planning Director told the Council the same thing before the application was filed. Asked on November 6, 2025 whether four stories would require an affordable master planned development, she "stated the applicant could submit an MPD with a height exception," and that "[t]he applicant could not increase the density beyond what would otherwise be allowed for the height because the site was under the density that would otherwise be allowed."

The applicant answers with a percentage. Staff tells the Commission that "the maximum allowable Building volume of the site is approximately 482,078 square feet," that the applicant "proposes a total square footage of 185,512 square feet, or 38% of the allowed density on the Site," and that the envelope figure is "[b]ased on the required Setbacks, allowed Building Height, and Open Space." July 8 staff report, p. 192 of 833. The applicant's sheet prints the arithmetic: 229,561 square feet of site area, times 0.7, times three stories, which is 482,078 exactly. No setback is subtracted. The number assumes the applicant could build to the property line on every side, which the Code does not allow.

The Commission has been given the figure four different ways, in order. The June 24 staff report said 499,450 square feet, and Commissioner Beal asked that day "that the correct numbers be provided so there is consistency in the materials that are being reviewed." The applicant's June 29 narrative gave "an approximate building envelope of 499,450 cubic feet," and the sheet that narrative cites prints 482,078 square feet and 5,624,245 cubic feet. The July 8 report answered Commissioner Beal in a footnote: the June 24 discrepancies came from "different information available through the Summit County Records and the property survey and proposed subdivision," and "[t]he numbers are now confirmed and accurate." That same report calls 482,078 square feet a "Building volume," and staff repeated the label on August 12. Square feet measure area, not volume. The mislabel survived the footnote that certified the number. The City confirmed a figure it was still describing in the wrong units, and findings built on a figure like that cannot be reviewed.

The Shadow and Air Circulation Findings Cannot Be Made

The second criterion requires the Commission to find that buildings "have been positioned to minimize visual impacts on adjacent Structures," and that problems "caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site specific analysis." § 15-6-5(F)(2).

The criterion names three impacts. Two are studied. The third is only recited. The applicant's narrative repeats the phrase "loss of air circulation" three times and analyzes it nowhere. The staff reports do not analyze it. The solar study does not measure it. A criterion the Commission must find satisfied has been answered by quoting it back.

On the west line the applicant's entire basis is a statement about Ms. Burney's building: that "[t]he Emporium has a small ten-foot-wide side yard along the edge of the site with no employee or public access," and therefore that there are "no potential problems caused by shadows, loss of solar access, and loss of air circulation." Nothing supports that except the applicant's own say-so about a building it does not own or occupy.

The applicant also appears to have the wrong building. Staff asked what the landscape buffer along the west property line would consist of. The applicant answered that the buffer "will be five feet in width," and added that "the adjacent building is the back of an industrial property with no pedestrian access and only one small window at ground level opening onto a small fenced outside storage area against the building." That describes Com-Park Plaza, which the applicant's own narrative places on the south half of the west edge. The Emporium is on the north half. In its very next answer the applicant says so: "There are existing trees along the edge of the Emporium that straddle the property line which we will endeavor to maintain."

Staff's reading of the shadow study does not support the finding either. Describing the study, staff writes that "[t]he property to the west will experience shadows during the Winter Solstice through most of the morning; however, by noon, these shadows clear neighboring Properties." The property to the west is The Emporium, where Auntie Em's bakes in the morning. The criterion asks whether the problem has been mitigated. A winter morning in shadow is the problem.

The applicant describes everything across Bonanza Drive as "commercial properties and surface parking to the east" and concludes there are "no impacts from shadows, loss of solar access, and loss of air circulation." Staff again is narrower: "The parking lots east of Bonanza Drive will experience shadows during the Spring and Fall Equinoxes at 5:00 PM." Park City Plaza is a building, not a parking lot. Eight of our clients' businesses operate in it, and five o'clock is the middle of their business day. Mr. Harris seats customers outdoors at Sammy's. Five o'clock at the equinoxes is when they sit down, and the view and the light are what they came for. Direct light is not incidental to Mr. Tilling: he leased a different space in the same building first and moved to his present space in part because it receives more direct light. The people who lose the light were never asked about it.

The study is three sheets—the equinoxes, the summer solstice, and the winter solstice—each at 9:00 a.m., noon, and 5:00 p.m. The winter sheet notes that the sun is behind the mountain by about 3:00 p.m. The five o'clock winter frame shows no shadow because there is no sun.

The Traffic Study Does Not Do What the City's Guidelines Require

One left turn out of Prospector Avenue is projected to take eleven and a half minutes. In the Future (2037) Plus Project scenario the westbound left at Bonanza Drive and Prospector Avenue carries an average delay of 402.0 seconds in the morning peak and 689.0 seconds in the evening peak, each at level of

service F. Those figures sit in Appendix C. They are not in the study's summary tables, its conclusions, or any staff report. Our clients' customers make that turn. Ms. Cook's lodging guests and Ms. Kenton's customers are at 1940 Prospector Avenue, and that left turn is how they leave.

The summary tables cannot show it. They cap reported delay at 50 seconds for an unsignalized intersection and 80 for a signalized one, so a failing movement of several minutes prints simply as poor. Compare Table 12 and Table 13. Without the project that movement reads "f (>50)" in both peaks. With the project it reads "f (>50)" in both peaks. The same three characters stand for 402.0 seconds and for 689.0. A commissioner reading the tables cannot see what the movement is, or what the project adds to it.

At the Commission's request staff converted the letter grades into seconds. In 2037 with the project, the morning wait at Kearns Boulevard and Sidewinder Drive goes from 14.5 seconds to 27.2, dropping two grades. Mr. Crobarger's restaurant is on Sidewinder Drive. Bonanza Drive and Prospector Avenue goes from 29.5 seconds to 37.8 in the morning, from D to E. Kearns and Bonanza is already at E in the evening and gets worse, from 63.7 seconds to 70.3. At that intersection in the morning peak the northwest left turn goes from 66.8 seconds to 86.1, crossing from level of service E to F with the project.

The applicant's new narrative leads with a different pair of numbers: 1.4 seconds of added average delay in the morning at Kearns and Bonanza and 2.6 in the evening. Those are intersection averages, from a different forecast year than the table staff prepared. They do not describe the two intersections that fail.

The study never counted the hour that decides this corner. Park City High School stands at 1750 Kearns Boulevard, on the same road as the Site at 1401, 1409 and 1415 Kearns Boulevard. It releases students at 2:25 p.m. Monday through Thursday and at 11:30 a.m. on Friday. Park City High School 2026–2027 Bell Schedule. The study counted the minor intersections from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m., and determined the peak hours it analyzed to be "between 9:00 and 10:00 a.m." and "between 4:00 and 5:00 p.m." Neither release falls inside any of those windows.

Both count days were Fridays. The minor intersections were counted on Friday, April 10, 2026. The major intersections, including Bonanza Drive and Kearns Boulevard, were not counted for this study at all; the City supplied counts performed on Friday, February 23, 2024, which the study carried forward two years at one percent. On a Friday the high school empties at 11:30 in the morning. No one was counting.

The study also assumes the way out, and the way out is one direction. The garage access sits "approximately 50 feet south of the Prospector Avenue / Bonanza Drive intersection." Because of queuing from Bonanza and Kearns, "the proximity of Prospector Avenue and other accesses creating unsafe offsets," and a traversable median, "the garage access was assumed to be limited to right turns only, at least functionally during the peak hours." The Kearns access is the same: "the Private Drive was assumed to be limited to right turns only." Traffic that needs to go the other way goes around. The way around is the left turn out of Prospector Avenue.

The word "school" does not appear in this study. Neither does "students." More than forty thousand words about traffic on Kearns Boulevard, and the high school on Kearns Boulevard is not in them. The applicant nonetheless proposes to send its event overflow to that school's parking lot.

The Commission has been told what the intersection does at that hour. One resident wrote that at 3:00 p.m. traffic at Bonanza and Kearns was "backed up 2 blocks so the left. North turn lane could not be accessed," and added that this was "still the less busy time of year." Another, who drives the intersection four times a day, wrote that "it does not take much disruption to create a traffic choke point there." A

resident of thirty-three years wrote that she has "watched the congestion get worse and worse every year." Exhibit K, Public Input, August 12 packet. None of that is in the study either. Two twenty-five in the afternoon is also when the after-school trade reaches Park City Plaza, which is the hour the gelato case and the sandwich counter are busiest.

On August 12 the applicant's engineer confirmed that this project generates 1,238 new daily vehicle trips. Commissioner Frontero said that day that he "does not believe the mitigation strategies that have been outlined will be able to address all of the new trips," and that he "does not see enough evidence that the mitigation strategies will be effective." The Commission must find that the project "addresses and mitigates traffic." § 15-6-6(P). It cannot make that finding on a record in which the applicant's own study states that its mitigation measures were never analyzed for effectiveness, and in which the remaining mitigation depends on transit infrastructure that does not yet exist.

The study also forecasts background growth at one percent a year, taken from a single UDOT automatic traffic recorder, and applies it to counts already two years old at the intersection this project fronts.

And the study counts trips by land use, not by parking supply. Staff puts the excess at "approximately 35% more than required by the LMC." The trips those stalls invite are in no table in this study.

Section 15-6-4(E) requires the applicant to submit a Traffic Impact Study "pursuant to the City's adopted Transportation Impact Study Guidelines." The Guidelines were adopted June 23, 2023. Five of their requirements were not performed.

The Guidelines provide that "[c]ontext-sensitive mitigation measures should be examined for intersections that exceed the level of service standard or produce queues that affect traffic operations at other intersections." The study states: "None of the mitigation considerations were implemented and analyzed as part of the traffic impact study and are only provided for the City to consider."

The Guidelines provide that "the 50th and 95th percentile queue lengths and available queue storage should be reported for each intersection," and that where the 50th percentile queue exceeds available storage the analyses "should be reviewed to determine if spillback queueing affects the traffic operations at other intersections within the roadway network." The study reports 95th percentile queues. The phrase "50th percentile" appears nowhere in it. Available queue storage is reported for no intersection.

The Guidelines provide that "[h]istorical crash data should be summarized at each study intersection for the previous five-year period," and that for any proposed roadway improvements "a safety analysis using crash modification factors as outlined in the AASHTO Highway Safety Manual should be conducted." The study collected data "within 250 feet of the study intersection(s) that are located adjacent to the development property," reported 67 crashes in the study area, 44 of them at Bonanza Drive and Kearns Boulevard, and concluded that "[t]here are no trends or mitigation measures recommended based on the crash reports." The study's own Table 3 sorts those forty-four by type: eighteen angle crashes and fourteen front to rear, thirty-two of the forty-four. Those are the collision types that follow signal delay and left-turn conflict, and this project drives the northwest left turn at that intersection from 66.8 seconds to 86.1 and from level of service E to F. The data came from UDOT Numetric AASHTOWare, July 2026, and covers January 1, 2021 through December 31, 2025. The Guidelines name Numetric and the study used it. It gathered the data the Guidelines require, found no trend in it, and ran no crash modification factor analysis.

The Guidelines also require the counts to be adjusted for the season in which they were taken. Traffic data at locations outside the five core intersections "should be collected by the project developer at each intersection for each required peak period and adjusted using seasonal adjustment factors shown in Table 2." Table 2 puts a spring count, April 1 to June 15, at seventy percent of peak. The developer counted the minor intersections on Friday, April 10, 2026, and applied no factor. The study's only stated reason for skipping the adjustment reaches the other half of the network: "Since the counts at the major intersections were collected during one of the busiest days of the year, Hales Engineering did not make seasonal adjustments to the observed traffic volumes." Bonanza Drive and Prospector Avenue is a minor intersection. The 402-second and 689-second left turns this letter opens with rest on an unadjusted spring count.

And the Guidelines fix the day. "The design day for the transportation impact study should reflect a typical Friday during the peak winter (January to mid-March) period." The major intersections were counted on Friday, February 23, 2024, which meets that. The minor intersections were counted on Friday, April 10, 2026, which does not.

A study that omits what the Guidelines require is not submitted pursuant to them. The Commission cannot find that this project "complies with all requirements of the Land Management Code." § 15-6-6(A).

The trip generation table has three lines. Table 8 lists Affordable Housing (223), 88 dwelling units; Multifamily Housing (Low-Rise) (220), 18 dwelling units; and Strip Retail Plaza, <40k (822), 26.9 thousand square feet. That is the whole model. A customer who cannot turn out of Prospector Avenue stops coming. That is how a traffic study becomes a business problem for the people who were already here.

Everything the City calls a public benefit sits inside that third line, or nowhere. The restaurant, the café, the childcare center and the arts studios are modeled as strip retail, and all of it takes the forty percent pass-by reduction the table applies to retail. A childcare drop-off at eight in the morning is not a passing errand. The 980-seat amphitheater has no square footage in the table and no line of its own.

Staff asked about one of them. Reviewing the parking study, the City wrote: "Should the fitness studio shown on the site plan in building 3 have its own land use in Table 3? ITE has a land use code for this, 492-Health/Fitness Club." The applicant answered: "The fitness area is a residential amenity." It said the same of the plan sheet: "The gym is for residential amenities only." Its own plan sheet labels that space "FITNESS STUDIO (3,459 SF)." When the applicant presented its retail concept to the City Council on September 24, 2025, an "Inclusive Fitness Studio" appeared on the list of community uses, beside the restaurant, the coffee shop and the bike shop.

Staff asked about the arts space in the parking study, where the tables did not match each other. The answer there was that "[t]he arts spaces were classified as a public park for ITE calculations." No public park appears in the traffic study's trip generation table either.

The square footage does not match either. The study models 26,930 square feet of commercial space. The applicant's plan set and the City's website report 32,581. The notices say "Over 30,000 Square Feet." The study leaves out more than five thousand square feet of the project's own commercial program, and codes what it does count as a strip mall.

The Open Space Cannot Be Spent Twice

The fifth criterion requires that the added height "results in more than the minimum Open Space required and results in Open Space that is publicly accessible." § 15-6-5(F)(5). Staff's table answers that thirty percent is required and about sixty percent is proposed.

The applicant's narrative states that General Commercial "is an excepted [sic] from the 60% open space requirement and that the commission may reduce the open space to 30% for redevelopment projects," and then says the open space it proposes is "not required." That reads § 15-6-5(D)(1) correctly. The district is excepted from the sixty percent standard.

That reading defeats the criterion. If no minimum applies, there is no minimum for the additional height to exceed, and the finding fails as arithmetic. If the thirty percent redevelopment figure applies instead, § 15-6-5(D)(2)(a) allows that reduction only "in exchange for project enhancements in excess of those otherwise required by the Land Management Code." The open space is then the price of the reduced open space requirement. It cannot also be the price of the additional height. The Commission should not pay twice for the same benefit.

Separately, the Code directs that "[t]he Planning Commission shall designate the preferable type and mix of Open Space for each Master Planned Development." § 15-6-5(D)(3). The Commission has not made that designation.

Three Required Documents Are Missing, and the Soil Plan Does Not Exist

Section 15-6-5 provides that all master planned developments "shall contain the following minimum requirements." Three of them are documents. The June 24 staff report answers each with a sentence.

Section 15-6-5(K), captioned Mine Hazards, requires that "[a]ll Master Planned Development Applications shall include a map and list of all known Physical Mine Hazards on the Property and a Physical Mine Hazard mitigation plan." Staff answers that "[t]he Applicant submitted an Analysis of Brownfield Cleanup Alternatives prepared by Terracon on August 15, 2024." A cleanup alternatives analysis is not a map, a list, or a mitigation plan. Section 15-6-6(M) requires the Commission to find that the project "addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies."

Section 15-6-5(L), captioned Historic Mine Waste Mitigation, requires an applicant "with Property that is located within the Park City Soils Ordinance Boundary" to submit a soil remediation mitigation plan. The June 24 report states that "[t]he site is within the City's Soil Ordinance Boundary." Staff answers that the applicant "will coordinate with the City's Property and Environmental Services Manager to meet the requirements of Municipal Code of Park City Chapter 11-15." A commitment to coordinate is not a plan. Section 15-6-6(N) requires the Commission to find that the project "addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance."

Section 15-6-5(N), captioned Historic Sites, requires that "[a]ll Master Planned Development Applicants shall submit a map and inventory of Historic Structures and Sites on the Property and a Historic Structures Report prepared by a Qualified Historic Preservation Professional." Staff answers that "[t]he property does not include any Historic Sites." The Code asks for a submittal, not a conclusion. Section 15-6-6(O) requires the Commission to find that the project "addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan."

Staff performed exactly this analysis for a far smaller project on the same August 12 agenda. For a basement addition and Accessory Apartment at a Landmark Historic Structure on Woodside Avenue, staff worked through the conditional use criteria one at a time, including noise and vibration, delivery and trash screening, and "Within and Adjoining Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, Park City Soils Ordinance, Steep Slopes." On that last one staff found the site "is not within or adjoining" the Park City Soils Ordinance. This Site is within it, by the City's own statement, and no comparable finding appears anywhere in the Five-Acre Site report.

The City has committed public money to remediate this soil. On August 22, 2024 the Council entered the site into the State Voluntary Clean Up Program. On March 19, 2026, approving the second amendment to its agreement with the applicant, the Council agreed to "a City contribution up to $40 million, and a commitment from the City to pay for soil remediation." The June 24 staff report discussed the Soils Ordinance Boundary and the Terracon analysis. The July 8 staff report does not use the word soil. Nor mine hazard, nor Terracon, nor remediation, nor arsenic, nor Chapter 11-15. The discussion was there in June and gone by July.

The City described that soil to a federal agency. In its FY2026 Brownfields Cleanup Grant application to the Environmental Protection Agency, Park City Municipal Corporation states that "over 28,000 cubic yards of contaminated fill is present at the site, with concentrations of arsenic as high as 585 milligrams per kilogram (mg/kg), lead as high as 15,700 mg/kg, and mercury as high as 286 mg/kg, far exceeding EPA Regional Screening Levels." It reports groundwater containing trichloroethene and chloroform "above EPA Residential Vapor Intrusion Screening Levels (VISLs) but below maximum contaminant levels (MCLs)." It budgets the removal of 23,135 tons of soil. It states that "Metals-impacted fill materials are present throughout the site at depths of up to 8.5 feet below ground surface (bgs)." The garage goes eighteen feet down.

Park City also represented to EPA that it "will exercise appropriate care with hazardous substances found at the site by maintaining a vacant and capped site until site remediation is complete," and that "[m]aintaining the site as vacant until cleanup avoids vapor intrusion risk related to VOCs identified previously in groundwater at the site."

The application gave EPA a schedule: the Remedial Action Plan and the final cleanup-alternatives analysis prepared in the first quarter of 2027, approved in the second, field mobilization in the third, soil removal complete in the fourth. The City told a federal agency that the plan governing this excavation will not exist until 2027, and asks this Commission to approve the excavation now. EPA selected no cleanup grant in Utah for fiscal year 2026, and Park City does not appear on its list of selected recipients. The site remains enrolled in the Voluntary Cleanup Program of the Utah Department of Environmental Quality, Division of Environmental Response and Remediation, where the City says it intends to obtain closure.

There is no Remedial Action Plan, no final cleanup-alternatives analysis, no site management plan, and no environmental covenant. The record contains no excavation volume, no dewatering analysis, no haul route, no disposal facility, and no dust control plan. The Commission is asked to approve seven buildings and a below-grade parking structure on that ground in October.

Nine of these thirteen businesses prepare or serve food. Ms. Burney manufactures it at that property line. Her building sits at the western edge of a parcel the applicant proposes to excavate substantially in its entirety, and the buffer is five feet. The applicant says of the trees on that line: "Trees cannot be relocated due to the contaminated soils." It also told the Commission that "[t]here is no separate access for commercial/delivery vehicles," and that "[a] level garbage pick-up and temporary pick up and delivery area is provided at the west garage entrance. It is located eighteen feet below grade and is screened from

public view." Every delivery to this project, and every garbage truck, comes and goes at the corner nearest her ovens.

Section 15-6-6(B) requires a finding that the project "meets the minimum requirements of Section 15-6-5." The three documents that section requires have not been submitted. A condition cannot cure the deficiency. An applicant must meet all mandatory requirements, and where it does not the remedy is denial. *Sidwell*, 2026 UT App 67, 591 P.3d 1273.

Forty-Five Feet at This Corner Is the Council's Decision

The Code does contain a path to 45 feet, and this application does not take it. Section 15-6.1-8(A) governs Affordable Master Planned Developments. It provides that Building Height "shall comply with the underlying Zoning District Building Height for the perimeter Building Façade planes," and that height "is forty-five feet (45') from Existing Grade when the following criteria are met": a ten-foot stepback "on all perimeter Building Façade planes from the underlying Zoning District Building Height to the forty-five foot (45') Building Height"; infrastructure "in place or can be updated to meet the increased demand"; and compliance with façade variation. Even there, the perimeter planes hold to the underlying district. No stepback is proposed on Buildings Two and Three.

The City has described its path to 45 feet to a federal agency. Its FY2026 Brownfields Cleanup Grant application states that "[a] new Bonanza Park Mixed Use Zoning (BPMX) District will replace the current outdated commercial and auto-driven zoning," and that the district "will encourage a mix of uses and provide a path toward increasing building heights to 45-feet through the addition of a density bonus where developers provide community benefit in return for increased density." The Council has not enacted that district. It held three public hearings on it in 2025 and reached no consensus.

Utah law reserves this choice to the Council. "Only a legislative body, as the body authorized to weigh policy considerations, may enact a land use regulation," and it must do so by ordinance. Utah Code Ann. § 10-20-501. This Commission's decision, by contrast, "is an administrative act." § 10-20-901(3). And a land use authority "shall apply the plain language of land use regulations." § 10-20-901(1). The applicant is not entitled to a table the Council never enacted. Forty-five feet at this corner is a decision for the Council, made in public, by ordinance.

Whatever the Commission Decides, It Must Decide in Writing

Concerns voiced while voting are not findings. In *McElhaney* the councilmembers stated reasons for their votes and the Utah Supreme Court still sent the case back, because a council sitting as an adjudicative body "needs to produce findings of fact capable of review on appeal." *McElhaney v. City of Moab*, 2017 UT 65, ¶ 41, 423 P.3d 1284.

That matters more than it once did. On appeal, the Code provides that "[t]he appeal authority shall review factual matters on the record, with deference to the land use authority." § 15-1-18(G). And where an adversely affected party appeals, the statute now places on that party the burden of proving that the decision "is illegal, or that the factual findings are clearly erroneous." Utah Code Ann. § 10-20-1105(2). Facts get deference. Findings the Commission does not write cannot be reviewed at all.

Interpretation is different. The same subsection directs the appeal authority to "determine the correctness of the land use authority's interpretation and application of the plain meaning of the land use regulations, and interpret and apply a land use regulation to favor a land use application unless the land use regulation plainly restricts the land use application." § 15-1-18(G). Whether an amphitheater is a listed use, whether height is measured from Existing Grade, and whether the Frontage Protection Zone ties height to

the underlying district are questions of interpretation, reviewed for correctness. Each of those provisions plainly restricts.

Objections of this kind are evidence. In *VR CPC* residents challenged the reliability of an applicant's parking analysis at a Commission hearing, the Commission denied the permit, and the Court of Appeals affirmed. The district court found, and the Court of Appeals affirmed, that the residents' comments were "not public clamor, but are reasonable concerns based on evidence in the record that cast doubt onto whether the expert analysis under the Parking Mitigation Plan was reliable." 2025 UT App 130, ¶ 16, 578 P.3d 249 (quoting the district court's ruling). Every figure in this letter comes from the City's own filings and its own consultants.

The buildings will stand for a century. Every choice in them is made once, on the night of the vote. No one lowers a building after it is built. No intersection at level of service F returns to D. The view down Kearns Boulevard, which the Code protects by name, does not come back. The soil moves once, past our clients' doors, under a plan the City has told a federal agency will not exist until 2027.

Name the use. Count the parking. Set each height as a number measured from Existing Grade. Say what happens to the soil. Write the findings down.

A record that answers those questions can be defended to this community and to a court. This one answers none of them.

Our clients will unlock their doors the morning after the vote, and their children will grow up across the street from what the Commission approves. They ask for the Code the City wrote, and nothing more.

This letter does not replace the objections stated in our August 19 letter, which appears at pages 186 through 193 of the August 26 packet. It reasserts them and adds to them. Each client states these objections in its own name, timely and specifically. Utah Code Ann. § 10-20-1101(2). Each point above is asserted by each client as a separate and independent ground. Because the staff report and draft findings for any final action have not been published, each client reserves the right to comment further and waives no ground not stated here.

Best regards.

Very truly yours,



Ryan D. McConnell (Utah Bar 20650)
Matthew S. Boyden (Utah Bar 20701)

From: planning
Sent: Thursday, August 27, 2026 12:45 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza 5-Acre: Traffic and Parking

Follow Up Flag: Follow up
Flag Status: Completed

From: Brian George [redacted]
Sent: Thursday, August 27, 2026 11:10 AM
To: planning <planning@parkcity.gov>
Cc: Bill Ciraco <bill.ciraco@parkcity.gov>; Ryan Dickey <ryan.dickey@parkcity.gov>; Molly Miller <molly.miller@parkcity.gov>; Ed Parigian <ed.parigian@parkcity.gov>; Tana Toly <tana.toly@parkcity.gov>; Diego Zegarra <diego.zegarra@parkcity.gov>
Subject: Bonanza 5-Acre: Traffic and Parking

Planning Commission,

My name is Brian George, and I am a resident of Prospector. I want to thank you all for an informative meeting last night regarding the proposed Bonanza development.

Following the meeting, I believe the applicant falls short regarding traffic and parking mitigation. I have three main concerns with the project as is:

1) **Traffic Study**: I'll be the first to admit, I was a little lost during the traffic study presentation. The study seems to take data from summer traffic and interpolate that over the next 10 years with several unverified variables. It makes a lot of assumptions and fails to address peak traffic during the winter months. Furthermore, taking the developer's traffic study at face value is similar to a homeowner appraising their own house. There needs to be an unbiased third party running the study to ensure the assumptions are accurate. Even with these concerns, the applicant's own study admits failure at all major intersections surrounding the development.

Recommendation: We need a third party traffic study that addresses real world traffic movement and proposed impacts during the winter months.

2) **Traffic mitigation**: As far as I understand, the applicant must provide traffic mitigation strategies. The only concrete evidence regarding traffic that they provide is an increase of 1,200 cars daily. A bike share program is not a mitigation strategy during the peak winter months. A ride-share program is not a mitigation strategy as it only introduces more non-resident cars. Two cars allotted for the larger units is not a mitigation strategy as it incentivizes more driving. Traffic is the number one concern for Park City residents. This development will be very unpopular with the community as it seems to only increase traffic with no real solution.

Recommendation: The applicant needs to provide a more comprehensive list of how they will reduce traffic while simultaneously adding 1,200 cars per day.

3) **Parking**: I second the opinions of the commissioners who believe more parking incentivizes driving. The applicant assumes paid parking will keep people from using this lot — with which I agree. However, this development is being sold as a wonderful community gathering space. As more people drive to this location to gather, eat or listen to music, they will park in the free Sammy's and Alberto's lots across the street until they are full, and then they will park on Prospector Ave and eventually the neighborhood itself. The paid underground parking will incentivize people to do this as it is a natural human behavior. This is an unnecessary strain on the local businesses and the residents of the neighborhood.

Recommendation: The parking garage should include the absolute minimum required by code. Additionally, people who frequent the community space at the development must be disincentivized, by law or otherwise, to park in the surrounding free lots and streets.

I do not believe the applicant or the project itself addresses these concerns adequately. The city's focus on all projects must be on reducing traffic when possible, not increasing it.

As presented, this development simply brings in too many cars to a location that is already strained by typical daily traffic.

Please consider these comments when making your decisions regarding this development.

Thank you,

Brian George
[redacted]
Park City, UT 840060
[redacted]

From: planning
Sent: Tuesday, August 25, 2026 7:48 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Concerns on 5 acre Brinshore development

Follow Up Flag: Follow up
Flag Status: Flagged

From: valerie spung [redacted]
Sent: Monday, August 24, 2026 5:37 PM
To: planning <planning@parkcity.gov>
Subject: Fwd: Concerns on 5 acre Brinshore development

Dear Planning Commissioners,

As you continue to review the Brinshore development on the Bonanza 5-acre parcel, please consider the following concerns:

Building Height
The proposed height of the buildings will tower over the surrounding area, impacting views for both residents and tourists. Height restrictions have historically been enforced to maintain the area's character, even preventing local businesses from expanding for profitability. Allowing a development on public land to exceed these limits is inappropriate.

Density and Traffic
The proposed density is too much for this area. Traffic is already heavy throughout most of the year, and adding an estimated 280+ cars will worsen congestion. Since parking is limited to one car per unit, additional vehicles will likely overflow into nearby business parking lots, displacing customers. Local businesses like the Blind Dog and Boneyard have already posted signs prohibiting residential parking. Furthermore, adding a right-hand turn lane will not resolve this congestion, and the developer's assumption that residents will walk everywhere is unrealistic.



Workforce Housing Concerns
This development does not effectively serve our local workforce. Because it can be rented to anyone meeting the income requirements, residents could commute to jobs outside the area, such as at the Grand Hyatt or Four Seasons.
Rather than supporting local businesses. This does not solve our local housing needs and complicates the issue.

Environmental Risks
Soil toxicity is a well-known issue for any local excavation project. These environmental remediation efforts are routinely more extensive and expensive than budgeted, presenting a significant financial risk.

Given these factors, this project appears to be an expensive and poorly designed development that fails to address the community's actual needs.

Best regards,

Valerie Spung

From: Levi Jensen
Sent: Monday, August 24, 2026 8:52 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: PCCVB Board Letter of Support for 5 Acre Parcel Development

Follow Up Flag: Follow up
Flag Status: Flagged

From: Michelle Kellogg <michelle.kellogg@parkcity.gov>
Sent: Monday, August 24, 2026 8:49 AM
To: Levi Jensen <levi.jensen@parkcity.gov>
Subject: FW: PCCVB Board Letter of Support for 5 Acre Parcel Development

Hi Levi,
Just making sure the letter below got into the Planning Commission's public record.

Thanks,

Michelle Kellogg, MMC
she, her, hers
City Recorder
Park City Municipal Corporation
www.parkcity.gov
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
[redacted]

From: Tana Toly <tana.toly@parkcity.gov>
Sent: Thursday, August 20, 2026 5:35 PM
To: Michelle Kellogg <michelle.kellogg@parkcity.gov>
Subject: Fw: PCCVB Board Letter of Support for 5 Acre Parcel Development

See below!

With Gratitude,

Tana Toly

Council Member

Park City Municipal Corporation

parkcity.org

445 Marsac Avenue, PO Box 1480

Park City, UT 84060

| [redacted]

From: Becca Gerber[redacted]
Sent: Tuesday, August 18, 2026 11:40 AM
To: Tana Toly <tana.toly@parkcity.gov>
Subject: Re: PCCVB Board Letter of Support for 5 Acre Parcel Development

Yes, please!

Becca Gerber
Sr. Director of Community & Government Affairs
[redacted]
Park City Chamber of Commerce & Visitors Bureau
[redacted]

From: Tana Toly <tana.toly@parkcity.gov>
Sent: Tuesday, August 18, 2026 11:11 AM
To: Becca Gerber [redacted]
Subject: Re: PCCVB Board Letter of Support for 5 Acre Parcel Development

Becca,

Do you want this in the public record?

Not sure if anyone asked you.

Tana

Get Outlook for iOS

From: Becca Gerber [redacted]
Sent: Wednesday, 12 August 2026 14:54:28
To: Grant Tilson <grant.tilson@parkcity.gov>; John Frontero <john.frontero@parkcity.gov>; Rick Shand <rick.shand@parkcity.gov>; Seth Beal <seth.beal@parkcity.gov>; adam.strachan@parkcity.gove <adam.strachan@parkcity.gove>; Christin VanDine <christin.VanDine@parkcity.gov>; Matthew Day <Matthew.Day@parkcity.gov>
Cc: Council_Mail <Council_Mail@parkcity.gov>; Jennifer Wesselhoff [redacted]
Adam Lenhard <Adam.Lenhard@parkcity.gov>
Subject: PCCVB Board Letter of Support for 5 Acre Parcel Development

Dear Planning Commission,

Please see the attached letter submitted on behalf of the Park City Chamber of Commerce and Visitors Bureau Board of Directors in favor of the 5 Acre Parcel Development. I have copied the content of letter below for easy review. Please include in the public record.

August 5, 2026
Dear Planning Commission,

The Park City Chamber of Commerce & Visitors Bureau Board of Directors voted on July 21 to support the mixed-use development at the 5-acre site located at Kearns Boulevard & Bonanza Drive. Local employers are struggling to find workers, and without more workforce housing, that shortage will only deepen. They took the following points into consideration:

• Park City is surrounded by roughly 10,000 acres of skiable terrain at Deer Valley and Park City Mountain Resort. The City itself protects another 6,000 acres of parks and open space, plus 4,000 acres under conservation easements. Add the surrounding Unita-Wasatch-Cache National Forest and Summit County's 14,000 protected acres, and the region holds roughly 1.2 million acres of protected land. Open space is not what's scarce here. Workforce housing is.
• In 2020, about 20% of Park City's workforce lived in town. Today that number is down to 12%. The city has set a goal of getting back to 15% by 2032, which will require Park City to create an additional 1,100 units over the next seven years. We're not asking to change what Park City is. We're asking to keep it a place where people actually live and work.
• The city's 5-acre parcel was bought in 2017 with funds from a new one percent transient room tax, a tax our lodging and hospitality community agreed to for the development of an arts and culture asset with housing, on transit lines, that serves both residents and visitors.
• The location sits at one of the most connected spots in town: near transit, schools, grocery stores, and a major intersection and is ideal for a walkable, mixed-use development.
• The current proposal with 106 units of workforce and income-restricted housing, restaurants, art studios, and a community plaza, includes two acres of open space.

The Board of Directors shares concerns about traffic and neighborhood character and the desire to preserve what makes Park City special. We also believe that:

• Businesses will suffer from a lack of workforce leading to fewer local businesses, increased costs for locals and potentially reduced hours, operations and services, ultimately impacting our overall quality of life.
• Without workforce housing, Park City will become less authentic, potentially losing our community character, losing the grit and tenacity that enabled us to evolve from a mining town to the vibrant recreational community we are now.
• Traffic and congestion will only get worse when workers don't live close to where they work and play and are forced to drive into the area from surrounding areas.

Open space and workforce housing don't have to be in opposition. The 5-acre project sets aside about two acres for open space while still delivering more than 100 units of workforce housing adjacent to transit lines that keep additional cars off the road.

The Board believes that this is an approach worth advocating for. In some cases, open space is clearly the right call. In others, housing should take priority. The answer doesn't have to be the same every time, and it probably shouldn't be. But a reflexive "no" at every site, for every proposal, isn't a community strategy, it's just avoidance.
Park City can be a place with trails and neighbors. With protected ridgelines and restaurant workers that live here. With open meadows and a teacher who can afford to stay. We don't have to choose between them.

The 5-acre proposal is a test of whether we can say yes to both. It keeps the promise made to the businesses who funded this parcel. It puts housing where housing makes sense: on transit, near schools, walkable to everything.

Because a community that protects its land but loses its workforce risks losing what makes Park City special in the first place — the land, yes, but also the people, the businesses, and the community that bring it to life. We respectfully ask the Commission to recommend approval of the Redevelopment plan as proposed.

Sincerely,
Jennifer Wesselhoff, President/CEO
On behalf of the Park City Chamber of Commerce & Visitors Bureau Board of Directors

PARK CITY UT

Becca Gerber
Sr. Director of Community & Government Affairs
[redacted]

From: planning
Sent: Wednesday, August 26, 2026 8:02 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Possible 5 acre solutions

Follow Up Flag: Follow up
Flag Status: Flagged

From: Debra Stafsholt [redacted]
Sent: Tuesday, August 25, 2026 6:04 PM
To: Christin VanDine <christin.VanDine@parkcity.gov>; Adam Strachan <adam.strachan@parkcity.gov>; Grant Tilson <grant.tilson@parkcity.gov>; John Frontero <john.frontero@parkcity.gov>; Matthew Day <Matthew.Day@parkcity.gov>; Rick Shand <rick.shand@parkcity.gov>; Seth Beal <seth.beal@parkcity.gov>
Cc: planning <planning@parkcity.gov>
Subject: Possible 5 acre solutions

Dear Planning Commission Members,

My husband and I are full time residents since 1992. Our kids were born here and graduated from PCHS. John serves on the Board of Adjustments and I serve on the Library Board.

Please deny the height and parking CUPs for the 5 Acre Project in order to minimize the impacts on the current residents. My biggest concern is traffic. I use the Kearns - Bonanza intersection 4 times a day, Monday through Friday, to pick up and drop off my daughter at work and at her special need's daycare. Traffic is getting worse!

Here are some possible solutions:

1. Replace one building's 1st floor retail spaces with resident spaces. This solution would allow for a variety of ways to decrease height across the project, decrease parking requirements and help Brinshore achieve their resident minimum for the low-income tax credits.
2. Retain the 12/12 pitch elements to break up mass and blend with old town, but have the peak start at roof line and extend down the building façade rather than be a structural element.
3. Reduce parking requirements by controlling the specific type of retail at the site.
4. Exchange the sit-down restaurant for 1-2 smaller take-out size food services, resulting in less parking requirements and less competition with the existing adjacent restaurants.
5. Create spaces for citizens to create art as opposed to perform art decreasing parking needs.

At $162,500 estimated cost of per parking spot over 25 years, every spot matters. The excavation alone will disturb traffic and air quality. Does the estimated cost include removing toxic soil and its storage? How many dump truck loads are required? Is there an existing underground stream at the excavation site?

I am anxious to see the traffic study and see how it compares with the last one. Does the new traffic study consider increased traffic due to; the new recycling center location, site excavation and construction traffic, and the sprawling amount of new housing just outside 84060? The new residents in those projects will have to grocery shop somewhere.

Park City citizens expect our elected officials, our city staff and the city's partnerships to enforce and comply with our LMC. It was unjust that the elected officials did not insist on code compliance before handing it over to you. When a city partnership is granted exceptions to the LMC, implicit permission is given for future developers to request the same, increasing the number of requests for MDPs and CUPs, making it harder for the planning department and the planning commission to enforce the code. Code enforcement will be a significant concern with the Deer Valley and the Park City Resort projects on the horizon.

At a minimum, holding the project to code would reduce parking requirements, reduce traffic, protect views for ALL Park City residents and visitors, and set a precedent for future developers. The developer and the City knew the height and parking restrictions going into the project. I agree with the 2,399 petitioners that the 5- acre lot would better serve the community as a park or the arts and culture district as previously promised, than a dense mixed-use project at arguably the worst intersection in town.

Better yet, you could rescind the project back to the city for code compliance, a soil study and a detailed excavation plan. The city is the appropriate place for the high-density mixed-use vs park and/or art and culture facilities debate.

Thank you for your consideration, respectfully,

Debbie Stafsholt

From: planning
Sent: Thursday, August 27, 2026 12:46 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Public comment — 5-Acre Site / Bonanza Drive & Kearns Blvd — oppose as proposed
Attachments: letter to Planning Commission Bonanza.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: dj brooks [redacted]
Sent: Thursday, August 27, 2026 11:26 AM
To: planning <planning@parkcity.gov>
Cc: Christin VanDine <christin.VanDine@parkcity.gov>; Adam Strachan <adam.strachan@parkcity.gov>; Grant Tilson <grant.tilson@parkcity.gov>; John Frontero <john.frontero@parkcity.gov>; Matthew Day <Matthew.Day@parkcity.gov>; Rick Shand <rick.shand@parkcity.gov>; Seth Beal <seth.beal@parkcity.gov>
Subject: Public comment — 5-Acre Site / Bonanza Drive & Kearns Blvd — oppose as proposed

Dear Park City Planning Commission:

Please include the attached letter into the official record of public comments on the 5-acre Bonanza site plan.

Regards,

Dean Brooks
[redacted]
Park City, UT 84060

August 27, 2026

Dear Park City Planning Commission:

Park City should stop treating in-town affordable housing as a moral requirement. It is not how housing markets work, and forcing the issue on high-value land creates costly, inefficient results. The Bonanza site is a recent clear example.

When I started work in downtown Seattle in the 1980s, I could not afford to live nearby. We rented north of the city and commuted about 45 minutes on I-5. After saving for a down payment, we bought an older house that was still a long commute. Years later, with a higher income, we moved closer and bought a modest house in an area with better schools. That is the normal pattern. People do not live where they feel entitled to live. The choice is a personal calculation. Schools, commute, privacy, space, and cost are weighed differently by every household. Government housing programs interfere with that calculation.

No one who works in Park City is owed a home in Park City. Nearby communities are less expensive and often less than a 30-minute drive. Using public money to put subsidized units on some of the city's most valuable land does not make housing abundant. It spends a scarce asset so a small number of households can occupy a premium location.

The Planning Commission is reviewing a mixed-use plan for the city's five-acre site at Bonanza Drive and Kearns Boulevard, purchased in 2017 for nearly $20 million. The concept includes 106 housing units, 88 of them income-restricted, plus commercial space and open space. Reports indicate the city would contribute about $40 million and make the land available on highly favorable terms. Whether that contribution is a grant or a loan, and what the city receives in return, has not been explained clearly to the public.

The housing model is also unsound. Similar apartments on the same prime land would rent at different prices under an income formula, not because the units differ, but because a bureaucracy assigned the tenants a category. That is not a market. It is rationing by formula, with the resentment and eligibility games that follow.

Land development is not Park City government's job. The city's role is to set the rules and let the private market decide what a site can support. Owning this parcel and partnering with a developer to build housing puts the city in the real-estate business. That is not its mandate. If the community wants the land used as a park or an arts site, then let's do that. Do not have the city act as landlord and co-developer.

Either sell the Bonanza land at something closer to its reported market value of about $40 million and use the proceeds for tax relief for simpler units on cheaper ground -which would yield more units per dollar than income-priced apartments on prime land -or keep the land for a use the city is actually charged with: a park or an arts site.

I oppose the current Bonanza proposal. Do not spend this parcel on income-priced apartments and restrict the city to its mandated role.

Dean Brooks
Park City, UT 84060

From: planning
Sent: Tuesday, August 25, 2026 7:48 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Public Comment on 5 acre Parcel for Planning Commission meeting on August 26

Follow Up Flag: Follow up
Flag Status: Flagged

From: Bryan Markkanen [redacted]
Sent: Tuesday, August 25, 2026 7:13 AM
To: planning <planning@parkcity.gov>
Subject: Public Comment on 5 acre Parcel for Planning Commission meeting on August 26

Good afternoon or evening,

It is my understanding that the application meets or exceeds almost all of the GC zoning requirements with the exception of increased height, which is expressly allowed under an MPD if it adds community benefits. By requiring shorter and shorter buildings where additional height is more or less allowed, the design is being forced into a smaller box and becomes more restricted and less interesting. I encourage the planning commission to approve the current proposal or open the discussion to allowing more height to improve the design.

The fact that this project is providing twice the required amount of open space under an MPD in the GC zone, increases my support to allow for building height. It appears the architect and developer have also considered previous comments and concerns and made efforts to mitigate any perceived impacts of the minor height exception.

I am in favor of 4 or 5 stories if done well so to see the applicant have to wiggle into ever more restrictive height requirements despite the efforts taken to mitigate impacts and improve the architectural variation, is disappointing. I encourage the Commission to approve this project based upon it's compliance under the LMC and MPD requirements and allow final touches to be worked out under the guidance and expertise of the Planning department and with the ultimate approval of the City Council.

One more comment. One of the previous citizen's comments noted that Open Space is supposed to be natural and not disturb views, etc. Let's not forget there are a few definitions under Park City's LMC, one being:

> **Open Space, Landscaped**. Landscaped Areas, which may include local government facilities, necessary public improvements, and playground equipment, recreation amenities, public landscaped and hard-scaped plazas, and public pedestrian amenities, but excluding Buildings or Structures.

This project complies in spades in this respect.

Thank you for your consideration and for all the time you've put into this process.

--
Bryan Markkanen
Prospector

From: planning
Sent: Wednesday, September 2, 2026 12:05 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Written Comments — August 26 Planning Commission Meeting, Five-Acre Site

Follow Up Flag: Follow up
Flag Status: Flagged

From: Chelsea Strong [redacted]
Sent: Wednesday, September 2, 2026 11:55 AM
To: planning <planning@parkcity.gov>
Subject: Written Comments — August 26 Planning Commission Meeting, Five-Acre Site

Dear Members of the Park City Planning Commission,

I attended the August 26 Planning Commission meeting regarding the Five-Acre Site redevelopment at Kearns Boulevard and Bonanza Drive, intending to offer public comment. I'm writing to submit my questions and comments in writing instead, based on the materials presented that evening, and would appreciate having them entered into the record.

HEIGHT

Your Bonanza Park plan sets the base at 35 feet. The August 26 materials showed Buildings Two through Six brought down close to that line — one example at 36'7". But Building One remains proposed at 49 feet — 14 feet, or 40%, above base, with no comparable reduction. Under what specific code provision does Building One get to exceed base height by 40%, when the rest of the project has been brought down near code? If five buildings can be redesigned toward the standard, why not the sixth?

TRAFFIC

As was raised by others at the meeting — are the traffic figures presented that evening the 2037 build-out projections, and if so, are they average assumptions or figures on the lower end of the range? I'd request a more in-depth study that accounts for the fuller range of possibilities — peak-load and worst-case scenarios, including event traffic from the amphitheater — before this Commission relies on these numbers to evaluate the project.

DESIGN

I'd also point to the material palette shown at the meeting — each building

assigned its own saturated color, blue, dark red, dark green, gray, in metal panel siding. Park City does have colorful historic homes — that's part of this town's charm. But those homes carry actual historic architectural character: distinct rooflines, proportions, detailing, materials that have aged into the town's identity. What was shown is color applied to six large, uniform buildings with matching massing — color standing in for historic character, not replicating it.

I'll add: through my commercial design firm, ROI ByDesign, we've completed over 300 multifamily renovation and design projects nationwide. If this project moves forward, I'd be glad to offer design input at no cost, to help this actually reflect the historic character it claims.

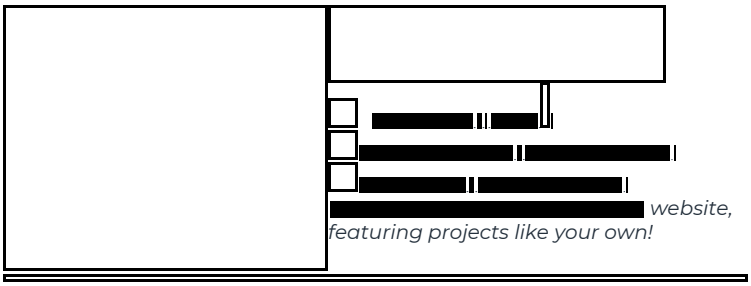
MY ASK

I would ask this Commission to: hold Building One to the same height standard the rest of the project is meeting; require a fuller traffic analysis, using 2037 build-out projections and accounting for peak-load and event scenarios, before moving forward; and hold the material palette to the historic standard the applicant itself has claimed.

Since I was not able to present these in person, I would appreciate a written response to each of these points, and I'm happy to provide any additional detail or documentation that would be helpful.

Thank you for your time and consideration.

Chelsea Strong
84060



Dear Commissioners:

From: Clive Bush, Resident 84060

August 24, 2026

FOR THE PUBLIC RECORD

This week's update to the traffic study, is unresponsive to the Commissioners' request in the following ways.

1. The applicant's Table 1 and narrative restricts its reporting to signalized intersections only. It states that turning movements are not significantly impacted. Figure 1 computes an overall daily percentage increase at each intersection—which the City Engineer has already deemed immaterial. The applicants Level of Service Analysis only reports 2037 (10-year) results.

   Below you can see the **immediate** impact the project has on turning movements at Prospector Ave & Bonanza Drive.

   2027 BACKGROUND vs BACKGROUND + PROJECT in SECONDS

   Bonanza Drive & Prospector Avenue — Unsignalized

Approach	Movement	AM Peak Hour			PM Peak Hour		
		Background	+ Project	Change	Background	+ Project	Change
Northbound	Through	1.2 (A)	0.5 (A)	-0.7	3.8 (A)	2.0 (A)	-1.8
Northbound	Right	0.7 (A)	0.2 (A)	-0.5	2.9 (A)	0.9 (A)	-2.0
Southbound	Left	4.8 (A)	5.0 (A)	+0.2	14.6 (B)	17.1 (C)	+2.5
Southbound	Through	1.4 (A)	1.5 (A)	+0.1	1.4 (A)	1.9 (A)	+0.5
Westbound	Left	110.0 (F)	159.6 (F)	+49.6	308.6 (F)	406.2 (F)	+97.6
Westbound	Right	18.0 (C)	29.5 (D)	+11.5	98.4 (F)	144.6 (F)	+46.2

2. No mitigation has been examined as required by the TIS Guidelines to demonstrate actual impact reduction. Instead, the applicant hangs its hat on unidentified future traffic demand strategies and then attempts to use the City's still-draft TDM tool — a tool the Commission already knows has no demonstrated link to actual traffic reduction. A 50% score on an unvalidated tool is arbitrary, not mitigation.

   Additionally, transit amenities of shade structures, benches and even a segment of sidewalk the applicant attempts to leverage is at odds with the additional parking and incentivized turnover which undercut the entire premise of TDM, which exists to reduce vehicle reliance. Additional parking would have a negative effect on any TDM score which has yet to be considered in the draft TDM tool.

   The applicant has demonstrated no measure, broad or specific, that mitigates traffic impact on intersections that are already failing. The applicant’s intent to reduce single-occupant vehicle trips is not evidence.

From: Clive Bush [redacted]
Sent: Tuesday, August 25, 2026 10:28 AM
To: planning; Council_Mail
Cc: Rebecca Ward; Nannette Larsen
Subject: Re: 5-Acre Development Traffic UPDATE FOR PUBLIC RECORD

Dear Commissioners:

One last item **FOR THE PUBLIC RECORD** that highlights a theme throughout the parking and traffic updates. The passage below from the traffic update asserts a complexity and variability but fails to quantify or demonstrate it—it's simply a hedge to explain away the analysis rather than actually accounting for it.

"The intersections discussed by the Planning Commission on August 12 experience existing operational constraints. The TIS evaluates the project's anticipated contribution to these conditions and identifies increases in average intersection delay associated with the project. Queues extending from adjacent traffic signals influence existing operational constraints and affect intersection operations, in addition to traffic volumes at the intersections themselves. Because these queue conditions can vary, the TIS evaluates the project's impacts within the context of the existing transportation network and operating conditions."

Regards,
Clive Bush
84060 Resident

On Tue, Aug 25, 2026 at 9:52 AM Clive Bush [redacted] wrote:

> Dear Commissioners:
>
> My comments **FOR THE PUBLIC RECORD** on the applicant's Updated Parking Narrative are as follows:
>
> The Parking Plan's logic is circular and assumption-driven. It continues to justify 70 spaces above the code requirement by asserting future events, spillover risk, and "operational flexibility"—without quantifying any of these or the many other factors on which they rely. Furthermore, it defers the actual enforcement policy to a future time, meaning the Commission is asked to approve a specific

numeric surplus today based on assertions and management procedures that don't yet exist.

The comparisons are incomparable, dressed up as evidence. Showing that other projects (with different unit mixes, uses, and locations) also exceeded their own code minimums does not establish that Bonanza's specific 210-to-280 jump is justified. It only shows that surplus parking is common at other sites, which was never in dispute and says nothing about whether this surplus matches this project's actual demand.

The project's stated intent to reduce reliance on single-occupant vehicles potentially undermines by the applicant's own justification for adding parking.

Regards,

Clive Bush
Resident 84060

On Mon, Aug 24, 2026 at 8:39 PM Clive Bush [redacted] wrote:

> Dear Commissioners: **FOR THE PUBLIC RECORD**
>
> Please see my one page response to the applicant's updated traffic study narrative. It remains unresponsive to the requirements of the Traffic Impact Study Guidelines and the commissioners' questions from the last meeting.
>
> Regards,
>
> Clive Bush 84060 Resident.

Alec Barton

From: planning
Sent: Thursday, August 27, 2026 8:02 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza Park

From: Christin VanDine <christin.VanDine@parkcity.gov>
Sent: Wednesday, August 26, 2026 6:50 PM
To: planning <planning@parkcity.gov>
Subject: Fwd: Bonanza Park

Get Outlook for iOS

From: Comcast [redacted]
Sent: Wednesday, 26 August 2026 14:46:20
To: Christin VanDine <christin.VanDine@parkcity.gov>
Subject: Bonanza Park

Dear Christin,

I see from the Park Record that the Planning Commission is reviewing the construction proposal for Bonanza Park. The city ordinance height limit is 30 feet. The majority of this project, six of seven buildings, is proposed to exceed that limit. It seems an unabashed case of, “How much can we get away with?” A limit is a limit, what is there to review? Why even have policies, laws, and ordinances if they are only selectively enforced?

Beside view-shed one of the collateral effects of height restrictions is to limit density. Density = traffic congestion and it already feels like Sundance is in session every day of the year anymore. Decreasing roof pitches to disguise high density structures is window dressing and does nothing to confront the issue foremost in all resident’s and visitor’s minds, that of our oppressive traffic.

Citizens are in favor of subsidizing housing but not for people who don’t already live or work within the borders of our tiny community and not in the center of town. There is plenty of land available for housing projects within a mile or two of town which is a far shorter commute than that of most Americans.

The people who pay taxes, vote, and live within the city boundaries have spoken out overwhelmingly, they want open space at Bonanza Park. They don’t want open space surrounded by a wall of 40’ buildings, they want open space that gives a sense of openness to enhance our community and blends with our environs- think Chamonix.

I often have to wonder if the input of the citizenry carries any weight against the political influence of outside developers, but please add this to the official record for your deliberations, just the same.

Thank you for your time,

Alex Cimos
[redacted]
Park City, UT 84060

[redacted]

Alec Barton

From: Rebecca Ward
Sent: Thursday, August 27, 2026 9:08 AM
To: Nannette Larsen; Alec Barton
Subject: FW: Parking at Bonanza Park

From: John Frontero <john.frontero@parkcity.gov>
Sent: Wednesday, August 26, 2026 10:10 PM
To: Rebecca Ward <rebecca.ward@parkcity.gov>; Christin VanDine <christin.VanDine@parkcity.gov>
Subject: Fw: Parking at Bonanza Park

Rebecca.
Please include this email into the public record.

Thanks John

Get Outlook for iOS

From: Craig Dennis [redacted]
Sent: Wednesday, August 26, 2026 7:38 PM
To: John Frontero <john.frontero@parkcity.gov>
Cc: Christin VanDine <christin.VanDine@parkcity.gov>
Subject: Parking at Bonanza Park

I understand you suggested reducing parking at the Five Acre Parcel tonight. If this specific proposal moves forward, please don't reduce the parking that the developer has offered. You need to look at the neighborhood as a whole. Our Lot I across the street is already full during the day and we can't accept any more parking. The 280 is a much better number. If you want to tour Prospector Square, I would be happy to host you, but please consider the impacts on the neighborhood.

Too often we have heard from the city without understanding previous agreements that we don't have enough parking stalls. Without taking a position on this specific overall proposal we applaud Brinshore for the 280 stalls. If this proposal or any other proposal moves forward, we welcome more parking stalls, creating the opportunity for more events across our property and the five-acre parcel.

At Prospector Square, we care about three things:

- Building something (we don't support the eyesore). We are not supporting or opposing the specific proposal
- Connectivity to Prospector Square. We have a great walkway to connect to.
- Impacts on Lot I (the Alberto's lot).

Reducing parking at Bonanza Park does not itemize three.

Craig

_____

Craig Dennis
[redacted]

Alec Barton

From: Greg Friedman [redacted]
Sent: Wednesday, August 26, 2026 2:18 PM
To: planning
Subject: Public input RE 5ac site under review

Dear Planners,

Regarding the 5 acre site under review, please do not allow variances or conditional uses that violate municipal code. We intentionally established the code for many reasons. Please enforce not diminish our established municipal morals!

Thank you,

Greg Friedman
[redacted]
84060

Alec Barton

From: planning
Sent: Thursday, August 27, 2026 8:02 AM
To: Nannette Larsen; Rebecca Ward; Alec Barton
Subject: FW: Bonanza Building Site

From: Jane & Larry Sperling [redacted]
Sent: Wednesday, August 26, 2026 7:29 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza Building Site

Planning Commission:

1.The buildings are too high. No building should be over two stories. If the project is not feasible this way it should be denied.
2. The open space is hidden inside these massive buildings. No outsider is going to want to wander around inside these buildings except people who live there. It is not an inviting open space.
3. The renderings of the open space the developer showed are misleading. They only show buildings on one side of their renderings.
4. Traffic is terrible now and will be worse once 200+ people live here and drive in and out. The developers prediction of traffic changes are misleading.
5. This project belongs elsewhere in Park City. Not in the center of the busiest intersection in town.

Thank you, Jane Sperling 84060

Alec Barton

From: planning
Sent: Thursday, August 27, 2026 8:01 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: I (and others) Support Bonanza Park As Is - Density Belongs Downtown

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From: Ryan Dickey <ryan.dickey@parkcity.gov>
Sent: Wednesday, August 26, 2026 8:48 PM
To: planning <planning@parkcity.gov>
Subject: Fwd: I (and others) Support Bonanza Park As Is - Density Belongs Downtown

Sent from my iPhone

Begin forwarded message:

> **From:** Katie Noble [redacted]
> **Date:** August 26, 2026 at 6:03:54 PM MDT
> **To:** Bill Ciraco <bill.ciraco@parkcity.gov>, Ryan Dickey <ryan.dickey@parkcity.gov>, Molly Miller <molly.miller@parkcity.gov>, Ed Parigian <ed.parigian@parkcity.gov>, Tana Toly <tana.toly@parkcity.gov>, Diego Zegarra <diego.zegarra@parkcity.gov>
> **Subject: I (and others) Support Bonanza Park As Is - Density Belongs Downtown**
>
> Dear City Councilors and Mayor Dickey,
>
> I have talked to a lot of people who are in support of keeping density in the downtown area and aren't supportive of the Bonanza Park petition. They aren't voicing their opinions but they are out there. I keep luring everyone I know into conversations about it.
>
> I'm a borderline rabid open space advocate: I started the nonprofit Preserve Midway in 2017. That's the group that advocated for passages of the first and subsequent open space bonds in Midway and Wasatch County and has worked on preserving Midway's rural heritage. It was a massive uphill battle. Part of Preserve Midway's early mission was smart growth so I learned a lot about urban planning and smart growth principles. Smart growth 100% dictates that the city's core should be densest with density decreasing as you leave the core. It's what makes cities fun and vibrant and keeps things walkable.
>
> I was lucky enough to move back to Park City in 2005 when people could still afford to live downtown. I lived on Rossi Hill. I had a ton of friends who lived all around me and we had a blast - we hiked and biked and skied and spent far too much time downtown at the Sidecar, the Spur, the No Name and O'Shucks. And we could walk home. I almost never drove anywhere. I took the bus. I would never deny this opportunity to the next group of young people - or any people - who want to call Park City home. It's critical that we keep the

vibrancy of the downtown area by attracting a younger crowd who might not otherwise be able to afford it. Doing so supports the restaurants and bars, it keeps people from commuting in from Heber, Salt Lake, Kamas and contributing to traffic, and they can take the free bus everywhere. It also keeps downtown from being completely dead in the off season and catering solely to tourists during the season. DV East Village will draw customers and employees away from Main Street so keeping downtown affordable is critical to the future success of Main Street.

We already have a boatload of open space from Park City Mountain to Deer Valley to Round Valley to City Park and beyond. I don't see anyone congregating at City Park except during pre-planned events. Personally I have no intention of going to a park in Prospector Square surrounded by car washes, office buildings, a strip mall, and apartments, especially since I'd have to walk from my house in Park Meadows which is not happening when Round Valley is so close. And I don't want some future resident sacrificing their ability to live here so I can preserve my view. That's about as out of touch as it gets.

If building community is the issue, I'd rather see the City change zoning to allow a coffee shop/community center in City Park. Everyone could use that as a vibrant gathering space instead of denying this next generation their turn having fun in our town. We don't want Park City turning into a bunch of elitist NIMBY gray hairs complaining about everything. That's not Park City. If we don't encourage younger people to live downtown, it's only the elderly who will be left in town. Myself included.

Don't bow to the pressure to make this project smaller (although the architecture is the actual worst - we also aren't Draper - so bow to all pressure to change that).

It's not what's best for Park City.

Katie Noble, JD
Park City Real Estate Team
Senior Real Estate Advisor
[redacted]
Christie's International Real Estate VUE
[redacted]
Park City, UT 84060
Office is Independently Owned and Operated

Alec Barton

From: planning
Sent: Wednesday, August 26, 2026 12:57 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza

From: Terry Shapard <[redacted]
Sent: Wednesday, August 26, 2026 12:47 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza

Commission Members:

Please turn DOWN the Brinshore proposal. The heights are wrong. Traffic is already terrible. It is too large of a project for that small space in all respects. Do not approve it just to move forward. It is a bad proposal for our beautiful town.

We have lived in Park Meadows for 37 years. This is NOT the solution for that space. The residents of Park City do not want it. One must wonder why our City Counsilors are all for it when more than a majority of the voters say NO. You are to represent us, not the developers.

Thank You!

Terry & Steve Shapard

Alec Barton

From: planning
Sent: Thursday, August 27, 2026 8:53 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza Building Site

From: Jane & Larry Sperling <[redacted]
Sent: Thursday, August 27, 2026 8:21 AM
To: planning <planning@parkcity.gov>
Subject: Fwd: Bonanza Building Site

1. Where do you think the residents of the affordable apartments will shop for groceries and staples for their home? Will they walk to one of the closest expensive grocery stores? Or is it more likely they will drive to Walmart or Smiths?

2. This five acre lot cannot handle the density planned by this developer. Please reconsider. Pay what we must to get out of this mistake.

3. Please preserve the mountain views for all by keeping any buildings at 28' or 2 stories.

4. Please make the open space accessible to all not just a hard to reach space inside a five building apartment complex. Ask the developer to show your committee an accurate rendering of this open space.

5. This huge development belongs near Highway 80 or 40 or Kimball Junction.

6. If this 5 acre space absolutely must be affordable housing keep it to 1-2 buildings that are 2 stories with open space accessible along Kearns or Bonanza.

Thank you, Jane Sperling

---------- Forwarded message ---------
From: **Jane & Larry Sperling** <[redacted]
Date: Wed, Aug 26, 2026 at 7:28 PM
Subject: Bonanza Building Site
To: <planning@parkcity.gov>

Planning Commission:

1.The buildings are too high. No building should be over two stories. If the project is not feasible this way it should be denied.
2. The open space is hidden inside these massive buildings. No outsider is going to want to wander around inside these buildings except people who live there. It is not an inviting open space.

3. The renderings of the open space the developer showed are misleading. They only show buildings on one side of their renderings.
4. Traffic is terrible now and will be worse once 200+ people live here and drive in and out. The developers prediction of traffic changes are misleading.
5. This project belongs elsewhere in Park City. Not in the center of the busiest intersection in town.

Thank you, Jane Sperling 84060

Alec Barton

From: Annie Howard[redacted]
Sent: Sunday, August 30, 2026 10:10 PM
To: Council_Mail; planning
Subject: Feedback on Bonanza Park 5 Acre Site

Hello Planning Commissioners and PC City Council,

I wanted to share my opinion of the Bonanza project that is currently being debated.

What is the goal? The project needs an identity. If it is truly trying to solve the issue of traffic into town and affordable housing, then you should build nice affordable townhomes. (not 20% "affordable" and the rest market rate) And the affordable homes should be nice and actually affordable. Not 600 sq ft for $2000/mo with an $80k salary cap. That is ridiculous. You wouldn't even get approved for a mortgage with that ratio. Not to mention that many of the jobs in town don't pay $80k. Also, they should be for people who work in town. Rentals would be great, but who is managing them? Are they rent controlled? It seems like all of these projects are about making developers money and pretending to provide "affordable" housing so that they can get taxpayer money from the city.

If the issue is open space and rebuilding the community that has gotten lost, then you should create a beautiful open space.

The proposed project now, as I understand it, is filled with mainly market rate housing, and shops with a little bit of open space and a little bit of "affordable" houses. It actually doesn't solve any of the problems and makes the problems like traffic and nowhere affordable for people to live worse. The rest of Prospector are all shops. True, that the shops are strip malls and not aesthetic or efficient, but that is because they weren't planned well to begin with... so trying to add an additional planned area is just adding more and not improving what already exists. Additionally, do we really need more shops in town? Do we need more mediocre overpriced restaurants? And where are people going to park? I know the discussion is to have underground parking but what about the traffic it will bring.

I've heard people say that they want to limit the parking so that people will take public transportation.... locals are not going to take public transportation as a way of life. People didn't move to Park City to live an urban lifestyle dependent on public transportation. People want to go mountain biking, do an errand, and grab lunch. You can't do those things without your car. I moved here in 2004 from New York City because I didn't want an urban lifestyle filled with traffic and public transportation and living in a small apartment. I wanted to live in the mountains and feel like I am in the mountains.
What are you aiming for the new identity of Park City to be? Unless you can afford a $5-$50 million home?

Also, what about the other projects currently already in development or on tap around town? The building across the street that is going to get re-developed, Studio Crossing, Dakota Pacific, East Village, the new Snow Park base area, the new business development adding to Quarry Village, the rebranding and development of the outlet mall ... Are these projects being considered in the context of the others? How many more shopping malls do we need? How many more 600 sq ft apartments do we need? How much more traffic are we creating? How about focusing on managing the affordable housing that we currently have. How about creating some restrictions on airbnb and rentals so that there is somewhere

for people to actually live? How about creating limitations on private equity companies buying up homes and businesses so that local businesses can't afford to stay in town or stay in business.

I think the town needs to stop bowing to the developers and realtors and needs to take a step back and find its identity. And please no more affordable housing developments that are mostly market rate and not actually affordable.

Thank you,
Annie
* This letter is intended for the mayor, planning commissioners, and city council

Alec Barton

From: Mike Hunter [redacted]
Sent: Sunday, August 30, 2026 3:03 PM
To: planning
Subject: Bonanza Park Development

To Planning Commission and City Counsil,

We are very concerned about the development on Bonanza Park.

Attached are photos and video of Kearns and Bonanza Drive on Thursday around 2:30 in the afternoon. The traffic is backed up going both ways on Kearns and Bonanza. It was even backed up on Prospector. It doesn't take much for the traffic to come to a stand-still. This development will add to this already incredibly difficult problem. We haven't even discussed the proposed development that will be going in across the street where the Wells Fargo bank is. Our understanding is that a hotel will be put there and that the affordable housing that already exist will be torn down and a greater number will be put in. This will substantially increase the traffic in the area.

In addition, the businesses in the area have struggled over the years. We finally have several restaurants and shops that are doing well. People go to these places because they are convenient and have free parking. The new restaurants and shops will be directly competing against the current businesses which can cause more to fail. We don't have enough people shopping and going to restaurants year around to support that many businesses. As much as we want people to take public transportation and ride their bikes, they won't, especially in the winter. They won't want to pay for parking in the new development and/or there won't be enough parking. They will park wherever it is free and that will impact businesses and neighborhoods. We suggest you drive around the Prospector business district, as we did and see all the for-lease and for sale signs, these are all businesses that have failed or are relocating that have free street level drive up parking. Look at the turnover rate of these businesses, why would anyone build new retail or office space with underground limited space paid parking. The developers own representative said retail there would be a challenge, and it may be even more of a challenge than he has bargained for.

It still isn't clear where all the delivery trucks for the restaurants and shops are going to stop and now days everyone uses Amazon and Meal delivery services including lower income folks. Where are all these delivery vehicles going to stop for delivery? Where are the parents going to drop off their kids for the daycare that is safe? In the winter people will not be using the bus to go shopping especially if they have kids, it's not practical.

Just a footnote, on Friday I was standing at the old Maverik station on Bonanza with signs and the back up with cars trying to make a left turn into Prospector was so long it blocked

all the traffic on Bonanza. To Keep traffic going the city bus driver drove through the bike lane, through the gutter and up onto the sidewalk to get past the congestion. After he did that several other trucks and cars followed his dangerous example. Adding residential and retail businesses that require traffic to survive makes no sense at all at this location. It is already dangerous and will only become more so with every vehicle added.

Please reject this proposal, we need to go back to the drawing board. This space deserves something better at the entrance to the city. It is a special space in a soon to be twice a winter Olympic venue. The community deserves better.

Thank you,

Joy Page and Mike Hunter

Around 2:30 Thursday afternoon, no special occasion, total gridlock. Notice the light is green and cars are turning left blocking traffic.






PUSH OR
WAVE AT
BUTTON
FOR

Planning Commission
Staff Report

Subject: **268 Main Street**
Significant Historic Site
Application: **PL-26-07019**
Author: **Meredith Covey, Planner II**
Date: **September 9, 2026**
Type of Item: **Plat Amendment – Administrative**

Recommendation

(I) Review the proposed Plat Amendment at 268 Main Street to combine five Lots to create one Lot for the Significant Historic Site, (II) conduct a public hearing, and (III) consider approving the proposed plat based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant:	David Handler, Applicant Megan Blosser, Applicant Representative
Location:	268 Main Street Significant Historic Site
Zoning District:	Historic Commercial Business
Adjacent Land Uses:	Commercial, Residential
Reason for Review:	The Planning Commission reviews Plat Amendments, conducts a public hearing, and takes Final Action. [1]

HCB Historic Commercial Business
LMC Land Management Code

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § 15-15-1.

Background

268 Main Street is a Significant Historic Site designated on Park City's Historic Sites Inventory codified in Land Management Code (LMC) § 15-11-10. The Historic Structure was constructed in 1893 and survived the Park City Fire of 1898. Please see the Historic Site Form for more information.

[1] LMC § 15-1-8(H)



Figure 1: 268 Main Street in 1941, image from the Historic Site Form.

The existing Structure has undergone various renovations and changes over the years including the construction of the porch on Main Street and siding updates. The Structure is in the Historic Commercial Business (HCB) Zoning District and spans front to back Main Street to Swede Alley.



Figure 2: 268 Main Street, image provided by Applicant.

The existing Structure is built over five Lots of the Park City Survey (Exhibit B) with five separate parcel numbers (PC-275; PC-554-A; PC-274; PC-557; PC-275-A-1).

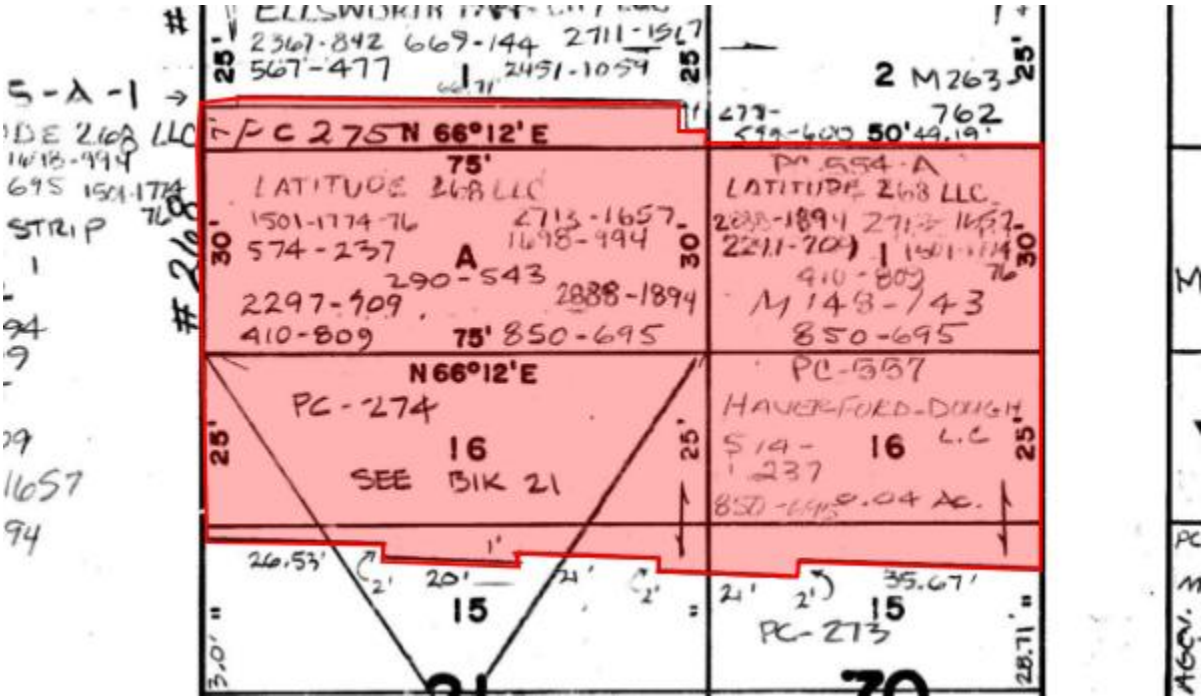


Figure 3: Park City Survey, 268 Main Street and the associated Lots and parcels are highlighted in red by Staff. The proposed Plat Amendment would combine the 5 Lots.

The Applicant proposes to remove interior Lot Lines which run through the Structure to create one 8,104-square-foot Lot for the Significant Historic Site.

The Applicant has an Encroachment Agreement with the City that allows the Applicant to maintain signage along Main Street within the Right-of-Way (Entry No. 1087686). The proposed Plat Amendment will not impact the agreement.

The porch on the front of the Structure encroaches into the Right-of-Way. The Engineering Department requires Condition of Approval 4 that the Applicant obtain an Encroachment Agreement for the portion of the porch which encroaches into the Main Street Right-of-Way prior to plat recordation.

Analysis

(I) The proposal to remove interior Lot Lines to create one Lot at 268 Main Street for the Significant Historic Site complies with the Historic Commercial Business District Zoning Regulations outlined in Land Management Code Chapter 15-2.6

Land Management Code (LMC) § 15-2.6-1 outlines the purposes of the HCB Zoning District:

A. preserve the cultural heritage of the City's original Business, governmental and

residential center;

B. allow the Use of land for retail, commercial, residential, recreational, and institutional purposes to enhance and foster the economic and cultural vitality of the City;
C. facilitate the continuation of the visual character, scale, and Streetscape of the original Park City Historical District;
D. encourage the preservation of Historic Buildings and/or Structures within the district;
E. encourage pedestrian-oriented, pedestrian-scale Development;
F. minimize the impacts of new Development on parking constraints of Old Town;
G. minimize the impacts of commercial Uses and business activities including parking, Access, deliveries, service, mechanical equipment, and traffic, on surrounding residential neighborhoods;
H. minimize visual impacts of automobiles and parking on Historic Buildings and/or Structures and Streetscapes;
I. support Development on Swede Alley which maintains existing parking and service/delivery operations while providing Areas for public plazas and spaces; and
J. maintain and enhance the long term viability of the downtown core as a destination for residents and tourists by ensuring a Business mix that encourages a high level of vitality, public Access, vibrancy, activity, and public/resort-related attractions.

LMC § 15-2.6-3 outlines the following Lot and Site Requirements for properties in the HCB Zoning District:

Requirement	**Analysis of Proposal**
Minimum Lot Area – 1,250 square feet	**Complies:** The proposed Lot is 8,104 square feet
Minimum Lot Width – 25 feet	**Complies:** The proposed Lot is 64.25 feet wide
Minimum Lot Depth – 50 feet	**Complies:** The proposed Lot is 124.2 feet deep
Setbacks – No minimum required Setbacks in HCB.	**Complies**

The HCB does not have a maximum Lot Area. Pursuant to LMC § 15-2.6-6, “a floor Area to ground Area ratio must be used to calculate maximum buildable Area. The maximum Floor Area Ratio (FAR) is 4.0 measured as: total floor Area divided by Lot Area equals 4.0.” The FAR for the Historic Structure is 2.36.

LMC § 15-2.6-3(D) states, “Buildings must be located so as to provide an unobstructed sidewalk at least nine feet (9') wide on both Main Street and Swede Alley. The sidewalk width is measured from the front face of curb to the front of the Building. The alignment of new Building fronts with adjacent Historic fronts is encouraged. A narrower sidewalk may result from the alignment of Building fronts. The Planning and Engineering

Departments may grant an exception to the minimum sidewalk width to facilitate such alignment."

Based on existing conditions there is currently a four-foot two-inch sidewalk at the narrowest point on Main Street. At the rear the Structure is almost built to the property line, maintaining a one foot two-inch setback from the rear property line.

Condition of Approval 3 requires that if future improvements are proposed to the property along Swede Alley, a Historic District Design Review (HDDR) application is required. At that time, if elements of the building along Swede Alley are determined to be non-Historic, then the Applicant must remove non-Historic encroachments and dedicate a pedestrian easement along Swede Alley prior to HDDR approval, subject to final City Engineer approval.

Future work on the Historic Structure will be required to comply with the requirements outlined in LMC Chapter 15-2.6 *Historic Commercial Business (HCB) District* and LMC Chapter 15-13 *Regulations For Historic Districts and Historic Sites*.

(II) There is Good Cause for the proposed Plat Amendment.

Pursuant to LMC § 15-7.1-3(B) a Plat Amendment shall be reviewed according to the requirements of LMC § 15-7.1-6 *Final Subdivision Plat* and its approval shall require a finding of Good Cause, which is defined by LMC § 15-15-1:

> *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.*

The proposed Plat Amendment creates one Lot which reflects current ownership and existing conditions for a designated Significant Historic Site. The proposed Plat Amendment will allow future improvements to the Significant Historic Structure with consideration of future pedestrian improvements along Swede Alley and requires that encroachments within the Main Street Right-of-Way be addressed through an agreement with the City Engineering Department.

(III) The Development Review Committee reviewed the proposal on August 18, 2026, and requires Conditions of Approval.[2]

The Engineering Department requires the following Conditions of Approval:

[2] 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).

- If future improvements are proposed to the property along Swede Alley, a Historic District Design Review (HDDR) application is required. At that time, if elements of the building along Swede Alley are determined to be non-Historic, then the Applicant must remove non-Historic encroachments and dedicate a pedestrian easement along Swede Alley prior to HDDR approval, subject to final City Engineer approval.
- The Applicant shall obtain an Encroachment Agreement for the portion of the porch which encroaches into the Main Street Right-of-Way prior to plat recordation.

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 August 26, 2026. Staff mailed courtesy notice to property owners within 300 feet on August 26, 2026. The *Park Record* published courtesy notice on August 26, 2026[3]

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.
- Deny the Plat Amendment and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date uncertain.

Exhibits

A: Draft Final Action Letter
    Attachment 1: Plat Amendment
B: Existing Conditions Survey
C: Applicant Narrative

[3] LMC § 15-1-21

Planning Department

September 9, 2026

Megan Blosser

CC: David Handler

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	268 Main Street Significant Historic Site
Zoning District:	Historic Commercial Business
Application:	Plat Amendment
Project Number:	PL-26-07019
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	September 9, 2026
Project Summary:	The Applicant proposes to remove interior Lot Lines to combine five Lots and create one 8,104-square-foot Lot for a Significant Historic Site in the Historic Commercial Business Zoning District.

Action Taken

On September 9, 2026, the Planning Commission conducted a public hearing and approved the 268 Main Street Plat Amendment according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. 268 Main Street is a Significant Historic Site on Park City's Historic Sites Inventory codified in Land Management Code (LMC) § 15-11-10.
2. The Significant Historic Structure is in the Historic Commercial Business (HCB) Zoning District.
3. The existing Structure is built over five Lots of the Park City Survey with five separate parcel numbers (PC-275; PC-554-A; PC-274; PC-557; PC-275-A-1).

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4. The Applicant proposes to remove interior Lot Lines which run through the Significant Historic Structure to create one 8,104-square-foot Lot for the Significant Historic Site.
5. The Applicant has an Encroachment Agreement with Park City Municipal Corporation that allows the Applicant to maintain signage within the Main Street Right-of-Way (Entry No. 1087686). The proposed Plat Amendment does not impact the agreement.
6. LMC § 15-2.6-3 regulates Lot and Site Requirements for properties in the HCB Zoning District.
    a. The minimum Lot Area in the HCB Zoning District is 1,280 square feet.
        i. The proposed Lot Area is 8,104 square feet.
    b. The minimum Lot width in the HCB Zoning District is 25 feet.
        i. The proposed Lot width is 64.25 feet.
    c. The minimum Lot depth in the HCB Zoning District is 50 feet.
        i. The proposed Lot depth is 124.2 feet.
    d. The HCB does not have a maximum Lot Area. Pursuant to LMC § 15-2.6-6, "a floor Area to ground Area ratio must be used to calculate maximum buildable Area. The maximum Floor Area Ratio (FAR) is 4.0 measured as: total floor Area divided by Lot Area equals 4.0."
        i. The FAR for the Historic Structure is 2.36.
7. Based on existing conditions there is currently a four-foot two-inch sidewalk at the narrowest point on Main Street. At the rear along Swede Alley, the Structure is almost built to the property line, maintaining a one foot two-inch setback.
8. Future work on the Historic Structure will be required to comply with the requirements outlined in LMC Chapter 15-2.6 *Historic Commercial Business (HCB) District* and LMC Chapter 15-13 *Regulations For Historic Districts and Historic Sites*.
9. Pursuant to LMC § 15-7.1-3(B) a Plat Amendment shall be reviewed according to the requirements of LMC § 15-7.1-6 *Final Subdivision Plat* and its approval shall require a finding of Good Cause, which is defined by LMC § 15-15-1:
    a. *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*

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the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.

10. The proposed Plat Amendment creates one Lot which reflects current ownership and existing conditions for a designated Significant Historic Site. As conditioned, the proposed Plat Amendment will allow future improvements to the Significant Historic Structure with consideration of future pedestrian improvements along Swede Alley and will address existing encroachments into the Main Street Right-of-Way through a required Encroachment Agreement with the Engineering Department.
11. The Development Review Committee reviewed the proposal on August 18, 2026, and requires Conditions of Approval incorporated herein.
12. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on August 26, 2026. Staff mailed courtesy notice to property owners within 300 feet on August 26, 2026. The Park Record published courtesy notice on August 26, 2026.

Conclusions of Law

1. The proposal to remove interior Lot Lines to combine five Lots to create one Lot at 268 Main Street for the Significant Historic Site complies with the HCB Zoning District requirements in LMC Chapter 15-2.6.
2. The proposed Plat Amendment complies with LMC § 15-7.1-6 *Final Subdivision Plat*.
3. There is Good Cause for the Plat Amendment because it creates one Lot for a Significant Historic Site to support future improvements and preservation of the Structure, and as conditioned, allows future pedestrian improvements along Swede Alley and addresses encroachments.
4. No Public Street, Right-of-Way, or easement has been vacated or amended as a result of the Plat Amendment.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the Plat Amendment for compliance with state law, the LMC, and the conditions of approval, prior to recordation of the plat.
2. The Applicant shall record the Plat Amendment within one year from the date of Planning Commission approval. If recordation has not occurred within one year, this approval will be void, unless the applicant submits a request for an extension in writing prior to the expiration date and an extension is granted by the Planning Director.

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3. If future improvements are proposed to the property along Swede Alley, a Historic District Design Review (HDDR) application is required. At that time, if elements of the building along Swede Alley are determined to be non-Historic, then the Applicant must remove non-Historic encroachments and dedicate a pedestrian easement along Swede Alley prior to HDDR approval, subject to final City Engineer approval.
4. The Applicant shall obtain an Encroachment Agreement with the City Engineering Department for the portion of the porch which encroaches into the Main Street Right-of-Way prior to plat recordation.

This Final Action may be appealed pursuant to LMC § 15-1-18. If you have questions or concerns regarding this Final Action Letter, please call (435) 640-8683 or email meredith.covey@parkcity.gov

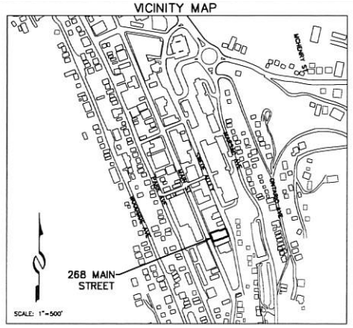
Sincerely,

Christin VanDine, Planning Commission Chair

CC: Meredith Covey

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VICINITY MAP



OWNER'S DEDICATION & CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of LATITUDE 268 LLC, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consents to the recording of this subdivision plat amendment.

LATITUDE 268 LLC, a Utah limited liability company

By: _____

Name: _____

Title: _____

ACKNOWLEDGMENT

State of _____)
: ss
County of _____)

On this _____ day of _____, 2026,
_____ personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that they are the manager of LATITUDE 268 LLC, and that they signed the above Consent to Record for and on behalf of LATITUDE 268 LLC, and that they acknowledged to me that they executed 268 MAIN STREET PLAT AMENDMENT.

By: _____
Notary Public

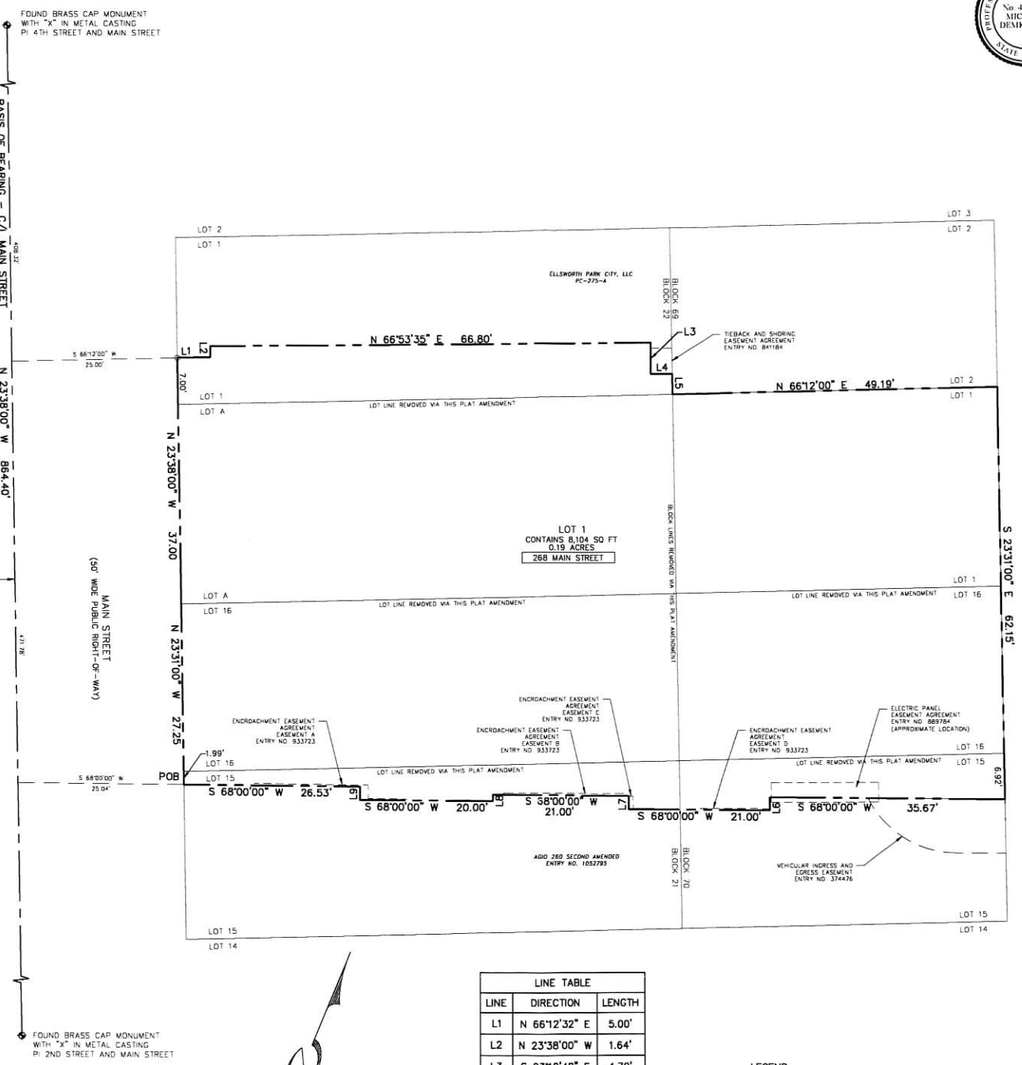
A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____



LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N 66°12'32" E	5.00'
L2	N 23°38'00" W	1.64'
L3	S 23°12'48" E	4.70'
L4	N 66°47'12" E	3.24'
L5	S 23°37'56" E	3.10'
L6	S 22°00'00" E	2.00'
L7	N 22°00'00" W	2.00'
L8	S 22°00'00" E	1.00'
L9	N 22°00'00" W	2.00'

LEGEND

- ● Set 5/8" rebar w/cap stamped "ALLIANCE ENGINEERING" (Unless noted otherwise)
- ○ Found copper rivet w/ punch stamped "ALLIANCE ENGR"
- ◆ Found Street Monument (As-Noted)

NOTES:

1. This plat amendment is subject to the Conditions of Approval in the Final Action Letter dated _____, and on file with the Planning Department (PL-26-_____).
2. Fire sprinklers are required for all new construction, to be approved by the Chief Building Official.
3. See Record of Survey S-1911 on file in Summit County, Utah.
4. The address is 268 Main Street, Park City, Utah.
5. This purpose of this Plat Amendment is to combine the subject Parcels into a single lot of record.
6. This property is subject to an encroachment permit recorded March 9, 2018, as Entry No. 1087686 in the Office of the Summit County Recorder. The encroachment agreement between the City and the Owner states the Owner shall have the right to construct and maintain signage on 268 Main Street within the City right-of-way of Main Street, see document for more details. This encroachment agreement cannot be plotted.
7. This property is subject to a Tieback and Shoring Easement Agreement, recorded April 2, 2008 as Entry no. 841184 in the Office of the Summit County Recorder. This easement is to the benefit of 260 Main Street, for the required shoring for their building. This easement cannot be plotted. See easement document for more details.
8. The property corners not shown as being found or set on this plat were inaccessible due to the lack of space between buildings.

SURVEYOR'S CERTIFICATE

PROFESSIONAL LAND SURVEYOR No. 4857264 MICHAEL DEMKOWICZ STATE OF UTAH

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 further certify that I have completed a survey and have referenced a record of survey map of the existing property boundaries in accordance with Section 17-73-504 and have verified the boundary locations and have placed monuments as represented on the plat. I do further certify that by authority of the owners, I have prepared this subdivision plat of the property described hereon, hereafter to be known as 268 MAIN STREET PLAT AMENDMENT.

LEGAL DESCRIPTION

PARCEL 1

LOT 1, BLOCK 69, MILLSITE RESERVATION TO PARK CITY AND LOT A AND THE SOUTHERLY 7 FEET OF LOT 1 BLOCK 22, AMENDED PLAT OF PARK CITY SURVEY ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

LESS AND EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL:

BEGINNING AT A POINT IN THE WEST WALL OF A FRAME BUILDING, SAID POINT BEING NORTH 35.35 FEET AND EAST 62.80 FEET FROM THE SOUTHWEST CORNER OF LOT 1, BLOCK 22, AMENDED PLAT OF PARK CITY SURVEY, THENCE NORTH 66°12' EAST 3.30 FEET, THENCE SOUTH 23°38' EAST 3.85 FEET, THENCE ALONG THE SOUTH WALL OF SAID BUILDING SOUTH 66°12' WEST 3.30 FEET TO A CORNER OF SAID BUILDING, THENCE ALONG THE WEST WALL OF SAID BUILDING NORTH 23°38' WEST 3.85 FEET TO THE POINT OF BEGINNING.

(TAX SERIAL NOS.: PC-275 and PC-554-A)

PARCEL 2

LOTS 15, AND 16, BLOCK 21, AMENDED PLAT OF PARK CITY SURVEY AND LOTS 15, AND 16, BLOCK 70, MILLSITE RESERVATION TO PARK CITY ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL:

BEGINNING AT POINT SOUTH 23°31'00" EAST 9.72 FEET FROM THE NORTHWEST CORNER OF LOT 14, BLOCK 21, PARK CITY SURVEY ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER, AND RUNNING THENCE ALONG THE WESTERLY LINE OF SAID BLOCK NORTH 23°31'00" WEST 33.00 FEET, THENCE NORTH 68°00'00" EAST 26.53 FEET, THENCE SOUTH 22°00'00" EAST 2.00 FEET, THENCE NORTH 68°00'00" EAST 20.00 FEET, THENCE NORTH 22°00'00" WEST 1.0 FEET, THENCE NORTH 68°00'00" EAST 21.00 FEET THENCE SOUTH 22°00'00" EAST 2.00 FEET, THENCE NORTH 68°00'00" EAST 21.00 FEET, THENCE NORTH 22°00'00" WEST 2.00 FEET, THENCE NORTH 68°00'00" EAST 35.67 FEET TO A POINT ON THE EASTERLY LINE OF BLOCK 70, PARK CITY SURVEY THENCE SOUTH 23°31'00" EAST 28.71 FEET ALONG THE EASTERLY LINE OF SAID BLOCK, THENCE SOUTH 66°29'00" WEST 124.12 FEET TO THE POINT OF BEGINNING.

(TAX SERIAL NOS.: PC-274 and PC-557)

PARCEL 2A

AN EASEMENT FOR VEHICULAR INGRESS AND EGRESS AS APPURTENANT TO PARCEL 2 AS RESERVED IN THE WARRANTY DEED RECORDED FEBRUARY 23, 1993, AS ENTRY NO. 374476 IN BOOK 710 AT PAGE 817 OF OFFICIAL RECORDS.

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT SOUTH 23°31'00" EAST 6.92 FEET FROM THE NORTHEAST CORNER OF LOT 15, BLOCK 70, PARK CITY SURVEY ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER, AND RUNNING THENCE ALONG THE EASTERLY LINE OF SAID BLOCK SOUTH 23°31'00" EAST 8.13 FEET, THENCE SOUTH 68°00'00" WEST 7.69 FEET TO A POINT ON A 15.00 FOOT RADIUS CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS NORTH 21°28'04" WEST THENCE ALONG THE ARC OF SAID CURVE 16.29 FEET THRU A CENTRAL ANGLE OF 62°13'04" THENCE NORTH 68°00'00" EAST 20.67 FEET TO THE POINT OF BEGINNING.

PARCEL 3

BEGINNING AT A POINT 5.0 FEET NORTH 66°12' EAST FROM THE COPPER RIVET IN THE SIDEWALK ON THE EAST SIDE OF MAIN STREET, SAID RIVET BEING NORTH 23°38' WEST 7.00 FEET FROM THE SOUTHWEST CORNER OF LOT 1, BLOCK 22, AMENDED PLAT OF PARK CITY SURVEY, THENCE NORTH 23°38' WEST 1.82 FEET TO THE SOUTH LINE OF A FRAME BUILDING, THENCE ALONG THE SOUTH WALL OF SAID BUILDING NORTH 67°04'44" EAST 66.71 FEET TO THE CORNER OF SAID BUILDING, THENCE ALONG THE WEST WALL OF SAID BUILDING SOUTH 23°38' EAST .80 FEET, THENCE SOUTH 66°12' WEST 66.70 FEET TO THE POINT OF BEGINNING.

(TAX SERIAL NO. PC-275-A-1)

OVERALL BOUNDARY DESCRIPTION

BEGINNING AT A POINT S 23°31'00" E 1.99 FEET FROM THE SOUTHWEST CORNER OF LOT 16, BLOCK 21, PARK CITY SURVEY, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER; AND RUNNING THENCE ALONG THE WESTERLY LINE OF SAID BLOCK 21 AND THE EASTERLY RIGHT-OF-WAY LINE OF MAIN STREET N 23°31'00" W 27.25 FEET TO THE NORTHWEST CORNER OF SAID LOT 16 AND BLOCK 21; THENCE ALONG THE WESTERLY LINE OF BLOCK 22 AND THE EASTERLY RIGHT-OF-WAY LINE OF MAIN STREET N 23°38'00" W 37.00 FEET; THENCE N 66°12'32" E 5.00 FEET; THENCE N 23°38'00" W 1.64 FEET TO THE SOUTHERLY EXTERIOR FACE OF A WOOD FRAME STRUCTURE; THENCE ALONG SAID SOUTHERLY EXTERIOR FACE OF SAID WOOD FRAME STRUCTURE THE FOLLOWING 3 COURSES: N 66°53'35" E 66.80 FEET MORE OR LESS; THENCE S 23°12'48" E 4.70 FEET MORE OR LESS; THENCE N 66°47'12" E 3.24 FEET MORE OR LESS TO A POINT ON THE WESTERLY LINE OF LOT 2, BLOCK 69; THENCE ALONG SAID WESTERLY LINE OF SAID LOT 2 S 23°37'56" E 3.10 FEET MORE OR LESS TO A POINT ON THE SOUTHERLY LINE OF SAID LOT 2; THENCE ALONG SAID SOUTHERLY LINE N 66°12'00" E 49.19 FEET TO THE SOUTHEAST CORNER OF SAID LOT 2; THENCE ALONG THE EASTERLY LINE OF SAID BLOCK 69 AND BLOCK 70 AND THE WESTERLY RIGHT-OF-WAY LINE OF SWEDE ALLEY (FORMERLY FARREL AVENUE) S 23°31'00" E 62.15 FEET; THENCE S 68°00'00" W 35.67 FEET; THENCE S 22°00'00" E 2.00 FEET; THENCE S 68°00'00" W 21.00 FEET; THENCE N 22°00'00" W 2.00 FEET; THENCE S 68°00'00" W 21.00 FEET; THENCE S 22°00'00" E 1.00 FOOT; THENCE S 68°00'00" W 20.00 FEET; THENCE N 22°00'00" W 2.00 FEET; THENCE S 68°00'00" W 26.53 FEET TO THE POINT OF BEGINNING.

268 MAIN STREET PLAT AMENDMENT

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

SHEET 1 OF 1

8/7/2026 | JOB NO.: 1-2-26 | FILE: X\ParkCitySurvey\dwg\srv\plat2026\010226.dwg

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 30, 60 | Park City, Utah 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2026

BY _____

PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION THE ____ DAY OF _____, 2026

BY _____
CHAIR

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2026

BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____ DAY OF _____, 2026

BY _____
PARK CITY ATTORNEY

PUBLIC SAFETY ANSWERING POINT APPROVAL

APPROVED THIS _____ DAY OF _____, 2026

BY _____
SUMMIT COUNTY GIS COORDINATOR

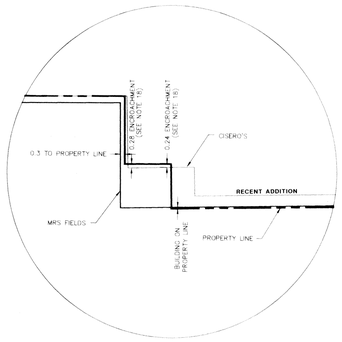
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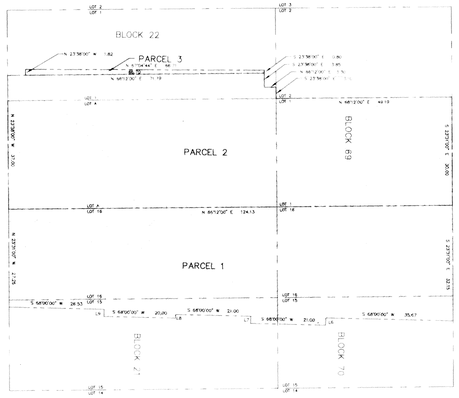
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____

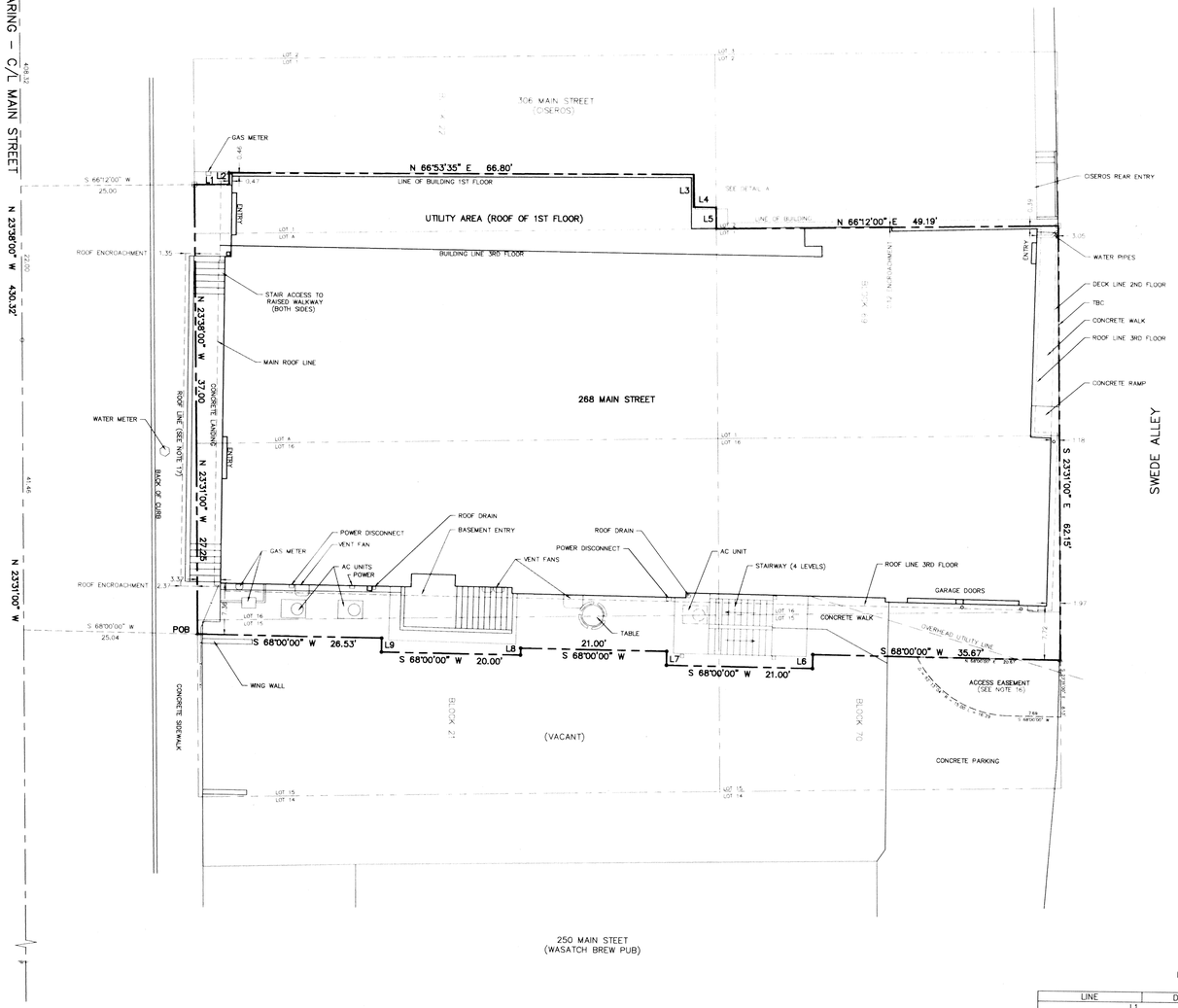
_____ FEE

_____ RECORDER

TIME _____ DATE _____ ENTRY NO. _____







LINE TABLE		
LINE	DIRECTION	DISTANCE
L1	N 66°12'32" E	5.00'
L2	N 23°38'00" W	1.64'
L3	S 23°12'48" E	4.70'
L4	N 66°47'12" E	3.24'
L5	S 23°37'56" E	3.10'
L6	S 22°00'00" E	2.00'
L7	N 22°00'00" W	2.00'
L8	S 22°00'00" E	1.00'
L9	N 22°00'00" W	2.00'

FILE No. S-1911
FILED AT THE REQUEST OF
ALLIANCE ENGINEERING INC
ALAN SPRIGGS SUMMIT CO. RECORDER
FEE $ 10.00 By Deputy
FILED 02/17/95 at 14:30 P M

SURVEYOR'S CERTIFICATE

To Mrs Fields, Inc. and Park City Title:

This is to certify that this map or plat and the survey on which it is based were made (i) in accordance with "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA and ACSM in 1992, and includes Items 1, 7a, 8, and 10 of Table A thereof, and (ii) pursuant to the Accuracy Standards (as adopted by ALTA and ACSM and in affect on the date of this certification) of an urban survey.

REGISTERED LAND SURVEYOR No. 163931 STATE OF UTAH

John Demkowicz
Registered Land Survey No. 163931

11-14-94
Date

CONSOLIDATED LEGAL DESCRIPTION:

Beginning at a point S 23°31'00" E 1.99 feet from the Southwest corner of Lot 16, Block 21, Park City Survey, according to the official plat thereof on file and of record in the office of the Summit County Recorder; and running thence along the Westerly line of said Block 21 and the Easterly right-of-way line of Main Street N 23°31'00" W 27.25 feet to the Northwest corner of said Lot 16 and Block 21; thence along the Westerly line of Block 22 and the Easterly right-of-way line of Main Street N 23°38'00" W 37.00 feet; thence N 66°12'32" E 5.00 feet; thence N. 23°38'00" W 1.64 feet to the Southerly exterior face of a wood frame structure; thence along said Southerly exterior face of said wood frame structure the following 3 courses: N 66°53'35" E 66.80 feet more or less; thence S 23°12'48" E 4.70 feet more or less; thence N 66°47'12" E 3.24 feet more or less to a point on the Westerly line of Lot 2, Block 69; thence along said Westerly line of said Lot 2 S 23°37'56" E 3.10 feet more or less to a point on the Southerly line of said Lot 2; thence along said Southerly line N 66°12'00" E 49.19 feet to the Southeast corner of said Lot 2; thence along the Easterly line of said Block 69 and Block 70 and the Westerly right-of-way line of Farrel Avenue S 23°31'00" E 82.15 feet; thence S 68°00'00" W 35.67 feet; thence S 22°00'00" E 2.00 feet; thence S 68°00'00" W 21.00 feet; thence N 22°00'00" W 2.00 feet; thence S 68°00'00" W 21.00 feet; thence S 22°00'00" E 1.00 foot; thence S 68°00'00" W 20.00 feet; thence N 22°00'00" W 2.00 feet; thence S 68°00'00" W 26.53 feet to the Point of Beginning.

ACCESS EASEMENT DESCRIPTION
(See Exception 7, Section 2, Schedule B)

Beginning at a point S 23°31'00" E 6.92 feet from the Northeast corner of Lot 15, Block 70, Park City Survey, according to the official plat thereof on file and of record in the office of the Summit County Recorder; and running thence along the easterly line of said Block S 23°31'00" E 8.13 feet; thence S 68°00'00" W 7.69 feet to a point on a 15.00 foot radius curve to the right, whose radius point bears N 21°28'04" W; thence along the arc of said curve 16.29 feet thru a central angle of 62°13'04"; thence N 68°00'00" E 20.67 feet to the Point of Beginning.

NARRATIVE

1. Basis of survey: Found Street Monuments as shown.
2. Property corners were set or found as shown.
3. Date of Survey: 11-8-94
4. Located in Section 16, T2S, R4E, SLB&M.
5. Purpose of Survey: Real Estate Transaction.
6. Improvements on the property are as shown on this survey.
7. Lot proportions are based on a drawing titled PARK CITY MILLSITE SURVEY BLOCKS NO. 21, 70, 71, 72, & MILLSITE RESERVATION prepared by JJ Johnson & Associates on behalf of Park City Municipal Corporation, Job No. 6-43-80.
8. The property description shown above is a consolidation of the descriptions supplied by Park City Title Co. shown in Exhibit A hereon.
9. Adjustments to deed lines were made to fit the surveyed locations of the existing walls as called by the deeds.
10. Flood and zoning issues were not within the scope of this survey.
11. • = Set iron Rod w/plastic cap.
12. △ = Set nail w/brass washer.
13. □ = Found and accept nail & washer LS 6164.
14. This survey is performed in conjunction with a Commitment for Title Insurance, No. A10614, dated September 10, 1994 and issued by Park City Title Co.
15. The following exceptions in Schedule B of the above referenced Commitment for title insurance are excluded from the survey: Section 1: 1 thru 3, 5 thru 7. Section 2: 1 thru 6.
16. Vehicular access, See exception 7, Section 2, Schedule B.
17. The raised concrete walkway accessing the building and the roof cover of the walkway encroaches into the public Right-of-way.
18. Encroachments shown by the adjacent Cisero's building were calculated based on hypothetical right angles and building dimensions. Actual field location of these building corners was not possible.

DEED DESCRIPTIONS PER EXHIBIT "A" IN TITLE REPORT;

PARCEL 1:

Lots 15 and 16, Block 21, AMENDED PLAT OF PARK CITY SURVEY, and Lots 15 and 16, Block 70, MILLSITE RESERVATION TO PARK CITY, according to the official plat thereof, on file and of record in the office of the Summit County Recorder.

EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL:

Beginning at a point South 23°31'00" East 9.72 feet from the Northwest corner of Lot 14, Block 21, PARK CITY SURVEY, according to the official plat thereof on file and of record in the office of the Summit County Recorder; and running thence along the Westerly line of said Block North 23°31'00" West 33.00 feet; thence North 68°00'00" East 26.53 feet; thence South 22°00'00" East 2.00 feet; thence North 68°00'00" East 20.00 feet; thence North 22°00'00" West 1.0 foot; thence North 68°00'00" East 21.00 feet; thence South 22°00'00" East 2.00 feet; thence North 68°00'00" East 21.00 feet; thence North 22°00'00" West 2.0 feet; thence North 68°00'00" East 35.67 feet to a point on the Easterly line of Block 70, PARK CITY SURVEY; thence 23°31'00" East 28.71 feet along the Easterly line of said Block; thence South 66°29'00" West 124.12 feet to the Point of Beginning.

PARCEL 2:

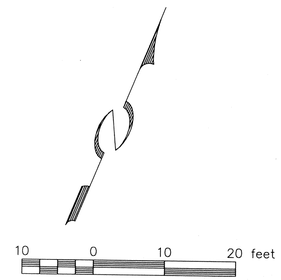
Lot 1, Block 69, MILLSITE RESERVATION TO PARK CITY, and Lot A and the Southerly 7 feet of Lot 1, Block 22, AMENDED PLAT OF PARK CITY SURVEY, according to the official plat thereof, on file and of record in the office of the Summit County Recorder.

EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL:

Beginning at a point in the West wall of a frame building, said point being North 35.35 feet and East 62.80 feet from the Southwest corner of Lot 1, Block 22, Amended Plat of Park City Survey; thence North 66°12'00" East 3.30 feet; thence South 23°38'00" East 3.85 feet; thence along the South wall of said building South 66°12'00" West 3.30 feet to a corner of said building; thence along the West wall of said building North 23°38'00" West 3.85 feet to the Point of Beginning.

PARCEL 3:

Beginning at a point 5.0 feet North 66°12'00" East from a copper rivet in the sidewalk on the East side of Main Street, said rivet being North 23°38'00" West 7.0 feet from the Southwest corner of Lot 1, Block 22, Amended Plat of Park City Survey; thence North 23°38'00" West 1.82 feet to the South line of a frame building; thence along the South wall of said building North 67°04'44" East 66.71 feet to the corner of said building; thence along the West wall of said building South 23°38'00" East 0.80 feet; thence South 66°12'00" West 66.70 feet to the Point of Beginning.



801-649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060

REVISED:

STAFF:
D. CONSTABLE
B. ALSBERG
M. MORRISON

Y:\PCS\PCSP

DATE: 11-3-94

PAGE 1 OF 1

ALTA SURVEY
268 MAIN STREET
FOR: MRS. FIELDS, INC.
JOB NO.: 30-9-94
FILE: Y:\SRV\PCS\300994

268 Main Street Plat Amendment

Project Intent

August 7, 2026

268 Main Street Park City, Utah is a commercial business location consisting of 1 structure that occupies 5 individual Park City lots & tax parcels. The structure located at 268 Main Street was constructed in 1898.

The purpose of this plat amendment is to remove the interior lot lines that separate these parcels and run through the existing structure. This will create one unified lot of record, allowing for future building improvements.

Planning Commission
Staff Report

Subject: **555 King Road**
Application: **PL-26-06995**
Author: **Lillian Zollinger, Senior Planner**
Date: **September 9, 2026**
Type of Item: **Conditional Use Permit**

Recommendation

(I) Review the Conditional Use Permit (CUP) for a 639-square-foot outdoor pool for the Single-Family Dwelling (SFD) at 555 King Road, (II) conduct a public hearing, and (III) consider approving the CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant:	JMSJ Utah LLC, represented by Lauren Bogler
Location:	555 King Road
Zoning District:	Estate, Sensitive Land Overlay
Adjacent Land Uses:	Open Space, Residential
Reason for Review:	The Planning Commission reviews, conducts a public hearing, and takes Final Action on CUPs.[1]

CUP	Conditional Use Permit
LMC	Land Management Code
SLO	Sensitive Land Overlay

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § 15-15-1.

Background

On October 11, 2021, the City Council adopted Ordinance No. 01-44, approving the King Road Estate Subdivision (Exhibit C). 555 King Road is the 55.931-acre Lot 1 of the King Road Estate Subdivision in the Old Town neighborhood, the Estate Zoning District, and the Sensitive Land Overlay (SLO).

[1] LMC § 15-1-8(G)

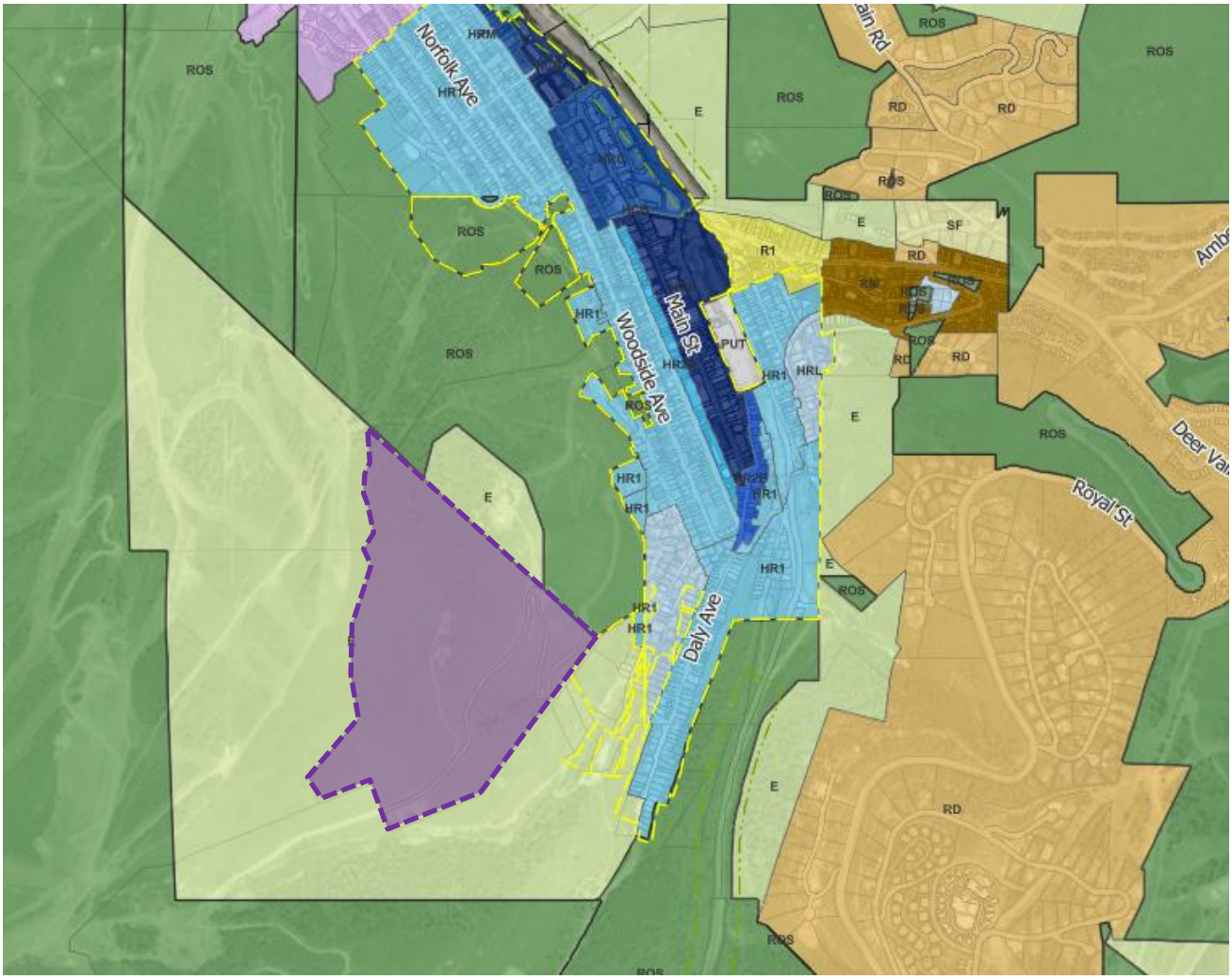


Figure 1: 555 King Road highlighted in dark purple on an excerpt from the Zoning Map. The Estate Zoning District is light green.

On December 11, 2002, the Planning Commission approved two CUPs: one for a Guest House and one for a seven-space Parking Garage under the main building (Exhibit D). Both CUPs expired and on December 8, 2004, the Planning Commission approved the same CUP request. On October 26, 2005, the Planning Commission approved a new Guest House proposal and extended the Parking Garage approval. On January 3, 2006, the City issued Building Permit B05-10828 for the construction of the Guest House. The parking garage was not constructed. Pursuant to the CUP Conditions of Approval, Nightly Rental of the Guest House or main house is prohibited.

The Guest House built in 2006 remains on site. On September 1, 2023, the Building Department issued Building Permit 23-1058 for the construction of an Accessory Structure. On July 1, 2024, the Building Department issued Building Permit 24-069 for the construction of a Single-Family Dwelling (SFD). Both the Accessory Structure and SFD are still under construction. The Applicant proposes adding a 639-square-foot outdoor pool adjacent to the SFD.

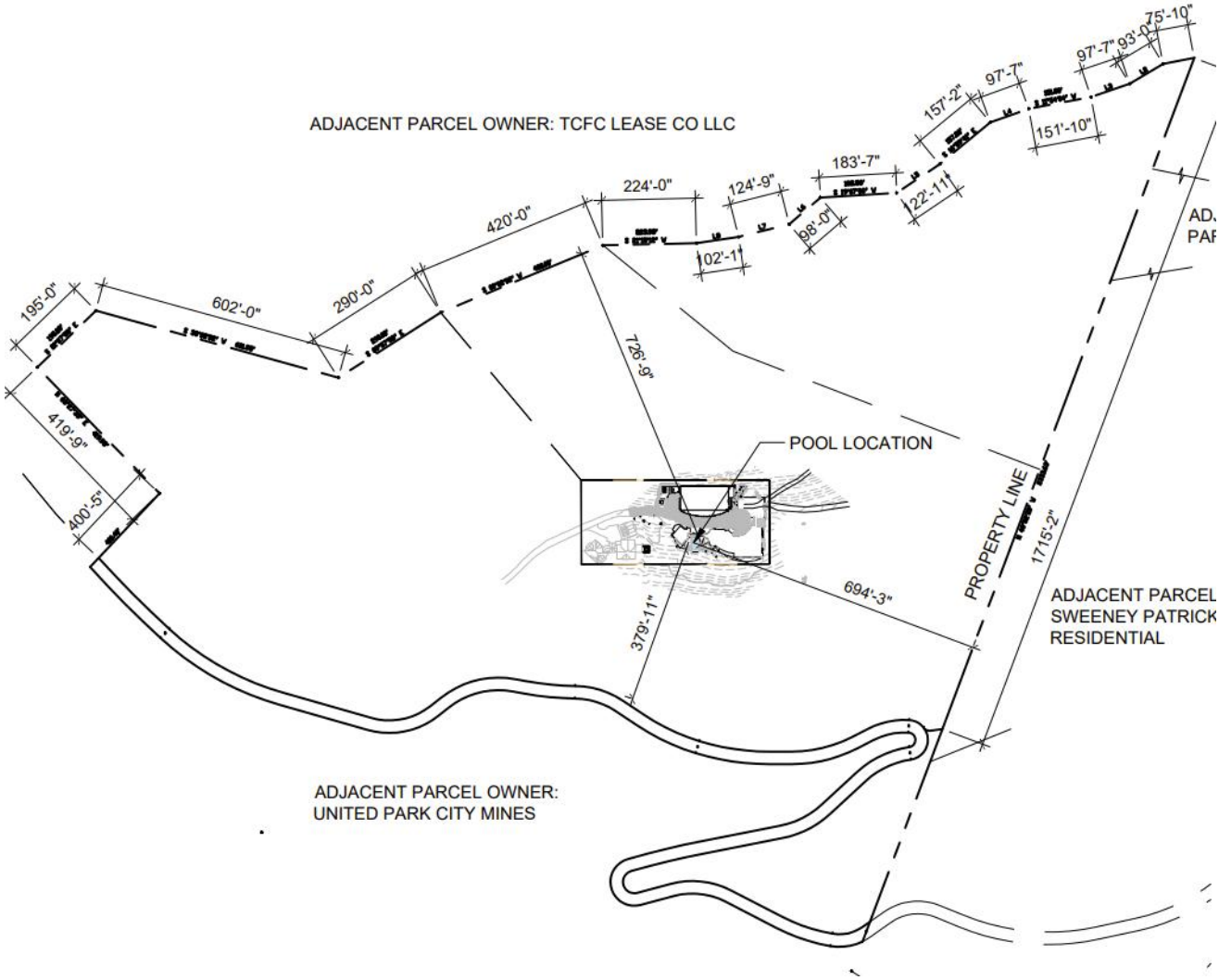


Figure 2: Applicant's diagram showing the proposed pool's distance from the property lines.

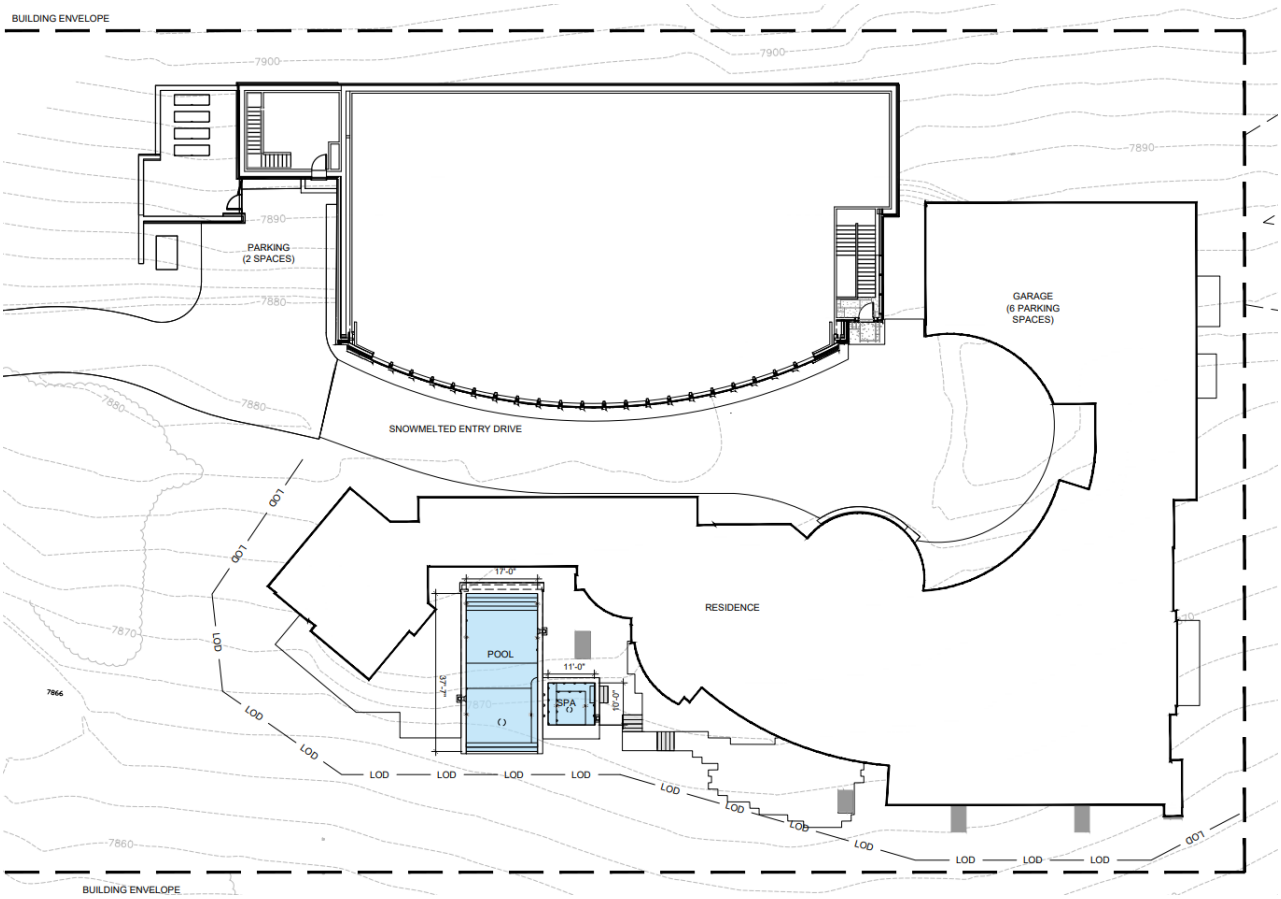


Figure 3: Site plan showing pool location provided by the Applicant.



Figure 4: Pool and space rendering provided by the Applicant.

Analysis

(I) The proposed outdoor pool complies with the Estate Zoning District requirements outlined in Land Management Code Chapter 15-2.10.

Land Management Code (LMC) § 15-2.10-1 outlines the purposes of the Estate District, including:

- Allowing very low density, environmentally sensitive residential Development which preserves ridge tops, meadows, and visible hillsides, large, cohesive, unbroken Areas of Open Space and undeveloped land, wetlands, drainage ways, and intermittent streams as amenities of Development, mitigates geologic and flood hazards, protects views along the City's entry corridors, and decreases fire risk by keeping Development out of sensitive wild land interface Areas.
- Encouraging comprehensive, efficient, Compatible Development which results in distinct and cohesive neighborhoods through application of the Sensitive Lands Ordinance.

Pursuant to LMC § 15-2.10-2(B)(19), a Private Recreation Facility is a Conditional Use in the Estate Zoning District. LMC § 15-15-1 defines a Private Recreation Facility as, "[r]ecreation facilities operated on private Property and not open to the general public, including Recreation Facilities such as swimming pools, tennis courts, outdoor Pickleball Courts, and similar facilities for the Use by Owners and guests."

LMC § 15-2.10-3 requires the Front, Rear, and Side Setbacks to be 30 feet in the Estate Zoning District. Additionally, the King Road Estate Plat notes state:

> 2. […]construction on this lot can only occur within the building zone shown herewith. All landscaping improvements, septic tank and drain field must occur within the building zone."
> 6. The building zone contains 90,000 square feet in land area. A total of 45,00 sq. ft. of site disturbance may occur within the building zone exclusive of the driveway, private ski trails, and public biking/hiking trails outside of the building zone. The remaining 45,000 sq. ft. of the building zone must remain in natural open space.
> 8. No structures or improvements are permitted outside of the 90,000 sq. ft. building zone with the exception of the private driveway, non-motorized trails, and ski runs.

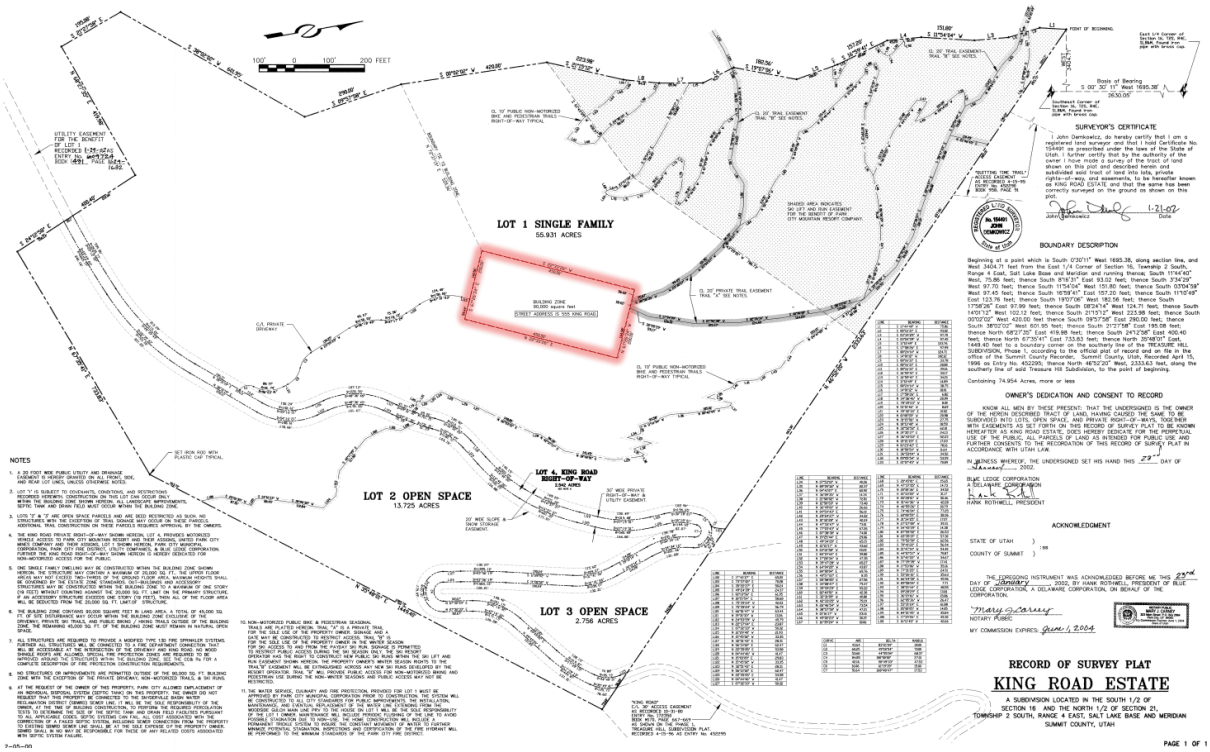


Figure 5: Excerpt from the King Road Estate Subdivision Plat outlining the 90,000-square-foot building zone. Staff highlighted the building zone in red.

The proposed pool is a minimum of 379 feet away from any property line and within the 90,000-square-foot building zone.

The Applicant does not propose to increase the site disturbance to accommodate the pool, and the pool construction will remain inside the maximum 45,000-square-foot disturbance area.

LMC § 15-2.10-4 outlines that no Structure may exceed 28 feet in height from Existing Grade. The proposed pool will be at grade.

(II) The proposed outdoor pool complies with the Sensitive Land Overlay requirements outlined in Land Management Code Chapter 15-2.21.

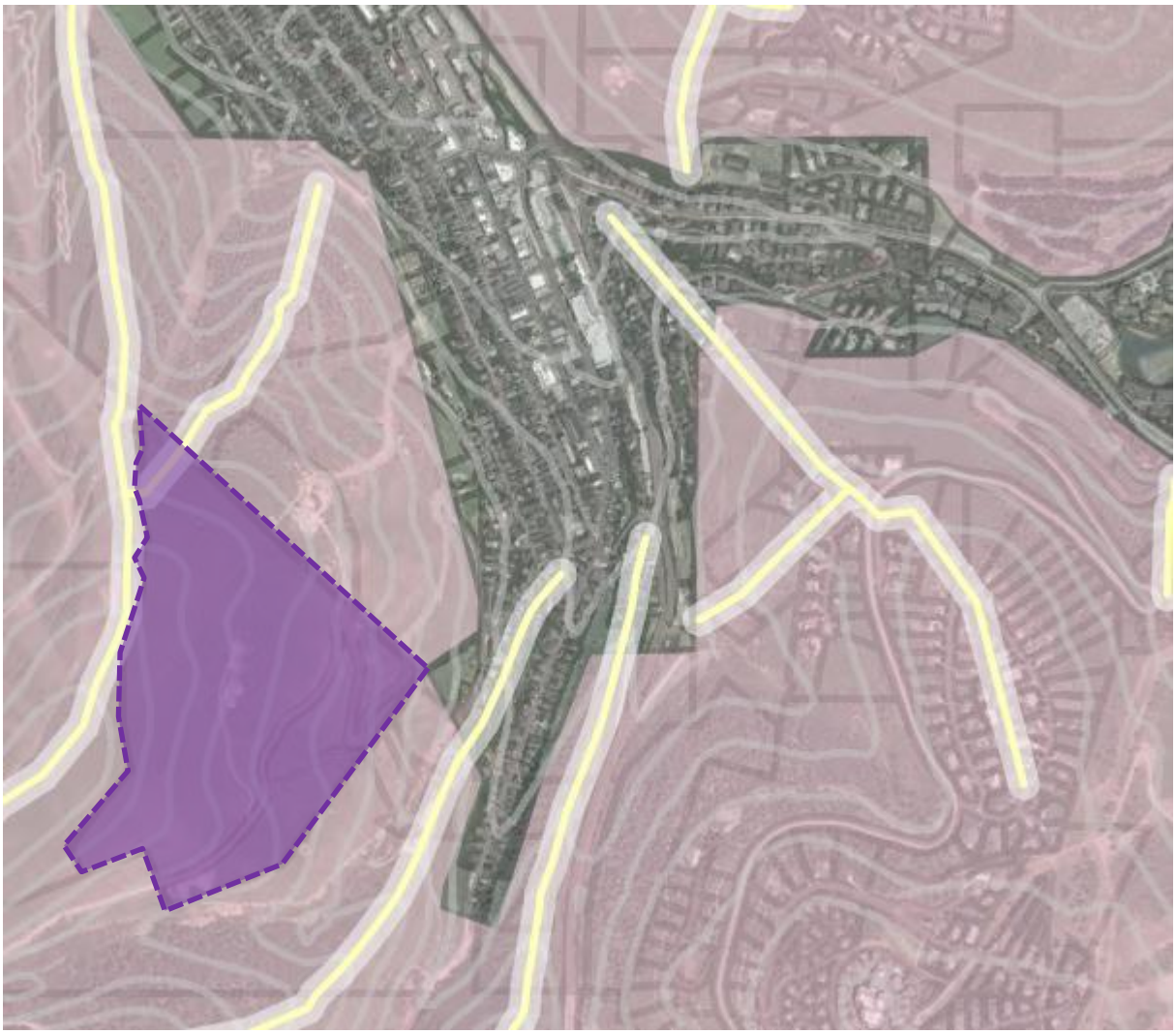


Figure 6: Excerpt from the Sensitive Land Overlay and Ridgeline map. Approximate Site location shown in purple by Staff.

The 2001 City Council Staff Report includes the following analysis regarding the SLO:

> *"The applicant has provided a Sensitive Lands analysis that staff has reviewed and concurs with. Base density under SLO would be 4.58 units. The applicant is proposing one unit. Staff has conducted a site visit and viewed the location from the SLO vantage points. Although the house will be visible from areas of upper Deer Valley such as American Flag, it is not visible from the proscribed vantage points. A previous proposed house site would have been much more visible from the vantage points."*

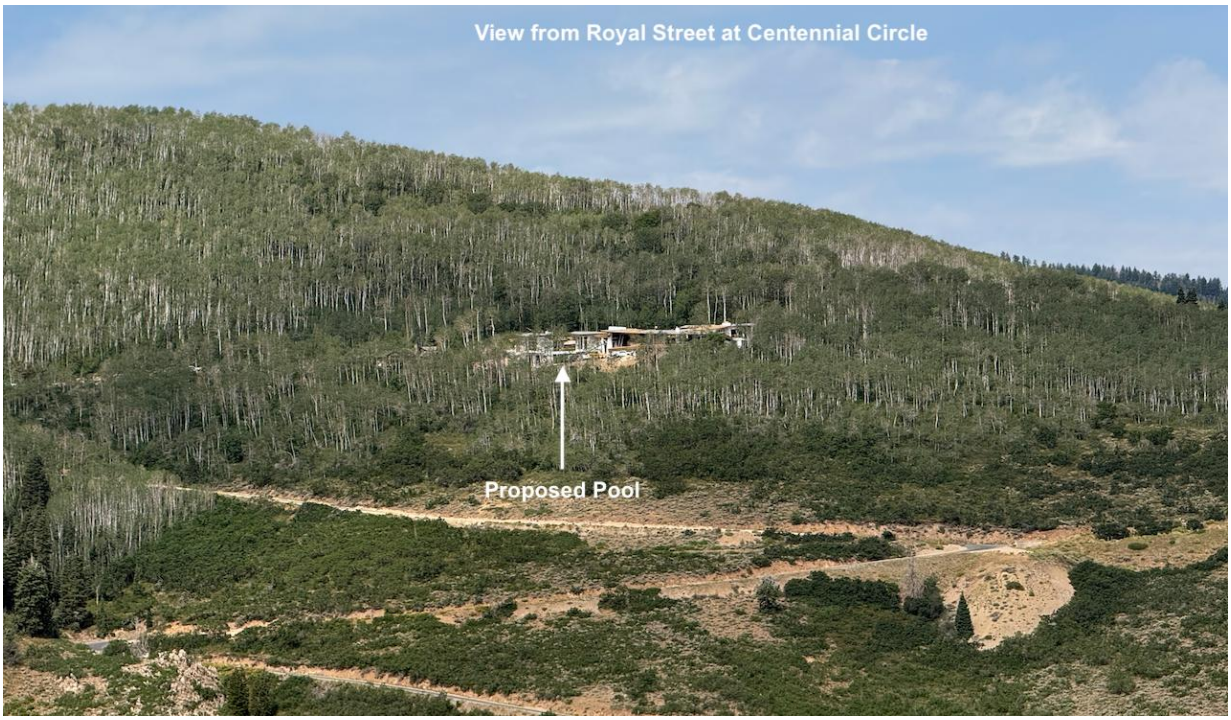


Figure 7: View from Royal Street and Centennial Circle; image provided by the Applicant.

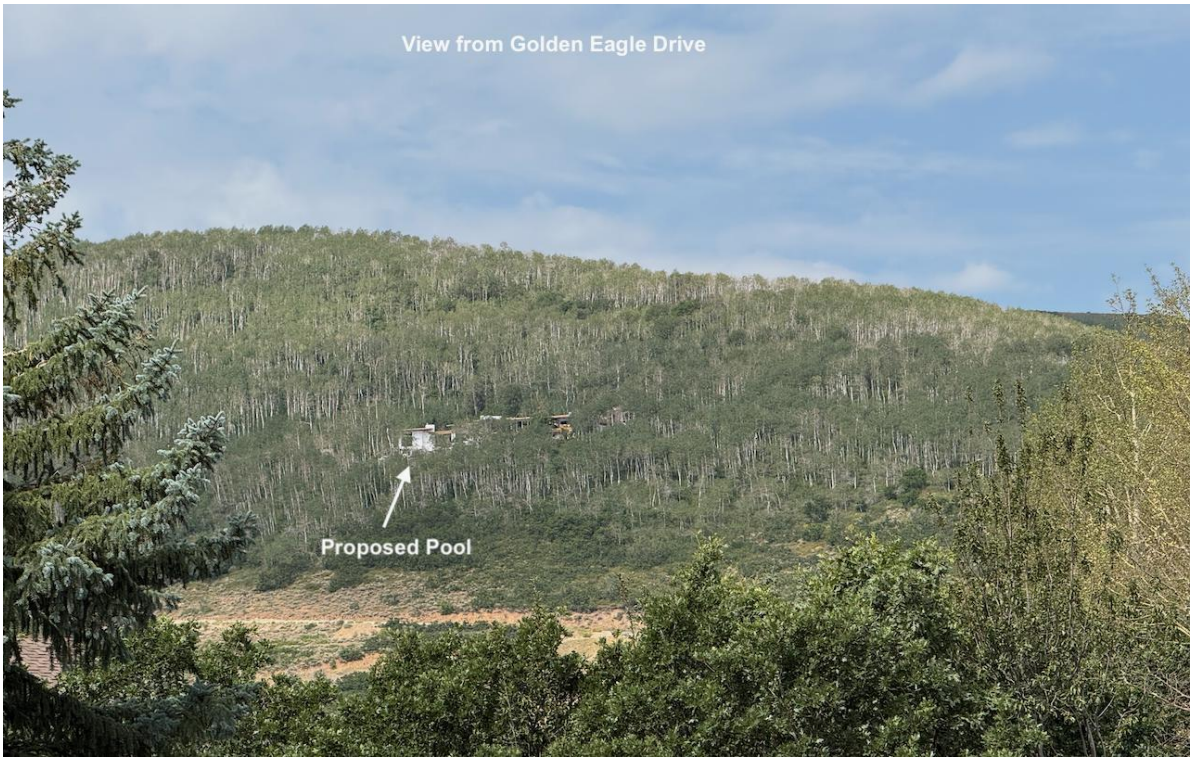


Figure 8: View from Golden Eagle Drive; image provided by the Applicant.

The proposed pool is within the building zone and complies with the previously established 45,000-square-foot building disturbance area.

(III) The outdoor pool complies with Off-Street Parking requirements outlined in

Land Management Code Chapter 15-3.

LMC § 15-3-6(A) requires two Off-Street Parking Spaces for the SFD and LMC § 15-3-6(B) requires one Off-Street Parking Space per four persons maximum rated capacity for a Private Recreation Facility. The Applicant states the maximum occupancy is eight people, which requires two parking spaces.

LMC § 15-3-4(A)(1) requires that single car garages must have a minimum interior dimension of 11 feet wide by 20 feet deep.

Building Permit 24-069 approved four parking spaces in a garage that meets the minimum dimensions for parking and therefore, adequate parking is provided for the SFD and outdoor pool.

(IV) 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.

CUP Review Criteria	Analysis of Proposal
Size and location of the Site	**Complies:** The 639-square-foot pool does not increase the site disturbance, and the pool construction will remain inside the maximum 45,000-square-foot disturbance area.
Traffic considerations including capacity of the existing Streets in the Area	**No unmitigated impacts:** The Traffic Impact Study Guidelines in effect at the time of the Application submittal stated that a study is required when a proposed development or redevelopment will generate 25 or more net new vehicle trips during the weekday AM or PM peak hour or other analysis hour at the discretion of Park City staff. The proposed outdoor pool will not generate additional traffic beyond the property's primary Use as a SFD. The proposed outdoor pool is an

	accessory use to the SFD and for private use only.
Utility capacity, including Storm Water run-off	**Complies:** On August 18, 2026, the Water and Sewer Departments confirmed the proposal complies with their required standards.
Emergency vehicle Access	**Complies:** On August 18, 2026, the Park City Fire District confirmed the proposal complies with their required standards.
Location and amount of off Street parking	**Complies:** See analysis outlined in Section III above.
Internal vehicular and pedestrian circulation system	**No unmitigated impacts:** The proposed pool is only accessed via the SFD.
Fencing, Screening, and landscaping to separate the Use from adjoining Uses	**Condition of Approval Recommended:** There is no fencing proposed. The Applicant proposes to plant a mix of shrubs and Aspens on the outside edge of the pool area to screen the pool. The final landscape plan shall comply with the Municipal Code of Park City (MCPC) Chapter 11-21 *Wildland-Urban Interface Code*, and LMC § 15-5-5(N) *Water Wise Landscaping* (see Condition of Approval 7).
Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots	**Complies:** The pool is located towards the front of the Lot, is subordinate to the SFD, and a minimum of 379 feet away from the property lines.
Usable Open Space	**Complies:** The proposed pool complies with the required Setbacks for the site and the platted disturbance limitations.
Signs and lighting	**No unmitigated impacts:** The Applicant does not propose any signs for the pool. LMC § 15-5-5(J)(19)(d) exempts underwater lighting in swimming pools from Dark Sky outdoor lighting requirements. The Applicant proposes installing pool lighting in the pool.
Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural	**Complies:** The proposed pool will be finished with a dark plaster and black ceramic tiles and grey stones that match the surrounding stone patio.

detailing	
Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site	**Condition of Approval Recommended:** The Applicant does not propose any speakers associated with the outdoor pool area. The use of the outdoor pool shall comply with the Municipal Code of Park City's Noise Ordinance outlined in Title 6 (Condition of Approval 3). The pool and spa equipment will be in an enclosed mechanical room within the SFD and not visible.
Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Area	**No unmitigated impacts:** Vehicles for service and maintenance of the outdoor pool will access the property from the private driveway and King Road. No trash or recycling areas are proposed in association with the outdoor pool.
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	**Condition of Approval Recommended:** The outdoor pool is for the use of the owner and guests and may not be rented or leased separately. See Condition of Approval 5.
Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site	**Complies:** See Section II above.
Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding	**Complies:** The proposed pool complies with the General Plan Community Character Strategies 1F and 3A, wherein the design of the pool respects existing scale and style of the SFD and the location of the pool does not impede open space.
Radon mitigation; the Planning Director or Planning Commission shall require residential Conditional Uses to	**Complies:** The SFD under construction is being built with radon mitigation.

include the installation of a basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes	

(V) The Development Review Committee reviewed the proposal on August 18, 2026, and confirmed the proposal complies with their required standards.[2]

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 August 26, 2026. Staff mailed courtesy notice to property owners within 300 feet on August 26, 2026. The *Park Record* published courtesy notice on August 26, 2026.[3]

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

Alternatives
The Planning Commission may:

- Approve the CUP.
- Deny the CUP 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 Plans
B: Applicant's Narrative
C: Ordinance No. 01-44
D: 2001 Conditional Use Permit
E: 2005 Conditional Use Permit and Extension
F: King Road Estate Subdivision

[2] 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).
[3] LMC § 15-1-21

Planning Department

September 9, 2026

JMSJ Utah LLC

CC: Lauren Bogler

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	555 King Road
Zoning District:	Estate and Sensitive Land Overlay
Application:	Conditional Use Permit
Project Number:	PL-26-06995
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	September 9, 2026
Project Summary:	The Applicant proposes constructing a 639-square-foot outdoor pool for a Single-Family Dwelling.

Action Taken

On September 9, 2026, the Planning Commission conducted a public hearing and approved the Conditional Use Permit according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. On October 11, 2021, the City Council adopted Ordinance No. 01-44, approving the King Road Estate Subdivision.
2. 555 King Road is the 55.931-acre Lot 1 of the King Road Estate Subdivision in the Old Town neighborhood, the Estate Zoning District, and the Sensitive Land Overlay (SLO).
3. On December 11, 2002, the Planning Commission approved two Conditional Use Permits (CUPs): one for a Guest House and one for a seven-space Parking Garage under the main building.
4. Both CUPs expired and on December 8, 2024, the Planning Commission approved the same CUPs.

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5. On October 26, 2005, the Planning Commission approved a new Guest House CUP and extended the Parking Garage approval.
6. The CUP Conditions of Approval prohibit Nightly Rental of the Guest House and Single-Family Dwelling (SFD).
7. On January 3, 2006, the City issued Building Permit B05-10828 for the construction of the Guest House.
8. The Guest House was constructed in 2005 (Building Permit B05-10828) and remains on site. The Parking Garage was not constructed.
9. On September 1, 2023, the Building Department issued Building Permit 23-1058 for the construction of an Accessory Structure.
10. On July 1, 2024, the Building Department issued Building Permit 24-069 for the construction of a SFD. Both the Accessory Structure and SFD are still under construction.
11. The Applicant proposes a 639-square-foot outdoor pool adjacent to the SFD.
12. Land Management Code (LMC) Chapter 15-2.10 outlines the Estate Zoning District requirements.
    a. Pursuant to LMC § 15-2.10-2(B)(19), a Private Recreation Facility is a Conditional Use in the Estate Zoning District.
        i. LMC § 15-15-1 defines a Private Recreation Facility as, "[r]ecreation facilities operated on private Property and not open to the general public, including Recreation Facilities such as swimming pools, tennis courts, outdoor Pickleball Courts, and similar facilities for the Use by Owners and guests."
    b. LMC § 15-2.10-3 requires the Front, Rear, and Side Setbacks for structures in the Estate Zoning District to be 30 feet.
        i. The King Road Estate Plat notes require:

        2.[…]construction on this lot can only occur within the building zone shown herewith. All landscaping improvements, septic tank and drain field must occur within the building zone.

        6. The building zone contains 90,000 square feet in land area. A total of 45,00 sq. ft. of site disturbance may occur within the building zone exclusive of the driveway, private ski trails, and public biking/hiking trails outside of the building zone. The remaining 45,000 sq. ft. of the building zone must remain in natural open space.

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8. No structures or improvements are permitted outside of the 90,000 sq. ft. building zone with the exception of the private driveway, non-motorized trails, and ski runs.
    1. The proposed pool is a minimum of 379 feet away from any property line and within the 90,000-square-foot building zone.
    2. The Applicant does not propose to increase the site disturbance to accommodate the pool and the pool construction will remain inside the maximum 45,000-square-foot disturbance area.

c. LMC § 15-2.10-4 outlines that no Structure may exceed 28 feet in height from Existing Grade.
    i. The proposed pool will be at grade.

13. LMC Chapter 15-2.21 outlines the SLO requirements.

d. The 2001 City Council Staff Report includes the following analysis regarding the SLO: “The applicant has provided a Sensitive Lands analysis that staff has reviewed and concurs with. Base density under SLO would be 4.58 units. The applicant is proposing one unit. Staff has conducted a site visit and viewed the location from the SLO vantage points. Although the house will be visible from areas of upper Deer Valley such as American Flag, it is not visible from the proscribed vantage points. A previous proposed house site would have been much more visible from the vantage points.”
    i. The new proposed pool resides within the building zone and complies with the previously established 45,000-square-foot building disturbance area.

14. LMC Chapter 15-3 outlines Off-Street Parking requirements.

e. LMC § 15-3-6(A) requires two Off-Street Parking Spaces for the SFD and LMC § 15-3- 6(B) requires one Off-Street Parking Space per four persons maximum rated capacity for a Private Recreation Facility.
    i. The Applicant states the maximum occupancy is eight people, which requires two parking spaces.

f. LMC § 15-3-4(A)(1) requires that single car garages must have a minimum interior dimension of 11 feet wide by 20 feet deep

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i. Building Permit 24-069 approved four parking spaces in a garage and therefore, adequate parking is provided for the SFD and outdoor pool.

15. LMC § 15-1-10(E) outlines the criteria for Conditional Use Permits.

CUP Review Criteria	Analysis of Proposal
Size and location of the Site	**Complies:** The 639-square-foot pool does not increase the site disturbance, and the pool construction will remain inside the maximum 45,000-square-foot disturbance area.
Traffic considerations including capacity of the existing Streets in the Area	**No unmitigated impacts:** At the time of the application submittal, the Traffic Impact Study Guidelines stated that a study is required when a proposed development or redevelopment will generate 25 or more net new vehicle trips during the weekday AM or PM peak hour or other analysis hour at the discretion of Park City staff. The proposed outdoor pool will not generate any additional traffic beyond the property's primary Use as a SFD. The proposed outdoor pool is an accessory use to the SFD and for private use only.
Utility capacity, including Storm Water run-off	**Complies:** On August 18, 2026, the Engineering and Water Departments and Snyderville Basin Water Reclamation District confirmed the proposal complies with their required standards.
Emergency vehicle Access	**Complies:** On August 18, 2026, the Park City Fire District confirmed the proposal complies with their required standards.
Location and amount of off Street parking	**Complies:** See Finding of Fact 14.
Internal vehicular and pedestrian circulation system	**No unmitigated impacts:** The proposed pool is only accessed via the SFD.

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Fencing, Screening, and landscaping to separate the Use from adjoining Uses	**Condition of Approval Recommended:** There is no fencing proposed. The Applicant proposes to plant a mix of shrubs and Aspens on the outside edge of the pool area to screen the pool. The final landscape plan shall comply with the Municipal Code of Park City (MCPC) Chapter 11-21 Wildland-Urban Interface Code, and LMC § 15-5-5(N) (see Condition of Approval 7).
Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots	**Complies:** The pool is located towards the front of the Lot, is subordinate to the SFD, and a minimum of 379 feet away from the property lines.
Usable Open Space	**Complies:** The proposed pool complies with the required Setbacks for the site and the building zone.
Signs and lighting	**No unmitigated impacts:** The Applicant does not propose any signs for the pool. LMC § 15-5-5(J)(19)(d) exempts underwater lighting in swimming pools from Dark Sky outdoor lighting requirements. The Applicant proposes installing pool lighting in the pool.
Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing	**Complies:** The proposed pool will be finished with a dark plaster and black ceramic tiles and grey stones that match the surrounding stone patio.
Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site	**Condition of Approval Recommended:** The Applicant does not propose any outdoor speakers associated with the pool. The use of the outdoor pool shall comply with the Municipal Code of Park City's Noise Ordinance outlined in Title 6 (Condition of Approval 3).

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	The pool and spa equipment will be in an enclosed mechanical room within the house and not visible.
Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Area	**No unmitigated impacts:** Vehicles for service and maintenance of the outdoor pool will access the property from the private driveway and King Road. No trash or recycling areas are proposed in association with the outdoor pool.
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	**Condition of Approval Recommended:** The outdoor pool is for the use of the owner and guests. See Condition of Approval 5.
Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site	**Complies:** See Finding of Fact 13.
Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding	**Complies:** The proposed pool complies with the General Plan Community Character Strategies 1F and 3A, wherein the design of the pool respected existing scale and style of the SFD and the location of the pool does not impede open space.
Radon mitigation; the Planning Director or Planning Commission shall require residential Conditional Uses to include the installation of a	**Complies:** The structure under construction is being built with radon mitigation.

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basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes	

16. The Development Review Committee reviewed the proposal on August 18, 2026, and confirmed the proposal complies with their required standards.

Conclusions of Law

1. The proposal, as conditioned, complies with LMC Section 15-1-10(E) *Conditional Use Review Process*.
    a. The Use will be Compatible with surrounding Structures in Use, scale, mass and circulation;
    b. The effects of any differences in Use or scale have been mitigated through careful planning.
2. The proposal complies with LMC Chapter 15-2.10 *Estate Zoning District*.
3. The proposal complies with LMC Chapter 15-2.21 *Sensitive Land Overlay*.
4. The proposal, as conditioned, complies with LMC Chapter 15-3 *Off-Street Parking*.
5. The proposal complies with the King Road Estate Subdivision Plat.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed by the Planning Commission on September 9, 2026.
2. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director prior to construction.
3. The Applicant shall adhere to Municipal Code of Park City Chapter 6-3, Noise.
4. The Applicant shall coordinate pool drainage with the Snyderville Basin Water Reclamation District at the building permit phase.

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5. The pool cannot be rented separately from the property's primary Use as a SFD.
6. Nightly rental of the Guest House or SFD is prohibited.
7. The final landscape plan shall comply with the MCPC Chapter 11-21 *Wildland-Urban Interface Code* and LMC § 15-5-5(N) *Water Wise Landscaping* prior to building permit submittal for the pool.

This Final Action may be appealed pursuant to LMC § 15-1-18. If you have questions or concerns regarding this Final Action Letter, please call (385) 481-2038 or email lillian.zollinger@parkcity.gov.

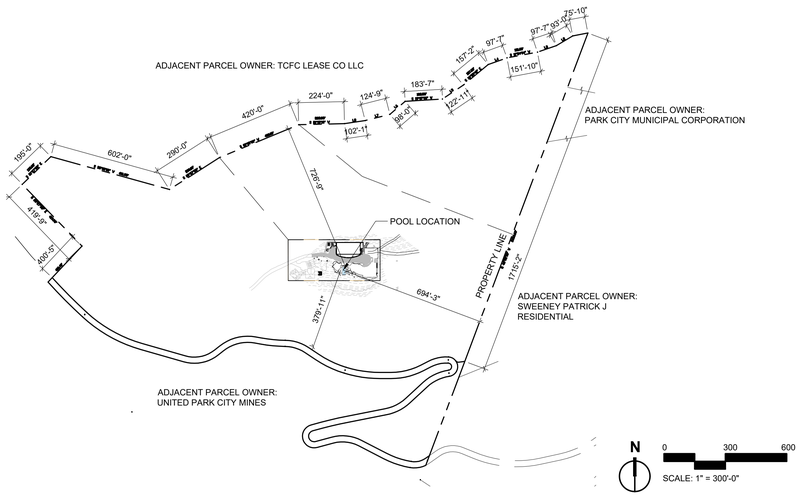
Sincerely,

Christin Van Dine
Planning Commission Chair

CC: Lillian Zollinger, Project Planner

Attachment 1 - Proposed Plans

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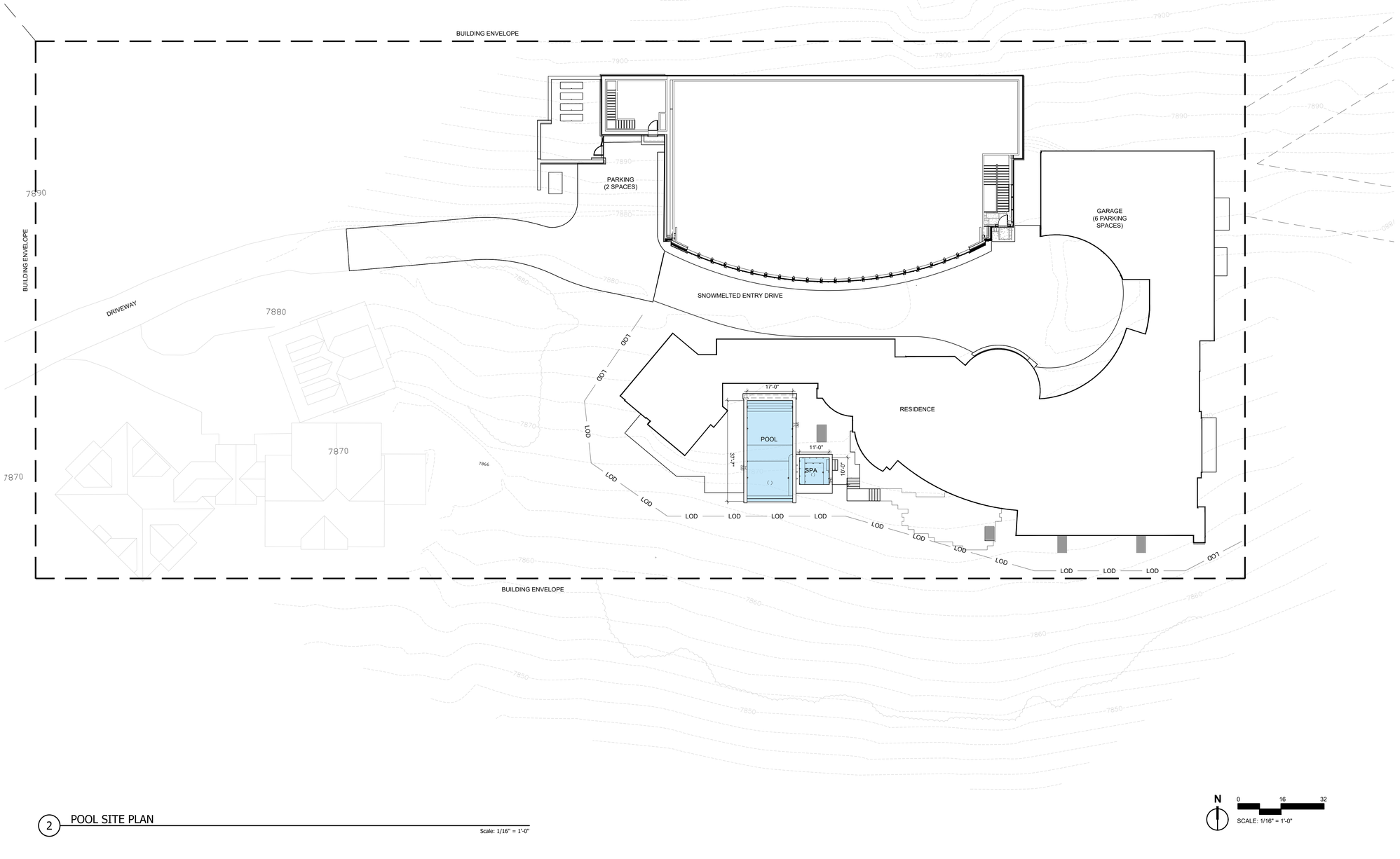
1 PARCEL DIAGRAM SHOWING DISTANCE FROM POOL TO PROPERTY LINE

Scale: 1" = 300'-0"

LINE TYPE LEGEND	
SYMBOL	DESCRIPTION
————	Property Line
—— BE ——	Building Envelope
— — — —	Setbacks / Easements
(XXXX) (XXXX)	Existing Contours
XXXX XXXX	Proposed Contours

PROJECT INFORMATION

SITE ADDRESS	555 KING ROAD PARK CITY, UT 84060
PARCEL NUMBER	KRE-1
TOTAL SITE AREA	55.93 ACRES



2 POOL SITE PLAN

Scale: 1/16" = 1'-0"

BYLA
LANDSCAPE ARCHITECTS
323 Lewis , | Ketchum, ID
(206) 726 5807 • (208) 720 0215
www.byla.us
113 E Oak St., Suite 2C | Bozeman, MT
(406) 219 8070
www.byla.us

ISSUE | REVISIONS

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BYLA Landscape Architects

LICENSED LANDSCAPE ARCHITECT
BENJAMIN YATES
NO. 14184607-5301
Signature
05/31/2026
Renewal Date
Date
STATE OF UTAH

JSMJ UTAH LLC RESIDENCE
PRICING SET
555 KING ROAD, PARK CITY, UT 84060

PRINCIPAL: BY
PROJECT MANAGER: BJ
DRAWN BY: TO
ISSUE DATE: **07/13/2026**

CUP POOL DIAGRAM

SHEET NO.

L 1.0

Private Recreation Facility – Outdoor Pool
555 King Road
July 13, 2026

The applicant has proposed a 639 square foot outdoor pool and a 110 square foot hot tub/spa for the exclusive use of the residential property. The property is in the Estate Zone, at 555 King Road, on a 55-acre lot within the King Road Estates subdivision. The proposed use is a conditional use in the Estate Zone and is centrally located on the 55-acre lot, within the immediate curtilage of the residential home. Its central location on the lot and limited private use render it compatible with surrounding uses, which are a private, gated road that accesses this home and the maintenance structures on the Park City Mountain Resort, an Open Space parcel, Park City Mountain Resort runs and trails, and a large lot single family home.

The 55-acre lot is located within the Sensitive Lands Overlay (slope). However, the proposed use within the 55-acre lot lies within a platted 90,000 square foot Buildable Area that was established through the Sensitive Lands Overlay and platting process. It is further constrained within a 45,000 square foot LOD.

The proposed use will comply with the of Park City Municipal Code's Noise Ordinance because it will generate no offsite noise. Its location is over a football field away from the neighboring private access road and well over two football fields away both from the mountain resort runs and trails and the perimeter of the nearest single-family lot.

The proposed maximum occupancy for the pool and spa is 8 people. There are two outdoor parking spaces and 6 indoor parking spaces associated with the primary residential use. There are no employees required for the operation of this use.

Ordinance No. 01-44

AN ORDINANCE APPROVING A THREE LOT SUBDIVISION LOCATED AT 555 KING ROAD, PARK CITY, UTAH

WHEREAS, the owners of the property known as 555 King Road have petitioned the City Council for approval of a three lot subdivision; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on September 12, 2001, to receive input on the proposed subdivision;

WHEREAS, the Planning Commission, on September 12, 2001, forwarded a positive recommendation to the City Council; and,

WHEREAS, on October 11, 2001 the City Council held a public hearing to receive input on the subdivision plat; and

WHEREAS, it is in the best interest of Park City, Utah to approve the subdivision plat.

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

SECTION 1. APPROVAL. The subdivision plat as shown in Exhibit A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The metes and bounds parcel is located on King Road adjacent to the Park City Mountain Resort ski lease and is zoned Estate with Sensitive Lands Overlay.
2. The adjacent PCMR ski lease is mostly within unincorporated Summit County and is zoned Mountain Remote.
3. Several mining reservations are located adjacent to the proposed subdivision. The properties are old mining claims with topographic, vegetative, and/or soil conditions that may limit future development potential.
4. The 75-acre parcel will have one house on a 55.9 acre lot.
5. Access to the Building Pad is via a 30 foot wide private driveway alignment with a 12 foot wide paved surface.

6. No road or other form of vehicular access is proposed as part of this subdivision based on the current City and adjacent County zoning and topographic limitations.
7. A Sensitive Lands analysis has been conducted.
8. Water is necessary for the enjoyment of a house and for health and safety of the public.

Conclusions of Law:

1. There is good cause for this subdivision.
2. The subdivision is consistent with the Park City Land Management Code, the General Plan and applicable State law regarding subdivision plats.
3. Neither the public nor any person will be materially injured by the proposed subdivision.
4. Approval of the subdivision, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.
5. The conclusions of the Sensitive Lands analysis are incorporated herein.

Conditions of Approval

1. All Standard Conditions of Approval apply.
2. The City Attorney and City Engineer will review and approve the final form and content of the subdivision plat for compliance with State law, the Land Management Code, and the conditions of approval prior to recordation of the plat.
3. The applicant will record the subdivision plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval and the plat will be void.
4. Applicant will relocate existing trails to a location approved by staff. All trails to be platted as non-motorized public access easements.
5. No structures or improvements are permitted outside of the 90,000 square foot Building Pad with the exception of non-motorized trails or ski runs.
6. Within the Building Pad, disturbance is limited to 45,000 square feet for home and yard improvements, exclusive of the driveway.
7. The main building floor area is limited to 20,000 square feet with the second floor limited to 67% of the total first floor area. Accessory buildings are allowed within the building zone only and are not counted towards the 20,000 square-feet maximum as long as they remain one story and under 19 feet in height. If an outbuilding exceeds this requirement, all of the floor area for the outbuilding would be counted towards the 20,000 square foot maximum.
8. Lots 2 and 3 are dedicated as Open Space.
9. Any future development on adjacent properties that may require vehicular access or utility easements through the proposed subdivision may require a subdivision plat amendment, possible annexation, and compliance with the Park City General Plan.
10. The plat shall contain a note that the water connection is subject to interruption and stagnation and the lot owner will face extraordinary costs in dealing with these potential problems.

11. The plat will have a note stating that there will be no further subdivision of any of the three lots.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 11th day of October, 2001.

PARK CITY MUNICIPAL CORPORATION

Bradley A. Olch, MAYOR

ATTEST:

Janet M. Scott, City Recorder

PARK CITY SUMMIT COUNTY UTAH CORPORATE Seal MARCH 1, 1884

APPROVED AS TO FORM:

Mark D. Harrington, City Attorney

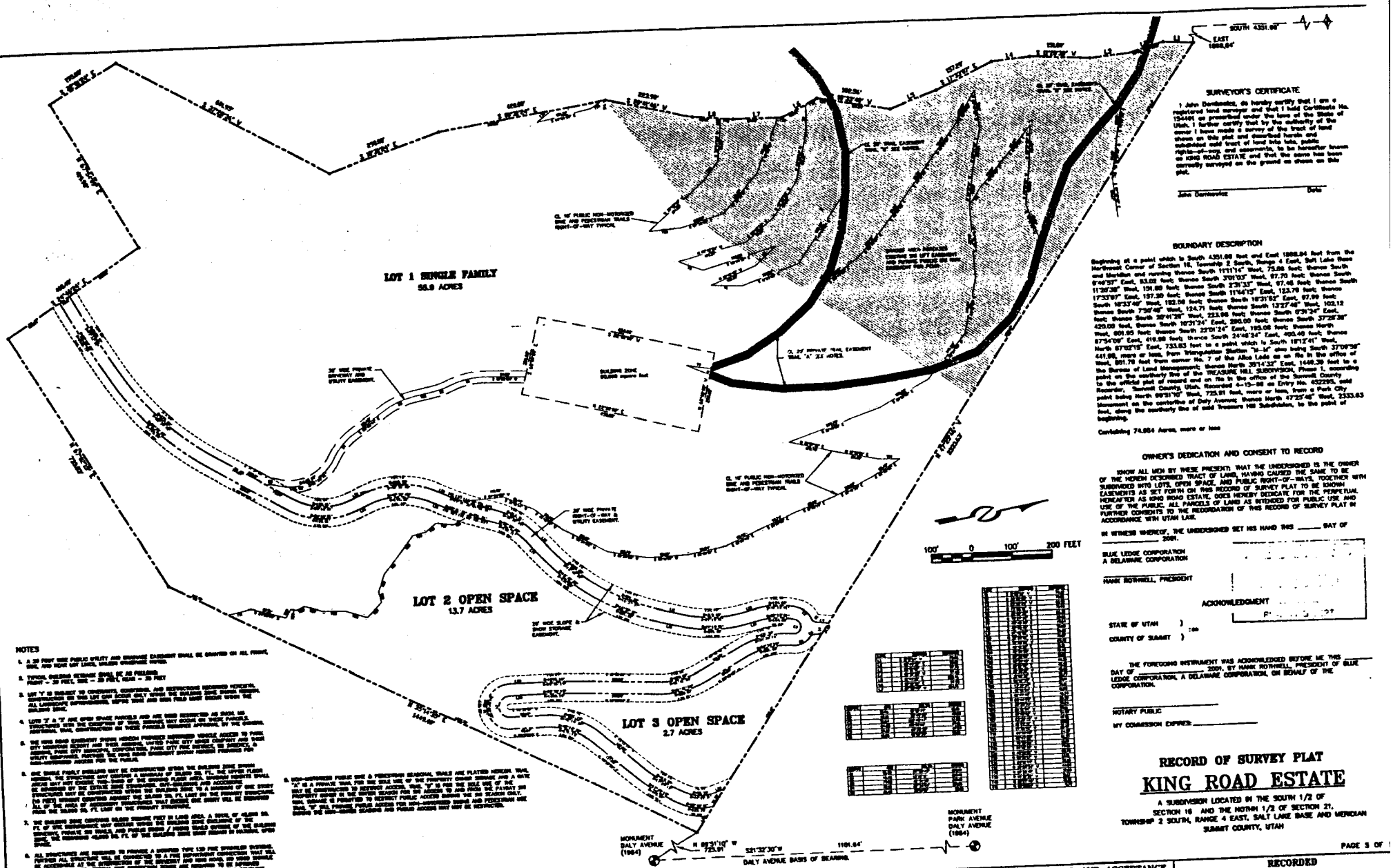


EXHIBIT A
PROPOSED PLAT

PARK CITY
1884

Department of Community Development
Engineering • Building Inspection • Planning

December 19, 2002

Mr. David Luber
LCC Properties Group
2049 Century Park East, Suite 3350
Los Angeles, CA 90067

NOTICE OF PLANNING COMMISSION ACTION

Project Name	555 King Road
Project Description	Conditional Use Permits for a Guest House and a Parking Garage
Date of Meeting	December 11, 2002

Action Taken By Planning Commission: The Planning Commission approved two Conditional Use Permits by on the following:

CUP Criteria for Review
The Community Development Department and/or Planning Commission must review each of the following items when considering a Conditional Use Permit. Staff Findings are in **Bold** with comments in *italics.*

(1) Size and location of the site;
Complies. *A single 3850 square foot Guest House is proposed in addition to the Main Building and possible other Accessory Buildings on the 90,000 square foot Building Pad within the 55.9 acre lot. Maximum disturbance allowed is 45,000 square feet exclusive of the driveway. The application is still within the maximum disturbance requirements.*

(2) Traffic considerations including capacity of the existing Streets in the area;
Complies. *The traffic generation for the Guest House, in addition to the Single Family house, will be slightly larger than what could be expected from a Single Family Home alone. Construction traffic and the installation of utilities in King Road will have neighborhood impacts for the period of construction.*

(3) Utility capacity;

Complies. *The project is proposed to be served by a sewer system down King Road. The City Engineer will approve a plan for 6-inch pipe with cleanouts and no manholes.*

(4) Emergency vehicle access;
Complies. *Due to the remoteness of the site, the applicant has proposed extensive fire protection measures that have been conceptually approved by the City Fire Marshall. The driveway width and turnaround will accommodate fire trucks and other emergency vehicles. The King Road gate will relocated further down King Road and fitted with an electronic access pad.*

(5) Location and amount of off-Street parking;
Complies. *A seven car underground parking garage is proposed for the Main House. A two car garage is proposed for the Guest House.*

(6) Internal vehicular and pedestrian circulation system;
Complies. *Minimal interaction between pedestrians and vehicles would occur. Driveway with drop-off and turnaround also leads to underground garage.*

(7) Fencing, Screening, and landscaping to separate the use from adjoining uses;
Complies. *Site is a considerable distance from adjacent uses with existing mature vegetation surrounding the site. All disturbed areas will be re-vegetated in compliance with a plan to be approved by the City Landscape Architect.*

(8) Building mass, bulk, and orientation, and the location of Buildings on the site; including orientation to Buildings on adjoining Lots;
Complies. *The Guest House, Main House and any other Accessory Buildings are clustered within a 90,000 square foot pad in excess of one thousand feet from the nearest adjacent Building. The 7-car garage is under the Main Building. Both structures as proposed comply with the Estate District and subdivision height restrictions.*

(9) Usable Open Space;
Complies. *A dedicated trail is located on the 55.9 acre lot. Over 53 acres of the lot are restricted as Private Open Space.*

(10) Signs and lighting;
Complies. *At time of Building Permit all lights will be reviewed for compliance with the City Lighting Ordinance. Any signs will need to comply with the City's Sign Code. No approval for a particular sign is granted under this CUP.*

(11) Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;
Complies. *The design and materials proposed are in keeping with the Park City Design Guidelines and the Mountain Resort character of architecture. Final design and materials will be approved by staff at the time of Building Permit application.*

(12) Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;
Complies. *No adverse mechanical factors are proposed.*

(13) Control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup areas;
Complies. *A turnaround at the end of the driveway and access to the parking structure provide adequate service and loading zones. Trash will be contained within the Main Building basement level.*

(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.
Complies. *The ownership will be fee simple. Due to the size of the main building and the additional dwelling unit provided by the Guest House, the condition of the neighboring streets, and the remote location of this site, Staff recommends that no nightly rental be permitted as part of this Conditional Use.*

(15) Within and adjoining the site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the site.
Complies. *No Environmentally Sensitive Lands are within the Disturbance Area. The proposed use will not have an adverse impact on adjacent lands. Due to the Conditions of Approval for the subdivision, disturbance is limited to 45,000 square feet and the structures by necessity must follow the slope of the site.*

Guest House:
Findings of Fact:

1. The Findings in the **Analysis** section are incorporated herein.
2. The proposal is for a Conditional Use Permit for a Guest House with two parking spaces located at 555 King Road in the Estate zone.
3. These Findings are based on Guest House and Main House plans dated October 31, 2002 and reviewed by the Planning Commission on November 13, 2002.
4. The subdivision allowed a 20,000 square foot single family dwelling within a 90,000 square foot Building Pad. Disturbance is limited to the Building Pad only and is further limited to 45,000 square feet within the Building Pad exclusive of driveway and trails.
5. A Guest House is a Conditional Use within the Estate zone.
6. The Sensitive Lands Overlay analysis for the subdivision considered King Road to have only minor grading and gravel surface improvements. Proposed is only the paving of King Road and drainage improvements.
7. King Road, Sampson Avenue, and Ridge Avenue are narrow historic roads with existing homes located close to the roadway. It is desirable to minimize the impact of new construction and the impact of tourist, visitor, and resident traffic in this historic neighborhood through careful planning of conditional uses.

Excessive trips during construction should be eliminated through sensitive design of utilities, grading, and roadways.

Conclusions of Law:

1. The proposed Conditional Use Permit application complies with the Land Management Code and the Conditions of Approval for the 555 King Road subdivision.
2. The use is compatible in use, scale, mass and circulation.
3. The use is consistent with the Park City General Plan.
4. The effects of any differences in the use or scale have been mitigated through careful planning.

Conditions of Approval:

1. The Guest House cannot be separately sold or subdivided.
2. The Guest House is limited to 3,900 square feet of habitable space and two parking spaces.
3. The height of the Guest House is limited to 19 feet from existing grade and is limited to one story, not including a Basement as defined by the Land Management Code.
4. Ownership of the Guest House, along with the Main House, will be fee simple. No interval or club membership ownership is allowed.
5. No Nightly Rental of the guest house or the main house is allowed.
6. An 30-foot wide access easement to the Sweeney "Plateau Parcel" is required prior to any Building Permit issuance. The easement is for the purpose of vehicular access to a building pad with a 3500 square foot building footprint.
7. The driveway is to be constructed as per plans received June 4, 2002. These plans show a 16'-wide asphalt surface with 2'-wide gutters on either side. Retaining walls and associated grading must be within the 30'-wide easement and all disturbance will be re-vegetated.
8. A Construction Mitigation Plan, as outlined by the attached Exhibit B, is to be reviewed by the Planning Commission for conformance prior to Building Permit issuance.
9. The King Road improvements, including road surface, curb and gutter and utility improvements as outlined in the attached Exhibit C, are required to be approved by the Planning Commission for conformance prior to any Building Permit issuance. It is not anticipated at this time that the gate will be relocated, although some improvements such as automation of the gate in its existing location may be approved. Additional signs such as "DEAD END" may be installed in visible locations on King Road near Sampson Avenue. Curb and gutter will probably be required up to the existing gate. The previously approved septic system for the guest house shall be encouraged. If any connection to the SBWRD system is installed, the sanitary sewer line shall be no larger than 6 inches in diameter and shall incorporate no new manholes.
10. Exterior materials, colors, and lights are required to be reviewed by the

Community Development Department for compliance with the Architectural Guidelines and Lighting Ordinance.

11. Revisions on the plans for the construction of the Guest House, the Main House and the Parking Garage must be in substantial compliance with the residential use shown on the plans reviewed by the Planning Commission.

Parking Garage

Findings of Fact:

1. The Findings in the **Analysis** section are incorporated herein.
2. The proposal is for a Conditional Use Permit for a seven-space Parking Garage located at 555 King Road in the Estate zone.
3. The Parking Garage is designed to be under the Main Building. Findings are based on revised plans received December 4, 2002 and reviewed by the Planning Commission on December 11, 2002. (Exhibit D).
4. The area of the Parking Garage is not counted towards Floor Area if it meets the definition of a Basement as defined by the Land Management Code.

Conclusions of Law:

1. The proposed Conditional Use Permit application complies with the Land Management Code and the Conditions of Approval for the 555 King Road subdivision.
2. The use is compatible in use, scale, mass and circulation.
3. The use is consistent with the Park City General Plan.
4. The effects of any differences in the use or scale have been mitigated through careful planning.

Conditions of Approval:

1. The parking garage is limited to seven parking spaces. Any portion over 600 square feet will be counted towards Floor Area if the garage is not in substantial compliance with the plan as reviewed by the Planning Commission on December 11, 2002.
2. The design of the Parking Garage must be incorporated into the Main Building.

Sincerely,

Brooks T. Robinson
City Planner

guest house and the garage and came to an agreement with Staff to come back to the Planning Commission to request a new CUP for both the guest house and the garage. Mr. Luber anticipated being approved by the Building Department within the next two days subject to approval by the Planning Commission this evening.

Mr. Luber commented on the request to phase the project, stating that based on the overall complexity of designing the project and the time necessary to develop a plan and construct the main house, they were hard pressed to find the ability to complete the overall project in less than two and a half years. Mr. Luber asked the Planning Commission to consider the phasing plan that was attached to the Staff report.

Commissioner O'Hara noted that the Planning Commission did not have any information that compared the previously approved plan to the current plan. Considering the time and effort put into reviewing this project prior to its approval, he felt the Planning Commission should have the benefit of that comparison to see the exact changes and how they may affect the previous review. Planner Robinson stated that the Staff weighed that same discussion and came to the conclusion that since this is a new CUP it needs to be reviewed on it own merits.

Mr. Luber remarked that in concept, all the issues from a planning standpoint met the same criteria of the previous CUP approval. He remarked that the design is different in the context of the layout and the Staff has said this is a better design. Mr. Luber agreed with Staff that this new plan complies with the criteria for disturbance, height, massing, and the issues addressed in the plat notes and the CUP, and that it is a better design for the property.

Chair Barth opened the public hearing.

There were no comments.

Chair Barth closed the public hearing.

With respect to the visibility of the building envelope, Mr. Sletten asked if it referred to the entire property or just the main house once it is constructed. Mr. Luber replied that it includes everything. When the Planning Commission reviewed and adopted the plat, the building envelope was chosen by the previous owner of the property and the Planning Commission to be the least visible from any vantage point in Park City. He noted that this plan goes further because of the privacy aspects they value to the property in placing the structures within that envelope. Commissioner Sletten asked if this also pertains to the parking structure and Mr. Luber replied that it did.

Commissioner Volkman agreed that they were splitting hairs on the extra story. The intent was to keep the guest house small and to be used only as a guest house. A guest house at 3800 square feet is really a house. Commissioner Volkman stated that his primary concern is that it remain fee simple ownership and that no rental of any kind of the guest house or main house be allowed. He referred to condition of approval #4 which states that the guest house may not be rented separately. In his opinion, this contradicts the fact that neither one can ever be rented for any use. Mr. Luber stated that the applicant agrees with all the conditions imposed by Staff and they have no intention of renting any portion of the project. Commissioner Wintzer noted that sometimes the problem comes with a second or third owner and he felt the condition should be written to address future owners as well.

Commissioner Volkman suggested striking the last sentence from condition of approval #4 which reads, "The guest house may not be rented separately".

Commissioner O'Hara wanted to know how many kitchens are in the guest house. Mr. Luber replied that there is only one kitchen.

Chair Barth noted that condition of approval #5 states that the guest house may not be used as a sales office and asked if there is a restriction for any commercial use. Planner Robinson replied that no commercial activity is allowed within the Estate Zone. This condition was suggested to keep a realtor from sitting there signing contracts. This does not preclude an open house or party for the main house to entice investors, however they cannot conduct a licensed business in the guest house. Mr. Luber clarified that the applicants do not intend to conduct any business in which a business license is required. Commissioner Thomas referred to the first page of the handout and asked if the storage area and the theater room is below grade. Mr. Luber replied that it is entirely below grade. He noted that this area is not the subject of the CUP review this evening. Planner Robinson stated that the Staff met with Mr. Luber and the architect months ago to review the definitions and determine how they will define a basement and floor area when the applicant comes back with building plans.

MOTION: Commissioner Volkman moved to APPROVE the conditional use permit for a guest house at 555 King Road according to the Findings of Fact, Conclusions of Law, and Conditions of Approval contained in the Staff report and as amended. Commissioner Sletten seconded the motion.

VOTE: The motion passed unanimously.

MOTION: Commissioner Volkman moved to APPROVE the new conditional use permit for the parking garage over five spaces at 555 King Road according to the Findings of Fact,

Conclusions of Law, and Conditions of Approval contained in the Staff report and as amended. Commissioner Thomas seconded the motion.

VOTE: The motion passed unanimously.

Planner Robinson asked the Planning Commission for a general nod of agreement on the phasing schedule since a finding of fact says that "The phasing schedule as shown, with the guest house being built first, is acceptable to the Planning Commission". The Commissioners concurred with that finding.

Findings of Fact - 555 King Road - Guest House

1. Conditional Use Permits for a Guest House and Parking Garage with more than five spaces was approved on December 11, 2002.

2. No action was taken on the CUPs within one year's time and the approval is no longer valid.

3. On October 18, 2004, an application was received to renew the expired CUPs with no changes to the previous approval.

4. The Planning Commission approved a Conditional Use for a Guest House on December 8, 2004.

5. The City received an application and a revised set of plans for a Guest House on December 8, 2004.

6. The proposal is for a Conditional Use Permit for a Guest House located at 555 King Road in the Estate zone.

7. These Findings are based on Guest House plans dated September 27, 2005 and reviewed by the Planning Commission on October 26, 2005.

8. The subdivision allowed a 20,000 square foot single family dwelling within a 90,000 square foot Building Pad. Disturbance is limited to the Building Pad only and is further limited to 45,000 square feet within the Building Pad exclusive of driveway and trails.

9. A Guest House is a Conditional Use within the Estate zone.

10. The Sensitive Lands Overlay analysis for the subdivision considered King Road to have only minor grading and drainage improvements.

11. King Road, Sampson Avenue, and Ridge Avenue are narrow historic roads with existing homes located close to the roadway. It is desirable to minimize the impacts of new construction and the impact of tourist, visitor, and resident traffic in this historic neighborhood through careful planning of conditional uses. Excessive trips during construction should be eliminated through sensitive design of utilities, grading, and roadways.

12. Approval of this CUP voids the previous CUP approval of a Guest House.

13. The discussion in the Criteria for Review section is incorporated herein.

Conclusions of Law - 555 King Road - Guest House

1. The proposed Conditional Use Permit application complies with the Land Management Code and the Conditions of Approval for the 555 King Road subdivision.

2. The use is compatible in use, scale, mass, and circulation.

3. The use is consistent with the Park City General Plan.

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

Conditions of Approval - 555 King Road - Guest House

1. The Guest House cannot be separately sold or subdivided.

2. The height of the Guest House is limited to 19 feet from existing grade and is limited to one story, not including a basement as defined by the Land Management Code.

3. Ownership of the Guest House, along with the Main House, will be fee simple. No interval or club membership ownership is allowed.

4. No rental, nightly or otherwise, of the Guest House or the Main House is allowed.
5. The Guest House may not be used as a sales office.

6. The driveway is to be constructed as per plans received June 4, 2002. These plans show a 16'-wide asphalt surface with 2'-wide gutters on either side. Retaining

walls and associated grading must be within the 30'-wide easement and all disturbances will be re-vegetated.

7. A Construction Mitigation Plan is to be reviewed by Staff prior to Building Permit issuance.

8. The King Road improvements, including road surface, curb and gutter and utility improvements are required to be approved by the City Engineer prior to any Building Permit issuance. It is not anticipated at this time that the gate will be relocated, although some improvements such as automation of the gate in its existing location may be approved. Additional signs such as "DEAD END" may be installed in visible locations on King Road near Sampson Avenue. Curb and gutter will probably be required up to the existing gate. The previously approved septic system for the guesthouse shall be encouraged. If any connection to the SBWRD system is installed, the sanitary sewer line shall be in conformance with SBWRD standards.

9. Exterior materials, colors, and lights are required to be reviewed by the Planning Department for compliance with the residential use shown on the plans reviewed by the Planning Commission.

10. Revisions on the plans for the construction of the Guest House, the Main House and the Parking Garage must be in substantial compliance with the residential use shown on the plans reviewed by the Planning Commission.

11. This approval will expire on October 26, 2006 unless the use has been instituted.

Findings of Fact - 555 King Road - Parking Garage

1. Conditional Use Permits for a Guest House and Parking Garage with more than five spaces was approved on December 11, 2002.

2. No action was taken on the CUPs within one year's time and the approval is no longer valid.

3. On October 18, 2004, an application was received to renew the expired CUPs with no changes to the previous approval.

4. The Planning Commission approved a Conditional Use for a parking structure greater than five spaces on December 8, 2004.

5. The proposal is for a Conditional Use Permit for a seven-space Parking Garage located at 555 King Road in the Estate zone.

6. The area of the Parking Garage is not counted towards Floor Area if it meets the definition of a basement as defined by the Land Management Code.

7. The approval is based on plans received on September 27, 2005 and reviewed by the Planning Commission on October 26, 2005.

Conclusions of Law - 555 King Road - Parking Garage

1. The proposed Conditional Use Permit application complies with the Land Management Code and the Conditions of Approval for the 555 King Road subdivision.

2. The use is compatible in use, scale, mass and circulation.

3. The sue is consistent with the Park City General Plan.

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

Conditions of Approval - 555 King Road - Parking Garage

1. The parking garage is limited to seven parking spaces. Any portion over 600 square feet will be counted towards Floor Area if the garage does not meet the definition of a basement.

2. The design of the parking garage must be incorporated into the Main Building.

3. This extension of approval will expire on October 26, 2006 unless the use has been instituted.

10. 234 Daly Avenue - Appeal of Planning Director's decision regarding Land Management Code compliance for revised steep slope conditional use permit plans for single family house

Commissioner Volkman noted that a considerable amount of information was presented to the Planning Commission pertaining to this appeal and he was confused about the scope of discussion. He asked the City Attorney to frame the scope of discussion so the Planning Commission would know where to focus their attention this evening.

Planning Commission Staff Report

PARK CITY 1884

PLANNING DEPARTMENT

Author: Brooks T. Robinson
Subject: 555 King Road
- Conditional Use Permit for a Guest House
- CUP extension for a Parking Garage over Five Spaces
- Phasing of Project

Date: October 26, 2005
Type of Item: Administrative

Summary Recommendations:
The Planning Department recommends the Planning Commission hold a public hearing on two Conditional Use Permits. Two actions are requested; 1) Approval of the CUP for a Guest House: and 2) Approval of an extension of an existing CUP for a Parking Garage over five spaces. Staff has provided findings of fact, conclusions of law and conditions of approval for both actions. Staff also requests discussion on the phasing of this project.

Topic:

Applicant	**King Road Estate, LLC**
Location	**555 King Road**
Zoning	**Estate**
Adjacent Land Uses	**Park City Mountain Resort, Sweeney "Plateau Parcel", United Park City Mines Company lands.**

Background:
On December 11, 2002, the Planning Commission approved two Conditional Use Permits for 555 King Road: one for a Guest House and one for a Parking Structure for more than five parking spaces in the Estate zone. A CUP must be acted upon within one year to remain valid. No action was taken within the one-year time frame and both CUPs expired.

On October 18, 2004, King Road Estate, LLC submitted an application to renew the previous CUPs with no changes. The Commission approved both CUPs on December 8, 2004.

The City received an application on September 27, 2005 for a new CUP for a Guest House based on a current design by Horn and Partners, architects. In addition to the new Guest House, the applicant wishes to extend the current CUP for a parking structure of more than five spaces. The applicant also wishes to discuss phasing of the project with the Guest House being constructed first and the larger, primary residence being built in Phase II.

Analysis:
The subdivision allowed a single family dwelling of 20,000 square feet with outbuildings. The outbuildings are limited to 19 feet in height and one story as defined by the Park City Land Management Code. The maximum amount of disturbance on the 90,000 square foot Building Pad is 45,000 square feet, exclusive of a typical driveway.

The previous CUP approvals contemplated a Guest House with a footprint of 2,450 square feet with a total Habitable Space of 3,850 square feet and a seven car garage that was underneath the Main Building. Since the time of the 2002 approvals and the 2004 new applications, the applicant has hired a different architect to design the project. The design is substantially different from the original approval and staff could not recommend an extension of both CUPs when the design did not substantially comply with the original CUPs.

A couple of definitions are needed as part of this discussion:
15-15-1.21. Basement. Any floor level below the First Story in a Building. Those floor levels in Buildings having only one floor level shall be classified as a Basement, unless that floor level qualifies as a First Story as defined herein. (See Section 15-15-1.90 First Story)
15-15-1.89. First Story: The lowest story in a Building provided the floor level is not more than four feet below Final Grade for more than fifty percent of the perimeter.

Guest House
The height of the Guest House is under the 19-foot height restriction from existing grade. There are two levels to the Guest House. However by definition, the lowest level is considered a Basement and the upper level is defined as the First Story. The Planning Commission may wish to discuss the intent of the original language with regards to the above ground mass.

The amount of disturbance for both the Guest House and the Main House, exclusive of the driveway, is just under the 45,000 square foot maximum allowed. An additional Accessory Structure for a garage for the Guest House is contemplated but not subject to the Planning Commission review. No dwelling units, as defined, will be within the garage, although living space may be.

Parking Garage
The applicant has not completed the final design for the Main House and is unsure at this time if the garage will need to be greater than five parking spaces. However, he would like to keep his options open by requesting an extension of this CUP. If the final design does not require the CUP for a garage with greater than 5 spaces, then it will expire. If the garage does end up being greater than five spaces, the existing conditions of approval must be met.

By definition, garages up to 600 square feet are not considered Floor Area. The existing approval is based on Staff's recommendation to not count the square feet of the parking

area if the parking is underground and meets the definition of a basement. If the parking garage does not met the definition of a basement, then the square footage of the parking area (less 600 square feet) counts towards the 20,000 square foot maximum. The conceptual plans indicate that the applicant is aware of this calculation and is taking it into consideration.

CUP Criteria for Review
The Community Development Department and/or Planning Commission must review each of the following items when considering a Conditional Use Permit. Staff Findings are in **Bold** with comments in *italics.*

(1) Size and location of the site;
Complies. *A single Guest House is proposed in addition to the Main Building and possible other Accessory Buildings on the 90,000 square foot Building Pad within the 55.9 acre lot. Maximum disturbance allowed is 45,000 square feet exclusive of the driveway. The application is still within the maximum disturbance requirements.*

(2) Traffic considerations including capacity of the existing Streets in the area;
Complies. *The traffic generation for the Guest House, in addition to the Single Family house, will be slightly larger than what could be expected from a Single Family Home alone. The current road has capacity to accommodate the anticipated trips. Construction traffic and the installation of utilities in King Road will have neighborhood impacts for the period of construction.*

(3) Utility capacity;
Complies. *The project is proposed to be served by a sewer system down King Road. The applicant has proposed making this a private system on Lot 1 only and a public system the length of King Road. The Snyderville Basin Water Reclamation District has conceptually approved a public sewer up to Lot 1.*

(4) Emergency vehicle access;
Complies. *Due to the remoteness of the site, the applicant has proposed extensive fire protection measures that have been conceptually approved by the City Fire Marshall. The driveway width and turnaround will accommodate fire trucks and other emergency vehicles.*

(5) Location and amount of off-Street parking;
Complies. *A seven-car parking garage may be proposed for the Main House. Another detached Accessory Structure garage is proposed for the Guest House.*

(6) Internal vehicular and pedestrian circulation system;
Complies. *Minimal interaction between pedestrians and vehicles would occur. A driveway with a turnaround leads to a detached garage.*

(7) Fencing, Screening, and landscaping to separate the use from adjoining uses;
Complies. *The site is a considerable distance from adjacent uses with existing mature*

vegetation surrounding the site. All disturbed areas will be re-vegetated in compliance with a plan to be approved by the City Landscape Architect.

(8) Building mass, bulk, and orientation, and the location of Buildings on the site; including orientation to Buildings on adjoining Lots;
Complies. *The Guest House, Main House and any other Accessory Buildings are clustered within a 90,000 square foot pad in excess of one thousand feet from the nearest adjacent Building. The Guest House as proposed complies with the Estate zoning district and subdivision height restrictions.*

(9) Usable Open Space;
Complies. *A dedicated trail is located on the 55.9-acre lot. Over 53 acres (nearly 95%) of the lot are restricted as Private Open Space.*

(10) Signs and lighting;
Complies. *At time of Building Permit all lights will be reviewed for compliance with the City Lighting Ordinance. Any signs will need to comply with the City's Sign Code. No approval for a particular sign is granted under this CUP.*

(11) Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;
Complies. *The design and materials proposed are in keeping with the Park City Design Guidelines and the Mountain Resort character of architecture. Staff will approve final design and materials at the time of Building Permit application.*

(12) Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;
Complies. *No adverse mechanical factors are proposed.*

(13) Control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup areas;
Complies. *Turnarounds at the end of the main driveway and the Guest House driveway and access to the parking structure provide adequate service and loading zones. Trash will be contained on site.*

(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.
Complies. *The ownership will be fee simple. Due to the size of the main building and the additional dwelling unit provided by the Guest House, the condition of the neighboring streets, and the remote location of this site, the Planning Commission previously required, and the applicant agreed to, no rental be permitted as part of this Conditional Use.*

(15) Within and adjoining the site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the site.

Complies. *No Environmentally Sensitive Lands are within the Disturbance Area. The proposed use will not have an adverse impact on adjacent lands. Due to the Conditions of Approval for the subdivision, disturbance is limited to 45,000 square feet and the structures by necessity must follow the slope of the site.*

Phasing
Due to the size and complexity of the project, the applicant proposes to build the Guest House and main driveway in Phase I, and the Main House in Phase II. Although a Guest House is, by definition, an Accessory Use to a Principal Use (the Main House), the structures built in Phase I could be considered the Principal Use until such time as the Main House is built. In a worst case scenario, the Main House never gets built and the built structure is substantially under the size allowed by the subdivision. No commercial activity, such as a sales office, is allowed within the Estate zone.

Department Review
This project has gone through an interdepartmental review. The City Engineer is working with the applicant and SBWRD to finalize plans for a sewer down King Road.

Notice
The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also put in the Park Record.

Alternatives
1. The Planning Commission may approve the Conditional Use Permit for a Guest House and the extension of the Conditional Use Permit for the Parking Structure as conditioned or amended, or
2. The Planning Commission may deny the Conditional Use Permit for Guest House and extension of the Conditional Use Permit for the Parking Structure and direct staff to make Findings for this decision, or
3. The Planning Commission may continue the discussion on the Conditional Use Permit for a Guest House and extension of the Conditional Use Permit for the Parking Structure.

Significant Impacts
There are no significant fiscal or environmental impacts from this application.

Recommendation: Guest House
The Planning Department recommends the Planning Commission hold a public hearing on two Conditional Use Permits. Two actions are requested; 1) Approval of the CUP for a Guest House and; 2) Approval of an extension of an existing CUP for a Parking Garage over five spaces. Staff has provided findings of fact, conclusions of law and conditions of approval for both actions. Staff also requests discussion on the phasing of this project.

Findings of Fact:

1. Conditional Use Permits for a Guest House and Parking Garage with more than five spaces was approved on December 11, 2002.
2. No action was taken on the CUPs within one year's time and the approval is no longer valid.
3. On October 18, 2004, an application was received to renew the expired CUPs with no changes to the previous approval.
4. The Planning Commission approved a Conditional Use for a Guest House on December 8, 2004.
5. The City received an application and a revised set of plans for a Guest House on September 27, 2005. These plans were not in substantial compliance with the previous approvals and required a separate Conditional Use permit.
6. The proposal is for a Conditional Use Permit for a Guest House located at 555 King Road in the Estate zone.
7. These Findings are based on Guest House plans dated September 27, 2005 and reviewed by the Planning Commission on October 26, 2005.
8. The subdivision allowed a 20,000 square foot single family dwelling within a 90,000 square foot Building Pad. Disturbance is limited to the Building Pad only and is further limited to 45,000 square feet within the Building Pad exclusive of driveway and trails.
9. A Guest House is a Conditional Use within the Estate zone.
10. The Sensitive Lands Overlay analysis for the subdivision considered King Road to have only minor grading and gravel surface improvements. Proposed is only the paving of King Road and drainage improvements.
11. King Road, Sampson Avenue, and Ridge Avenue are narrow historic roads with existing homes located close to the roadway. It is desirable to minimize the impact of new construction and the impact of tourist, visitor, and resident traffic in this historic neighborhood through careful planning of conditional uses. Excessive trips during construction should be eliminated through sensitive design of utilities, grading, and roadways.
12. Approval of this CUP voids the previous CUP approval of a Guest House.
13. The discussion in the Criteria for Review section is incorporated herein.

Conclusions of Law:

1. The proposed Conditional Use Permit application complies with the Land Management Code and the Conditions of Approval for the 555 King Road subdivision.
2. The use is compatible in use, scale, mass and circulation.
3. The use is consistent with the Park City General Plan.
4. The effects of any differences in the use or scale have been mitigated through careful planning.

Conditions of Approval:

1. The Guest House cannot be separately sold or subdivided.
2. The Guest House is limited to 3,900 square feet of habitable space and two parking spaces.

3. The height of the Guest House is limited to 19 feet from existing grade and is limited to one story, not including a Basement as defined by the Land Management Code.
4. Ownership of the Guest House, along with the Main House, will be fee simple. No interval or club membership ownership is allowed.
5. No Rental, nightly or otherwise, of the Guest House or the Main House is allowed. The Guest House may not be rented separately.
6. The Guest House may not be used as a sales office.
7. The driveway is to be constructed as per plans received June 4, 2002. These plans show a 16'-wide asphalt surface with 2'-wide gutters on either side. Retaining walls and associated grading must be within the 30'-wide easement and all disturbances will be re-vegetated.
8. A Construction Mitigation Plan is to be reviewed by staff prior to Building Permit issuance.
9. The King Road improvements, including road surface, curb and gutter and utility improvements are required to be approved by the City Engineer prior to any Building Permit issuance. It is not anticipated at this time that the gate will be relocated, although some improvements such as automation of the gate in its existing location may be approved. Additional signs such as "DEAD END" may be installed in visible locations on King Road near Sampson Avenue. Curb and gutter will probably be required up to the existing gate. The previously approved septic system for the guesthouse shall be encouraged. If any connection to the SBWRD system is installed, the sanitary sewer line shall be in conformance with SBWRD standards.
10. Exterior materials, colors, and lights are required to be reviewed by the Planning Department for compliance with the Architectural Guidelines and Lighting Ordinance.
11. Revisions on the plans for the construction of the Guest House, the Main House and the Parking Garage must be in substantial compliance with the residential use shown on the plans reviewed by the Planning Commission.
12. This approval will expire on October 26, 2006 unless the Use has been instituted.

Recommendation: Parking Garage

Findings of Fact:

1. Conditional Use Permits for a Guest House and Parking Garage with more than five spaces was approved on December 11, 2002.
2. No action was taken on the CUPs within one year's time and the approval is no longer valid.
3. On October 18, 2004, an application was received to renew the expired CUPs with no changes to the previous approval.
4. The Planning Commission approved a Conditional Use for a parking structure greater than five spaces on December 8, 2004.
5. The proposal is for a Conditional Use Permit for a seven-space Parking Garage located at 555 King Road in the Estate zone.
6. The area of the Parking Garage is not counted towards Floor Area if it meets the definition of a Basement as defined by the Land Management Code.

Conclusions of Law:

1. The proposed Conditional Use Permit application complies with the Land Management Code and the Conditions of Approval for the 555 King Road subdivision.
2. The use is compatible in use, scale, mass and circulation.
3. The use is consistent with the Park City General Plan.
4. The effects of any differences in the use or scale have been mitigated through careful planning.

Conditions of Approval:

1. The parking garage is limited to seven parking spaces. Any portion over 600 square feet will be counted towards Floor Area if the garage does not meet the definition of a Basement.
2. The design of the Parking Garage must be incorporated into the Main Building.
3. This extension of approval will expire on October 26, 2006 unless the Use has been instituted.

Phasing

The Planning Commission finds that Guest House may be constructed prior to the Main House as part of an overall Phasing Plan for the project.

EXHIBITS

Exhibit A – Site plan
Exhibit B – Subdivision Action Letter, Planning Commission Minutes

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100' 0 100' 200 FEET

LOT 1 SINGLE FAMILY
55.931 ACRES

LOT 2 OPEN SPACE
13.725 ACRES

LOT 3 OPEN SPACE
2.756 ACRES

LOT 4, KING ROAD RIGHT-OF-WAY
2.542 ACRES
SEE NOTE 4

195.08' S 21°27'58" E
S 38°02'02" W 601.95'
S 00°02'02" W 420.00'
290.00' S 09°57'58" E
223.98' S 21°15'12" W
182.56' S 19°07'06" W
157.20' S 16°59'41" E
151.80' S 11°54'04" W
POINT OF BEGINNING.
N 68°27'35" E 419.98'
S 24°12'58" E 400.40'
N 67°35'41" E 733.63'
N 46°52'20" W 2333.63'
N 35°48'01" E 1449.40'
S 22°33'26" W 450.00'
N 22°33'26" E 450.00'
N 67°26'34" W 200.00'
S 67°26'34" E 200.00'
N 73°27'15" E 522.56'

UTILITY EASEMENT FOR THE BENEFIT OF LOT 1 RECORDED 1-29-02 AS ENTRY No. 609724 BOOK 1421 PAGE 1629-1632

CL 10' PUBLIC NON-MOTORIZED BIKE AND PEDESTRIAN TRAILS RIGHT-OF-WAY TYPICAL

CL 20' TRAIL EASEMENT TRAIL "B" SEE NOTES.

CL 20' PRIVATE TRAIL EASEMENT TRAIL "A" SEE NOTES.

SHADED AREA INDICATES SKI LIFT AND RUN EASEMENT FOR THE BENEFIT OF PARK CITY MOUNTAIN RESORT COMPANY.

'QUITTING TIME TRAIL' ACCESS EASEMENT AS RECORDED 4-15-95 ENTRY No. 452290 BOOK 958, PAGE 91

BOUNDARY TIE TO BUILDING ZONE

BUILDING ZONE
90,000 square feet
STREET ADDRESS IS 555 KING ROAD.

C/L PRIVATE DRIVEWAY

SET IRON ROD WITH PLASTIC CAP TYPICAL.

30' WIDE PRIVATE RIGHT-OF-WAY & UTILITY EASEMENT.

20' WIDE SLOPE & SNOW STORAGE EASEMENT.

'KING ROAD' C/L 30' ACCESS EASEMENT AS RECORDED 10-31-89 ENTRY No. 172350 BOOK M170, PAGE 667-669 AS SHOWN ON THE PHASE 1, TREASURE HILL SUBDIVISION PLAT. RECORDED 4-15-96 AS ENTRY No. 452295

East 1/4 Corner of Section 16, T2S, R4E, SLB&M, Found iron pipe with brass cap.

WEST 3404.71'

Basis of Bearing
S 00° 30' 11" West 1695.38'
2630.05'

Southeast Corner of Section 16, T2S, R4E, SLB&M, Found iron pipe with brass cap.

SURVEYOR'S CERTIFICATE

I John Demkowicz, do hereby certify that I am a registered land surveyor and that I hold Certificate No. 154491 as prescribed under the laws of the State of Utah. I further certify that by the authority of the owner I have made a survey of the tract of land shown on this plat and described herein and subdivided said tract of land into lots, private rights-of-way, and easements, to be hereafter known as KING ROAD ESTATE and that the same has been correctly surveyed on the ground as shown on this plat.

John Demkowicz 1-21-02
Date

REGISTERED LAND SURVEYOR No. 154491 JOHN DEMKOWICZ State of Utah

BOUNDARY DESCRIPTION

Beginning at a point which is South 0°30'11" West 1695.38, along section line, and West 3404.71 feet from the East 1/4 Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian and running thence; South 11°44'40" West, 75.86 feet; thence South 8°16'31" East 93.02 feet; thence South 3°34'29" West 97.70 feet; thence South 11°54'04" West 151.80 feet; thence South 03°04'59" West 97.45 feet; thence South 16°59'41" East 157.20 feet; thence South 11°10'49" East 123.76 feet; thence South 19°07'06" West 182.56 feet; thence South 17°58'26" East 97.99 feet; thence South 08°24'14" West 124.71 feet; thence South 14°01'12" West 102.12 feet; thence South 21°15'12" West 223.98 feet; thence South 00°02'02" West 420.00 feet thence South 09°57'58" East 290.00 feet; thence South 38°02'02" West 601.95 feet; thence South 21°27'58" East 195.08 feet; thence North 68°27'35" East 419.98 feet; thence South 24°12'58" East 400.40 feet; thence North 67°35'41" East 733.83 feet; thence North 35°48'01" East, 1449.40 feet to a boundary corner on the southerly line of the TREASURE HILL SUBDIVISION, Phase 1, according to the official plat of record and on file in the office of the Summit County Recorder, Summit County, Utah, Recorded April 15, 1996 as Entry No. 452295; thence North 46°52'20" West, 2333.63 feet, along the southerly line of said Treasure Hill Subdivision, to the point of beginning.

Containing 74.954 Acres, more or less

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT: THAT THE UNDERSIGNED IS THE OWNER OF THE HEREIN DESCRIBED TRACT OF LAND, HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, OPEN SPACE, AND PRIVATE RIGHT-OF-WAYS, TOGETHER WITH EASEMENTS AS SET FORTH ON THIS RECORD OF SURVEY PLAT TO BE KNOWN HEREAFTER AS KING ROAD ESTATE, DOES HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC, ALL PARCELS OF LAND AS INTENDED FOR PUBLIC USE AND FURTHER CONSENTS TO THE RECORDATION OF THIS RECORD OF SURVEY PLAT IN ACCORDANCE WITH UTAH LAW.

IN WITNESS WHEREOF, THE UNDERSIGNED SET HIS HAND THIS 23rd DAY OF January, 2002.

BLUE LEDGE CORPORATION
A DELAWARE CORPORATION

HANK ROTHWELL, PRESIDENT

ACKNOWLEDGMENT

STATE OF UTAH)
:ss
COUNTY OF SUMMIT)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 23rd DAY OF January, 2002, BY HANK ROTHWELL, PRESIDENT OF BLUE LEDGE CORPORATION, A DELAWARE CORPORATION, ON BEHALF OF THE CORPORATION.

NOTARY PUBLIC

MY COMMISSION EXPIRES: June 1, 2004

NOTARY PUBLIC MARY J. CARNEY 323 Main Street P.O. Box 2664 Park City, UT 84060 My Commission Expires June 1, 2004 State of Utah

NOTES

1. A 20 FOOT WIDE PUBLIC UTILITY AND DRAINAGE EASEMENT IS HEREBY GRANTED ON ALL FRONT, SIDE, AND REAR LOT LINES, UNLESS OTHERWISE NOTED.
2. LOT '1' IS SUBJECT TO COVENANTS, CONDITIONS, AND RESTRICTIONS RECORDED HEREWITH. CONSTRUCTION ON THIS LOT CAN OCCUR ONLY WITHIN THE BUILDING ZONE SHOWN HEREON. ALL LANDSCAPE IMPROVEMENTS, SEPTIC TANK AND DRAIN FIELD MUST OCCUR WITHIN THE BUILDING ZONE.
3. LOTS '2' & '3' ARE OPEN SPACE PARCELS AND ARE DEED RESTRICTED AS SUCH. NO STRUCTURES WITH THE EXCEPTION OF TRAIL SIGNAGE MAY OCCUR ON THESE PARCELS. ADDITIONAL TRAIL CONSTRUCTION ON THESE PARCELS REQUIRES APPROVAL BY THE OWNERS.
4. THE KING ROAD PRIVATE RIGHT-OF-WAY SHOWN HEREON, LOT 4, PROVIDES MOTORIZED VEHICLE ACCESS TO PARK CITY MOUNTAIN RESORT AND THEIR ASSIGNS, UNITED PARK CITY MINES COMPANY AND THEIR ASSIGNS, LOT 1 SHOWN HEREON, PARK CITY MUNICIPAL CORPORATION, PARK CITY FIRE DISTRICT, UTILITY COMPANIES, & BLUE LEDGE CORPORATION. FURTHER THE KING ROAD RIGHT-OF-WAY SHOWN HEREON IS HEREBY DEDICATED FOR NON-MOTORIZED ACCESS FOR THE PUBLIC.
5. ONE SINGLE FAMILY DWELLING MAY BE CONSTRUCTED WITHIN THE BUILDING ZONE SHOWN HEREON. THE STRUCTURE MAY CONTAIN A MAXIMUM OF 20,000 SQ. FT.. THE UPPER FLOOR AREAS MAY NOT EXCEED TWO-THIRDS OF THE GROUND FLOOR AREA. MAXIMUM HEIGHTS SHALL BE GOVERNED BY THE ESTATE ZONE STANDARDS. OUT-BUILDINGS AND ACCESSORY STRUCTURES MAY BE CONSTRUCTED WITHIN THE BUILDING ZONE TO A MAXIMUM OF ONE STORY (19 FEET) WITHOUT COUNTING AGAINST THE 20,000 SQ. FT. LIMIT ON THE PRIMARY STRUCTURE. IF AN ACCESSORY STRUCTURE EXCEEDS ONE STORY (19 FEET), THEN ALL OF THE FLOOR AREA WILL BE DEDUCTED FROM THE 20,000 SQ. FT. LIMIT.OF STRUCTURE.
6. THE BUILDING ZONE CONTAINS 90,000 SQUARE FEET IN LAND AREA. A TOTAL OF 45,000 SQ. FT. OF SITE DISTURBANCE MAY OCCUR WITHIN THE BUILDING ZONE EXCLUSIVE OF THE DRIVEWAY, PRIVATE SKI TRAILS, AND PUBLIC OR BIKING / HIKING TRAILS OUTSIDE OF THE BUILDING ZONE. THE REMAINING 45,000 SQ. FT. OF THE BUILDING ZONE MUST REMAIN IN NATURAL OPEN SPACE.
7. ALL STRUCTURES ARE REQUIRED TO PROVIDE A MODIFIED TYPE 13D FIRE SPRINKLER SYSTEMS. FURTHER ALL STRUCTURES WILL BE CONNECTED TO A FIRE DEPARTMENT CONNECTION THAT WILL BE ACCESSABLE AT THE INTERSECTION OF THE DRIVEWAY AND KING ROAD. NO WOOD SHINGLE ROOFS ARE ALLOWED. SPECIAL FIRE PROTECTION ZONES ARE REQUIRED TO BE IMPROVED AROUND THE STRUCTURES WITHIN THE BUILDING ZONE. SEE THE CC& Rs FOR A COMPLETE DESCRIPTION OF FIRE PROTECTION CONSTRUCTION REQUIREMENTS.
8. NO STRUCTURES OR IMPROVEMENTS ARE PERMITTED OUTSIDE OF THE 90,000 SQ. FT. BUILDING ZONE WITH THE EXCEPTION OF THE PRIVATE DRIVEWAY, NON-MOTORIZED TRAILS, & SKI RUNS.
9. AT THE REQUEST OF THE OWNER OF THIS PROPERTY, PARK CITY ALLOWED EMPLACEMENT OF AN INDIVIDUAL DISPOSAL SYSTEM (SEPTIC TANK) ON THIS PROPERTY. THE OWNER DID NOT REQUEST THAT THIS PROPERTY BE CONNECTED TO THE SNYDERVILLE BASIN WATER RECLAMATION DISTRICT (SBWRD) SEWER LINE. IT WILL BE THE SOLE RESPONSIBILITY OF THE OWNER, AT THE TIME OF BUILDING CONSTRUCTION, TO PERFORM THE REQUIRED PERCOLATION TESTS TO DETERMINE THE SIZE OF THE SEPTIC TANK AND DRAIN FIELD FACILITIES PURSUANT TO ALL APPLICABLE CODES. SEPTIC SYSTEMS CAN FAIL. ALL COST ASSOCIATED WITH THE CORRECTION OF A FAILED SEPTIC SYSTEM, INCLUDING SEWER CONNECTION FROM THE PROPERTY TO EXISTING SBWRD SEWER LINE SHALL BE AT THE SOLE EXPENSE OF THE PROPERTY OWNER. SBWRD SHALL IN NO WAY BE RESPONSIBLE FOR THESE OR ANY RELATED COSTS ASSOCIATED WITH SEPTIC SYSTEM FAILURE.
10. NON-MOTORIZED PUBLIC BIKE & PEDESTRIAN SEASONAL TRAILS ARE PLATTED HEREON. TRAIL "A" IS A PRIVATE TRAIL FOR THE SOLE USE OF THE PROPERTY OWNER. SIGNAGE AND A GATE MAY BE CONSTRUCTED TO RESTRICT ACCESS. TRAIL "B" IS FOR THE SOLE USE OF THE PROPERTY OWNER IN THE WINTER SEASON FOR SKI ACCESS TO AND FROM THE PAYDAY SKI RUN. SIGNAGE IS PERMITTED TO RESTRICT PUBLIC ACCESS DURING THE SKI SEASON ONLY. THE SKI RESORT OPERATOR HAS THE RIGHT TO CONSTRUCT NEW PUBLIC SKI RUNS WITHIN THE SKI LIFT AND RUN EASEMENT SHOWN HEREON. THE PROPERTY OWNER'S WINTER SEASON RIGHTS TO THE TRAIL"B" EASEMENT WILL BE EXTINGUISHED ACROSS ANY NEW SKI RUNS DEVELOPED BY THE RESORT OPERATOR. TRAIL "B" WILL PROVIDE PUBLIC ACCESS FOR NON-MOTORIZED BIKING AND PEDESTRIAN USE DURING THE NON-WINTER SEASONS AND PUBLIC ACCESS MAY NOT BE RESTRICTED.
11. THE WATER SERVICE, CULINARY AND FIRE PROTECTION, PROVIDED FOR LOT 1 MUST BE APPROVED BY PARK CITY MUNICIPAL CORPORATION PRIOR TO CONSTRUCTION. THE SYSTEM WILL BE CONSTRUCTED TO ALL CITY STANDARDS FOR PUBLIC IMPROVEMENTS. THE INSTALLATION, MAINTENANCE, AND EVENTUAL REPLACEMENT OF THE WATER LINE EXTENDING FROM THE WOODSIDE GULCH MAIN LINE PRV TO THE HOUSE ON LOT 1 WILL BE THE SOLE RESPONSIBILITY OF THE LOT 1 OWNER. MAINTENANCE WILL INCLUDE PERIODIC FLUSHING OF THE LINE TO AVOID POSSIBLE STAGNATION DUE TO NON-USE. THE HOME CONSTRUCTION WILL INCLUDE A PERMANENT TRICKLE SYSTEM TO INSURE THE CONSTANT MOVEMENT OF WATER TO FURTHER MINIMIZE POTENTIAL STAGNATION. INSPECTIONS AND CERTIFICATION OF THE FIRE HYDRANT WILL BE PERFORMED TO THE MINIMUM STANDARDS OF THE PARK CITY FIRE DISTRICT.

LINE	BEARING	DISTANCE
L1	S 11°44'40" W	75.86
L2	S 08°16'31" E	93.02
L3	S 03°34'29" W	97.70
L4	S 03°04'59" W	97.45
L5	S 11°10'49" E	123.76
L6	S 17°58'26" E	97.99
L7	S 08°24'14" W	124.71
L8	S 14°01'12" W	102.12
L9	S 08°16'31" E	33.78
L10	S 08°16'31" E	29.88
L11	S 08°16'31" E	39.16
L12	S 16°59'41" E	33.17
L13	S 16°59'41" E	34.15
L14	S 11°10'49" E	14.89
L15	S 08°24'14" W	38.75
L16	S 14°01'12" W	18.81
L17	S 17°58'26" E	6.82
L18	N 34°36'46" W	28.99
L19	S 78°29'23" W	8.80
L20	N 51°01'46" W	8.69
L21	N 39°32'33" E	10.52
L22	N 61°06'55" W	28.98
L23	N 31°15'56" W	27.75
L24	N 18°13'40" W	18.59
L25	N 36°52'56" E	62.61
L26	N 19°35'17" E	24.13
L27	N 36°43'53" E	52.23
L28	N 15°21'23" E	17.69
L29	N 61°23'42" E	78.16
L30	N 18°56'16" W	11.64
L31	S 36°53'04" W	34.52
L32	N 89°05'54" W	53.59
L33	S 21°07'45" W	70.89

LINE	BEARING	DISTANCE
L34	N 07°53'10" W	40.26
L35	N 89°09'32" W	22.37
L36	N 84°41'06" E	64.92
L37	N 36°09'35" W	14.34
L38	S 21°58'52" W	72.81
L39	N 12°55'53" W	73.48
L40	N 36°49'01" W	26.66
L41	N 84°54'43" E	56.18
L42	N 29°24'27" W	34.82
L43	N 10°32'08" W	42.24
L44	N 47°23'47" W	73.81
L45	N 77°03'43" W	67.26
L46	S 87°38'39" W	74.18
L47	N 19°25'44" E	29.06
L48	S 49°34'09" E	65.15
L49	N 12°02'17" W	43.62
L50	N 63°12'58" W	19.20
L51	S 84°19'44" E	39.80
L52	N 17°29'34" W	47.35
L53	N 39°47'28" W	65.27
L54	N 64°54'39" E	43.87
L55	S 84°08'04" E	69.76
L56	N 40°57'02" E	8.35
L57	S 55°38'05" E	27.56
L58	S 34°08'47" E	79.47
L59	S 39°39'29" E	55.20
L60	S 08°40'51" W	42.30
L61	S 32°31'09" W	40.86
L62	N 42°33'25" W	75.19
L63	N 26°46'54" W	73.54
L64	N 38°57'56" W	47.21
L65	N 81°16'17" W	23.16
L66	N 49°08'23" W	38.19
L67	S 16°39'24" W	18.06

LINE	BEARING	DISTANCE
L68	S 29°45'01" E	15.65
L69	N 47°37'05" E	14.73
L70	N 20°09'36" E	34.52
L71	N 00°33'26" W	31.17
L72	S 85°28'51" W	56.46
L73	N 31°44'36" W	42.28
L74	N 46°55'06" E	18.79
L75	S 74°46'04" E	77.25
L76	S 69°08'59" E	38.36
L77	N 31°34'25" E	17.07
L78	N 27°27'08" W	39.31
L79	N 54°45'59" E	14.38
L80	N 87°05'52" E	26.53
L81	N 65°35'19" E	57.38
L82	S 79°52'56" E	62.56
L83	S 70°41'22" E	56.94
L84	N 21°47'14" W	54.40
L85	N 44°49'57" W	78.87
L86	N 12°42'22" W	34.67
L87	N 77°39'35" W	17.41
L88	N 17°53'06" W	35.16
L89	N 77°31'25" E	24.91
L90	S 53°26'16" E	25.63
L91	N 66°24'50" E	45.96
L92	N 89°58'04" E	2.71
L93	S 39°15'44" E	48.55
L94	S 09°28'29" E	13.81
L95	S 36°19'16" W	15.86
L96	S 62°55'36" W	26.47
L97	S 59°31'24" E	61.88
L98	S 85°06'05" E	14.05
L99	N 84°02'45" W	35.84
L100	S 17°39'26" E	45.26
L101	S 16°11'45" W	42.66

LINE	BEARING	DISTANCE
L102	S 17°42'27" E	65.20
L103	S 73°37'08" E	78.28
L104	S 35°02'27" E	56.24
L105	S 49°24'39" E	24.37
L106	S 68°13'56" E	61.35
L107	N 18°15'54" E	58.68
L108	S 75°39'24" W	42.03
L109	S 75°39'24" W	56.79
L110	S 66°35'47" W	63.44
L111	N 19°31'33" W	13.26
L112	N 24°53'59" W	45.79
L113	N 25°37'04" E	23.87
L114	S 07°38'35" W	56.32
L115	N 18°29'46" W	21.93
L116	N 15°45'02" W	33.35
L117	N 38°51'43" E	28.31
L118	N 56°13'52" E	62.47
L119	N 25°35'05" E	53.58
L120	N 04°44'46" W	41.47
L121	N 15°03'09" E	29.83
L122	N 15°45'02" W	33.35
L123	N 38°51'43" E	28.31
L124	N 56°13'52" E	62.47
L125	N 25°35'05" E	53.58
L126	N 04°44'46" W	41.47
L127	S 07°38'35" W	56.32

CURVE	ARC	DELTA	RADIUS
C1	43.64	83°21'04"	30.00
C2	60.25	49°18'54"	70.00
C3	53.60	44°55'04"	68.37
C4	84.85	180°00'00"	27.01
C5	42.16	50°49'33"	47.53
C6	16.06	61°19'39"	15.00
C7	51.64	368°48'47"	17.53

RECORD OF SURVEY PLAT

KING ROAD ESTATE

A SUBDIVISION LOCATED IN THE SOUTH 1/2 OF SECTION 16 AND THE NORTH 1/2 OF SECTION 21, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
SUMMIT COUNTY, UTAH

2-05-00
Z:\UPCMC\DWG\SLVRKING\PC\PLAT

Alliance Engineering Inc

ALLIANCE ENGINEERING INC.
P.O. BOX 2664
323 MAIN STREET
PARK CITY, UTAH 84060
(435) 649-9467

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS 24th DAY OF Jan, 2002 A.D.
BY Tom Jordan
S.B.W.R.D.

ENGINEERS CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS FIRST DAY OF FEBRUARY, 2002 A.D.
BY Eric W. DeHaan PE
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 4TH DAY OF FEBRUARY, 2002 A.D.
BY Timothy E. Taylor
PARK CITY ATTORNEY

CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 11TH DAY OF OCTOBER, 2001 A.D.
BY Janet M. Scott
PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 11TH DAY OF OCTOBER, 2001 A.D.
BY Dana Williams
MAYOR

RECORDED
612078
STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF Coalition Title
DATE 02-26-2002 TIME 9:14 AM BOOK — PAGE —
$ 33.00 FEE
Deanne M. Dunn - Deputy
RECORDER