PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
July 10, 2025

The Council 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. Click here for more information.
Zoom Link: https://us02web.zoom.us/j/89883959526

CLOSED SESSION - 4:15 p.m.

The Council may consider a motion to enter into a closed session for specific purposes allowed under the Open and Public Meetings Act (Utah Code § 52-4-205), including to discuss the purchase, exchange, lease, or sale of real property; litigation; the character, competence, or fitness of an individual; for attorney-client communications (Utah Code section 78B-1-137); or any other lawful purpose.

REGULAR MEETING - 5:30 p.m.

I. ROLL CALL

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Staff Communications Reports

1. Senior Center - Mawhinney Project Update
2. Public Art Advisory Board Projects Update
3. Park Silly Sunday Market Mid-Season Review
4. Re-create 248 Transit Study Progress Update
5. 2025 National Community Survey Evaluation
6. 2025 CityTour Report
7. Clark Ranch Development - PAB Application

III. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

IV. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from June 12, 2025

V. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute an Agreement with Commercial Restoration Services Not to Exceed $2,000,000, in a Form Approved by the City Attorney's Office, for Maintenance and Construction Services on the China Bridge Parking Garage

2. Request to Authorize the City Manager to Execute a Contract Amendment with MODSTREET Not to Exceed $1,424,765, for a Total Contract Value Not to Exceed $1,896,115, in a Form Approved by the City Attorney's Office, to Provide Additional Design and Fabrication Services Related to the Bus Stop Improvement Project

3. Request to Authorize the City Manager to Enter into a Three-Year Agreement with Methods Engineering Not to Exceed $500,000 in a Form Approved by the City Attorney's Office, to Provide Construction Inspection Services Related to Development and Infrastructure to be Dedicated to the City

4. Request to Approve Resolution 15-2025, a Resolution Admitting the City of Holladay as a Member of the Central Wasatch Commission

VI. NEW BUSINESS

1. Consideration to Approve Ordinance No. 2025-16, an Ordinance Amending Title 13, Chapter 4, Regulation and Enforcement of Stormwater Discharges Associated with Construction Activities
(A) Public Input (B) Action

2. Consideration to Approve Ordinance 2025-17, an Ordinance Amending Title 2, Chapter 4, Section 11 of the Park City Code, Related to the Responsibilities and Authority of the City Engineer
(A) Public Input (B) Action

3. Consideration to Approve an Amendment to the Park City Film Property Lease with Park City Municipal Corporation
(A) Public Input (B) Action

4. Consideration to Authorize the City Manager to Execute an Agreement with Kimley-Horn & Associates, Not to Exceed $275,000, in a Form Approved by the City Attorney's Office, for Engineering Services and Feasibility Analysis for the Historic Commercial Business District Pedestrian and Street Design
(A) Public Input (B) Action

5. Consideration to Authorize the City Manager to Execute an Agreement with WSP Not to Exceed $725,000, in a Form Approved by the City Attorney's Office, for Design Professional Services Related to the Clark Ranch Access Road Project
(A) Public Input (B) Action

VII. OLD BUSINESS

1. Consideration to Authorize the City Manager to Enter a Construction Manager Agreement Guaranteed Maximum Price Amendment for the Community Center Project, in a Form Approved by the City Attorney's Office, with Okland Construction Company Inc., for a Guaranteed Maximum Price of $17,380,743. In Addition, per Resolution No. 21-2023, Consideration to Waive Park City Building Permit and Impact Fees in the Amount of $289,894.97
(A) Public Input (B) Action

2. Consideration to Approve Ordinance No. 2025-18, an Ordinance Rezoning Approximately 70 Acres between Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive from General Commercial and Light Industrial to Bonanza Park Mixed-Use District, Enacting Land Management Code Chapter 15-2.27 to Implement the Bonanza Park Small Area Plan, Updating the Frontage Protection Zone to Enhance the City's Entry Corridors, Updating Chapter 15-6.1 to Allow Affordable Master Planned Developments in the Bonanza Park Mixed-Use District, and Amending Section 15-15-1 to Define Key Terms

(A) Public Hearing (B) Action

VIII. ADJOURNMENT

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

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

City Council
Staff Communications Report

Subject: Senior Center Progress Report
Author: Matt Lee
Department: Economic Development
Date: July 10, 2025

Summary

Below is an update on the ongoing status to conduct site suitability of a future Senior Center at the Mawhinney property in Old Town:

1. An initial feasibility report was presented and discussed at the May 1, 2025, City Council Meeting. Council directed to proceed with procuring a design team to develop concepts, including:
    - Prioritize building adequate parking, and consider below-grade parking to preserve open/green space on the site to the extent reasonable;
    - Consider the entire "lot" (all four parcels analyzed in the feasibility report) to optimize building position, site design, parking capacity, and street frontage; and
    - Budget, final building size, and parking capacity TBD: will be decided based on Concept design alternatives with cost estimates by the City Council.

2. Design Services Request for Statement of Qualifications (RSOQ) was released May 27, 2025.
    - Proposals were due June 20th, 2025, and twelve responses were received.
    - Similar to the Community Center Building in City Park, the objective of the RSOQ is to identify a design team to facilitate optimal site design and develop a high-quality set of construction documents, a potential Project schedule, and Project budge. Also similar to the Community Center design process, the process includes a series of milestones, including concept design (with the provision of concept alternatives), schematic design, 100% design development, 50% construction documents, 90% construction documents, and final release for construction documents.
    - We encouraged inter-disciplinary teams to respond due to the unique needs of the project and characteristics of the project site – in addition to an Architect for building design services, the team should include capability for Mechanical, Electrical, and Plumbing (MEP) design, parking assessment/design, site/civil design, structural engineering (potential for structured parking as part of the design), and landscape design. A successful design team will be responsive, blending the building's scale and functionality with the anticipated uses within the site, considering the

indoor flexibility of uses, the enjoyment of outdoor spaces, and its inclusive consideration of the neighboring park.

3. The Selection Committee includes two members of the Senior Board in addition to professional staff from Engineering, Recreation, and the Library.
    - The first Selection Committee Meeting occurred June 30. The highest scoring respondents will be invited to an interview with the Selection Committee. Interview dates with finalists have yet to be scheduled, pending the Selection Committee's decision.

4. We anticipate having a selection made, and a contract prepared and negotiated to bring to Council for approval in August.

City Council
Staff Communications Report

Subject: Update on In-Progress and Upcoming PAAB Projects
Author: Chloe Mair & Arts Council, Public Art Program & Project Manager
Department: Public Art Advisory Board
Date: 06/26/2025

Summary

This report provides an update on current and upcoming public art initiatives for the Public Art Advisory Board (PAAB).

1. **Art Installations at Bus Shelters –** Artists are in the process of transforming eight bus shelters throughout Park City.
   - Recently, Artist Elizabeth Walsh has completed her portion of the project, located on Marsac to Main Street, Comstock Drive, Little Kate Road, Payday Drive, and Creek Drive (see Figure 1).
   - Contracts recently executed with art in process or soon to begin fabrication/installation include:
     - Heather Olson: Began work at Sidewinder Drive on June 18, 2025.
     - Libby Peterkort: scheduled to begin in July 2025 at Ontario Trailhead.
   - Art is in the contracting process:
     - Michael Murdock, whose shelter is located on Iron Horse, and Anjola Ayodele, whose shelter is located on Empire Avenue.

2. **Creekside Bike Park Shade Shelter.** In response to requests from users the shade structure will provide both a practical shelter and an inspiring visual centerpiece that enriches the bike park's aesthetic and ambiance (see Figure 2). Artist Mark Rane is currently obtaining the required permits and documentation. Once these are in place, he will begin the project. The installation date is to be determined, but the target completion date is end of August 2025.

3. **Artistic Pool Fencing at The MARC.** Ten artistic panels are being installed intermittently in the fence surrounding the new pool (see Figure 3). Artists Garth Franklin and Trevor Dahl are actively working to obtain the necessary documentation. Project work is scheduled to begin in November 2025.

4. **Community Center Artistic Playground Surfacing.** The Request for Proposals (RFP) has been issued. A pre-proposal meeting is scheduled for August 14, 2025, to provide further guidance to potential applicants. An artistic design will be manufactured into the pour-in-place rubber playground surface. The deadline to submit proposals is August 29, 2025. Project work is scheduled to begin in November 2026.

Exhibits

A. Project Visuals and Renderings

Exhibit A
Project Visuals and Renderings

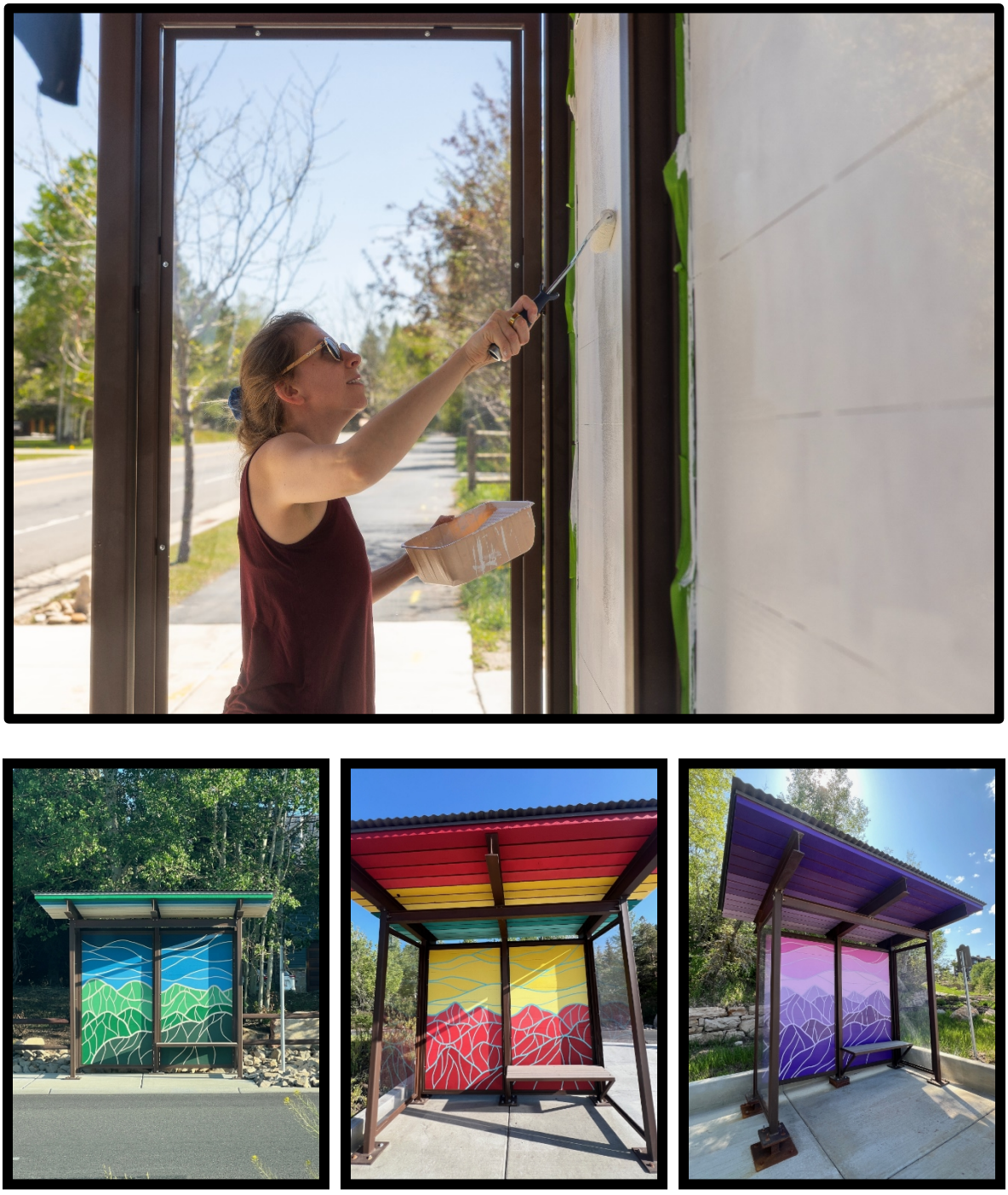


Figure 1 – Bus Stop Shelters by Elizabeth Walsh

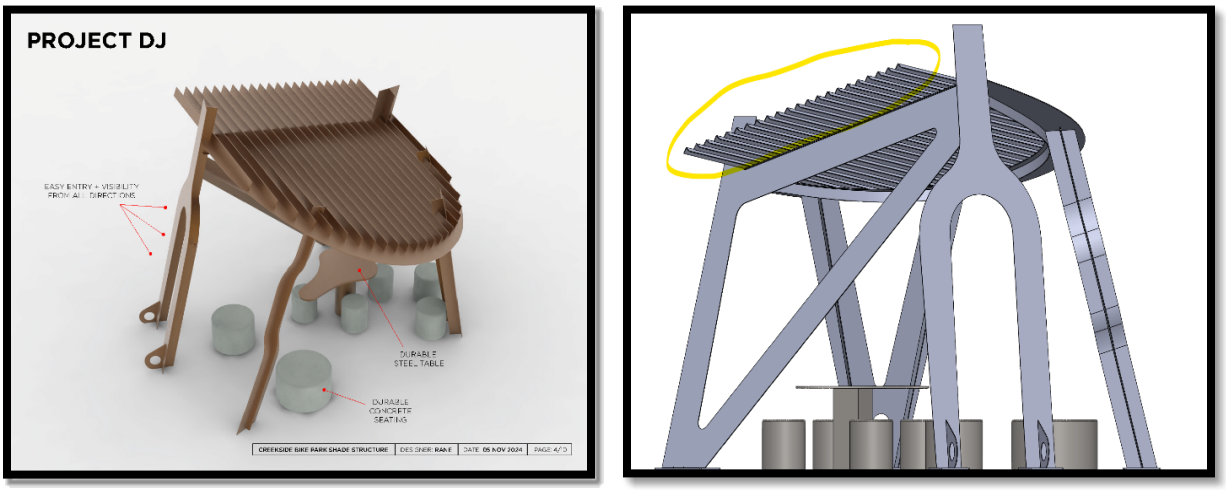


Figure 2 – Bike Park Shade Structure by Mark Rane

Figure 3 - Artist Pool Fencing by Trevor Dahl and Garth Franklin

City Council
Staff Communications Report

Subject: Park Silly Sunday Market Mid-Season Review
Author: Chris Phinney
Department: Special Events
Date: July 10, 2025

Summary

A mid-season review of the Park Silly Sunday Market (PSSM) is required per section 9.1 of the City Services Agreement (Agreement). We find that PSSM consistently operates within the terms outlined in the Agreement, including compliance with the Council-approved "Measures of Success" metrics (Exhibit A) and the Level Four Special Event Permit.

At this time, no additional changes or adjustments to operations are recommended.

As requested, we plan to return to the City Council on October 23, 2025, for an end-of-season debrief of the 2025 season. At that time, we will also discuss Council's desire to possibility add additional dates for the 2026 season and extend the current Agreement.

History

A full history of the PSSM can be found here. This is the second year of the Agreement, approved on October 26, 2023 (report p. 140 /minutes p. 9), and includes the following:

- Contract Length: 4-year contract, with a possible 3-year auto-renewal.
- Number of Days: 11 Sundays each year.
- Location: Lower Main Street (between Heber and 9th Street)
- Noise: No amplified sound from 10 a.m. to noon. From noon to 5 p.m., the maximum decibel limit is 75 (noon start band and load in/ sound check. The music will begin at 1 p.m.).
- Vendor Mix: No importers or resellers are allowed, and no more than 12 jewelers and 12 food vendors at each market.
- Transportation Plan: PSSM will mitigate the adverse impacts of traffic by hiring additional shuttles on the two busiest days to assist Park City Transit. The PSSM will guarantee a bike valet at each market and continue to promote alternative modes of transportation. Additionally, the PSSM will continue to provide pedestrian management at the intersection of Heber and Main Street and offer bollard installation.
- City Service Fees: Cover City fees for 11 market dates estimated up to $85,000.

On April 24, 2025 (report /minutes p. 21), the City Council approved the 2025 PSSM supplemental plan.

PSSM INITIATIVES:

The PSSM complies with the Agreement, the Council-approved "Measures of Success" metrics (Exhibit A), and the Level Four Special Event Permit. This review covers the period from June 1 to June 29, 2025. Below is a summary of highlights:

- Sustainable Measures – The contracted waste diversion rate for PSSM is 80%. For the first five weeks of the season, PSSM surpassed the requirement with an 85% diversion rate.
- Transportation Initiatives
    - A free bike valet service is offered every Sunday. To date, a total of 585 bikes have been parked.
    - PSSM actively markets the use of Transit and the Richardson Flat Park-and-Ride, which operates on a 20-minute frequency.
    - PSSM performed bollard installation as required to ensure pedestrian safety and manage vehicle access.
    - PSSM hired Pedestrian crossing guards who are stationed at the Heber Avenue and Main Street intersection to assist with safe and efficient crossings.
- Vendor Mix – The Agreement allows a maximum of 12 jewelers per market, and PSSM has met this requirement at each market to date.
- Noise Compliance – Under the Relief from Noise Restriction (Section 6-3-11), amplified sound is permitted up to 75 decibels between noon and 5:00 p.m. The Police Department has taken proactive noise readings at each market and confirmed compliance. No noise complaints have been reported to date.
- Community Partnerships – PSSM continues to highlight and support a broad range of nonprofit organizations, including: Nuzzles & Co, Fight Against Domestic Violence, Paws for Life, Southern Utah Wilderness Alliance, Wasatch Back Country Rescue, Art Fest, Stand for the Silent, UT Olympic Legacy Foundation, KPCW, Dog Days Healing Paws, Connect Summit County, Avian Sanctuary, Speedy Foundation, First Utah Robotics, Peace House, PC Rotary, Ssejinja Children Foundation, PC Artist Association, Summit County, and True Hearts for Healing Paws.

CITY DEPARTMENT INITIATIVES:

Parking:

- Parking has consistently filled in China Bridge and the Swede Alley surface lots by 11:45 am each Sunday.

Transit

- With event parking rates and improved transit frequency, Richardson Flat recorded a total of 1,691 riders over the first five Sundays. Overall, 17,494 people used transit to attend the event.

The tables below show a comparison of ridership data for 2024 and 2025:

Route	PSSM 1 -2025	PSSM 2 - 2025	PSSM 3 - 2025	PSSM 4 - 2025	PSSM 5 - 2025	Running Total
01 Red	711	731	781	911	982	4,116
02 Green	159	224	224	242	377	1,226
03 Blue	233	294	225	259	349	1,360
04 Orange	266	297	230	292	307	1,392
05 Yellow	572	630	584	717	804	3,307
06 Express	559	427	200	260	245	1,691
09 Purple	234	277	224	207	197	1,139
20 Tan	45	24	24	42	47	182
50 Teal	404	384	339	455	581	2,163
Trolley	232	247	210	174	255	1,118
Total	**3,415**	**3,535**	**3,041**	**3,559**	**4,144**	**17,694**

Route	PSSM 1 -2024	PSSM 2 - 2024	PSSM 3 - 2024	PSSM 4 - 2024	PSSM 5 - 2024	Running Total
01 Red	681	864	828	1,087	1,016	4,476
02 Green	188	230	219	265	376	1,278
03 Blue	174	230	222	399	357	1,382
04 Orange	263	249	257	268	343	1,380
05 Yellow	647	743	635	951	918	3,894
06 Silver	500	501	403	626	603	2,633
09 Purple	191	266	187	229	278	1,151
50 Teal	285	394	358	488	468	1,993
Trolley	109	74	132	111	124	550
Total	**3,038**	**3,551**	**3,241**	**4,424**	**4,483**	**18,737**

Funding

Per Section 6.1.1 of the Agreement, PSSM is entitled to waived City Service Fees and City-related expenses not exceeding $85,000. Funding for City Services is covered within existing budgets and comes from the General Fund.

The estimated City Service Fees and related expenses for 2025 were projected at $75,400 (April 24, 2025, report /minutes p. 21). No changes to this estimate are anticipated at this time.

City Service Fee	Preseason Estimate
Special Event Permit - Level 4 - CIE Rate	$384
Building Permits	$120
Parking Removal	$8,096
Banner Installation	$700
Public Safety Personnel	$61,200
VMS & barricades/equipment	$4,400
Communications and Outreach	$500
Estimated City Service Fees	**$75,400**

Exhibits

A: 2025 Park Silly Sunday Market Mid-season Measures of Success

Exhibit A – PSSM Mid-Season Preview Measures of Success

Park Silly Sunday Market – 2025 Mid-Season Preview Measures of Success **Requirements**	**Legend** **S – Succeeded in Meeting Contract Requirement** **I – In progress / Meeting Requirement** **U – Unsatisfactory / Not Meeting Requirement**	
Vendor Mix		
Jewelers (allowed per week maximum) i. 2025- 12	**Notes**: Requirements are currently being met	I
On-site Food Vendors & Snack food Vendors (per week maximum) i. 2025 - 12	**Notes**: Requirements are currently being met	I
PSSM will invite two (2) HPCA representatives in the jurying of jewelry vendors.	**Notes**: Requirement was met by PSSM.	S
PSSM will coordinate three (3) working group meetings with the HPCA and PCMC to identify possible conflicts and/or issues with vendor mix.	**Notes**: Meeting dates have been selected by HPCA, PSSM and the City	I
PSSM will provide to the City a list of vendor classification definitions along with preference criteria for vendor mix.	**Notes**: Requirements have been provided and met.	S
Parking / Traffic / Pedestrian Management		
Create event parking plan i. Identify vendor vehicle with license plate identification. ii. Identify public parking locations both in Old Town/Main Street along with alternative parking areas. iii. Identify locations where parking will be removed to provide space for event and mitigate impacts of event iv. Continue increased communication between departments and PSSM to encourage parking of vendors in suggested vendor locations.	**Notes**: PSSM continues to work with Staff & private parking garages to park vendors in appropriate areas. A resident parking area has been established and is being enforced along the west side of Park Ave. Parking Enforcement continues to communicate with the residents to resolve parking concerns during the Park Silly Sunday Market. This increase in fees for parking in China Bridge and other areas will be monitored.	I
Work with Special Events and Transit to get out alternate transportation messaging out with: i. Co-messaging with PC Transit Dept. ii. PSSM will create and implement different methods of informing the public (PSA's, print ads) iii. Create and implement a program encouraging non-motorizedforms of transportation to the market. iv. Addition of Shuttle Service on expected heavy attendance day – September 1.	**Notes**: While PSSM does not utilize any paid marketing, social media will focus on transportation alternatives, including City transit, bikes or walking to attend.	I
Submit sign Plan to Staff at the time of Supplemental Plan containing the following: i. Locations ii. Size & Type iii. Message iv. Placement and removal times	**Notes**: Requirements are currently being met	I
Work with City to create a pedestrian management plan that addresses the crossings of Heber/Main and Swede Alley	**Notes**: PSSM is responsible for Pedestrian Management at Heber and Main	I
Market Set-Up and Inspections		
a. Weekly notification to staff of footprint or operational changes	**Notes**: Staff is working with PSSM to ensure that requirements are met.	I
b. Location of interior sponsor signs	**Notes**: Requirements are currently being met	I
Street Cleaning and Trash Removal		

a. Pre-Meet with City's Street Department to create a street cleaning and trash removal plan.	**Notes**: Requirements are currently being met	I
b. Meet with Street Department two (2) additional times throughout summer to address any issues with plan.	**Notes**: A meeting will be set if hazards are identified during the season. No street hazards have been identified, nor meetings have been scheduled.	I
Coordination with PCMC and HPCA		
a. PSSM will schedule monthly 'Working Group" meetings from June through September if concerns arise during the season.	**Notes**: Meetings are set if any complaints or concerns arise during the season. No complaints have been reported, nor meetings scheduled.	I
c. PSSM will schedule a weekly market walk-through with City representatives, if concerns arise during the season.	**Notes**: Meetings are set if any complaints or concerns arise during the season. No complaints have been reported, nor meetings scheduled. .	I
d. PSSM will supply the City Representatives with weekly report containing the following i. Estimated attendance ii. Zero Waste statistics iii. Breakdown of number of vendors and types iv. Provide a list of other sustainable efforts throughout the event. v. PSSM to participate in and provide a list of City functions related to Green Event management that they participate in, as well as a lists of non-profits who they provide sustainable mitigation efforts for. vi. PSSM to present a year over year a comparison for sustainable effort comparison in coordination with the City during annual end of season review.	**Notes**: Requirements are currently being met	I
e. PSSM will supply the City Representatives with an ongoing list of vendor and staff license plates: i. Prior to the start of the June 4 Market. ii. At any time they add license plates to the market throughout the 2025 season. iii. License plate lists should be provided to the City Representative no later than 10:00 a.m. each Sunday.	**Notes**: Weekly vendor lists have been supplied to the SE Department and the Business Licensing Department.	I
Marketing and PR		
a. HPCA logo on all advertisements & promotions	**Notes**: Requirements currently being met.	I
b. Engage in cross promotions with Chamber, HPCA, Park City Restaurant association	**Notes**: Requirements currently being met.	I
c. Media – The HPCA logo and sponsorship credits will be provided in all media placement that the PSSM currently employs, including but not limited to: I. Print ads II. Ads, links or info listings on Utah tourism, business and special internet websites; III. Periodic television coverage; IV. Radio PSAs and promotions; V. Website spots, summer guides, fairs, non-profit organization calendar listings; VI. Email blasts; and VII. Social media, ' if applicable"	**Notes**: Requirements currently being met. PSSM has significantly cut back on all marketing efforts, focusing only on social media locally.	I
Other Items:		
Quantify Marketing & PR Value	**Notes:** In progress. It is likely due to the cutback on marketing efforts that this value will be significantly less than previous years.	I

Exhibit A – PSSM Mid-Season Preview Measures of Success

PSSM shall present an annual report preceding market season. This reportwill contain the following: i. Estimated attendance ii. Zero Waste statistics iii. Breakdown of number of vendors and types	**Notes**: This was reported to Council in the 2024 End of Season Report. PSSM is aware of the requirement and will gather the required information for the 2025 report.	I

iv. List of non-profit groups attending the market v. Advertising information etc. vi. Transportation and parking counts – to be coordinated with PCMC Transportation Services Department		1

City Council

Staff Report

Subject:	**Re-create 248: Transit Study Analysis Update**
Author:	**Conor Campobasso, Senior Transportation Planner; Julia Collins, Transportation Planning Manager**
Department:	**Transportation Planning**
Date:	**July 10, 2025**

Summary

The SR-248 corridor is one of two vital corridors for residents, employees, and visitors traveling to and from Park City. On an average winter day in 2025, the SR-248 corridor carried almost 20,000 vehicular trips.

As Park City aims to avoid increasing vehicular congestion and create more viable alternatives to automobile travel, transit-focused solutions are being explored through a comprehensive transit study in partnership with UDOT and other stakeholders on SR-248. Our goal is to enhance reliable and express transit services along the SR-248 corridor, efficiently moving travelers to and from park-and-ride lots and areas outside the City to locations within town (economic centers, residential nodes, and resort bases).

Project Kick-Off

On June 28, 2024, the City Council authorized the Transit Study, including an Alternatives Analysis (AA) to meet federal funding requirements, marking a shift from previous assessments focused on vehicle travel time efficiency. The Transit Study is the first step in the federal process, leading to an Environmental Analysis (EA) required by the Federal Transit Administration (FTA) and essential for federal funding eligibility.

In this meeting, the Council agreed to proceed with the following goals:

- Improve movement east and west along SR-248
- Ensure existing corridor operations are maintained for UDOT
- Make transit between Park City and the surrounding region a viable transportation option
- Improving transit reliability and travel time
- Develop a preferred alternative process eligible for federal funding

Existing and Future Conditions

Towards the end of 2024, the Re-create 248 team put together an Existing and Future Condition report to help guide the team to address the core issues along the corridor. This report was presented to Council at the December 6, 2024 meeting and provides an overview of current and future conditions, key systems such as roadway conditions, transit services and facilities, land use and development plans, community demographics, environmental constraints, and more. The information was used to shape the study's Purpose and Need statements—identifying community needs and project goals, which guides the development and evaluation of potential transit solutions.

Purpose and Need

On December 6, 2024, the Study Team presented Council with several items related to the Transit Study, including:

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

In order to narrow the range of alternatives while still taking into account previous studies and Council discussions, the Study Team added an initial screening process called Purpose and Needs Screening. This screening was designed to take a high-level look at as many modes as possible to make sure we proceeded with the most logical and feasible options for addressing the issues seen on SR-248, thereby eliminating the need for additional screening at a later date.

The outcome of is the Purpose and Need Screening Report, which documents the findings and defines the project's Purpose and Need ? The report builds upon and highlights the review of the existing and future conditions analysis and incorporates insight from Project Partners.

Figure 1 highlights the Purpose and Needs Screening outcome, where seven modes were assessed and eventually eliminated. This step was important to stay on schedule while still considering a variety of options.

Figure 1: Purpose and Need Screening Outcome

The Council supported three modes to continue investigating and a possible Rail Trail alignment. The modes are 1) Bus Rapid Transit (BRT); 2) Light Rail (LRT), and 3) Automated Guideway Transit (AGT)/Monorail. We evaluated a total of six alternatives,

consisting of these three transit modes and two alignments, and evaluated them against each other.

Level 1 Screening

Per the council's direction at the December 2024 workshop, the Level 1 screening consisted of a more data-driven approach than the Purpose and Need screening. The three modes (Figure 2) and two alignments (six total options) were evaluated against industry transit standards, environmental databases, and proximity to serving populations and providing access to education, services, food, and health care. Additionally, the evaluation considered a 'do nothing' alternative to the impacts of no investment on the corridor.

MODE	DEDICATED BUS LANES	LIGHT RAIL	AUTOMATED GUIDEWAY TRANSIT/ MONORAIL
EXAMPLE			

Figure 2: The Three Modes

The Level 1 screening provided insight into the strengths and weaknesses of the different alternatives (Figure 2). Some notable items include:

- The on-corridor alignment performs better by providing more access to destinations and populations that live along the corridor.
- A Rail Trail alignment will include more environmental, property, and built environment impacts.
- The BRT/Dedicated Bus Lane also performed better than the other modes both on and off corridor. This is due to its ability to plug into the current and future bus systems and help enhance existing routes, lower impacts, cost, forward-compatibility, and construction timeline.
- Both LRT and AGT would likely have more adverse impacts to the natural and built environment.

All options were compared against feasibility metrics (last row in Figure 2). The considerations for the comparison are as follows:

1. The Council determined it is essential to be actionable in advance of the 2034 Winter Olympics and to improve mobility for locals as well as for visitors.
2. Some types of infrastructure and planning/design processes may not be attainable in that time frame.
3. Additionally, access to Federal funding is crucial, as an investment of this scale likely surpasses local ability, so adhering to an alternative that the Federal Government recognizes is essential.
4. The service must be able to be maintained and operated by Park City Transit and include facilities to maintain and store its equipment.

5. It is important to note that this transit service can be phased; it doesn't preclude additional investments in other types of local/regional service in the future.

As part of the feasibility analysis, the team investigated each corridor's legal status and ownership. The on-corridor ownership and legal status are fairly standard for a roadway project consisting of two segments owned by the state and one owned by the City. For example, the status of the rail trail is a bit more complex, as there are existing legal conditions regarding the ownership and use.

Since 1992, Utah State Parks has managed the Rail Trail following the agreement for railbanking of the trail with Union Pacific Railroad. Railbanking is a process created by Congress with the National Trails System Act Amendments of 1983 (Rails to Trails Act). Under the railbanking agreement, interim use of the property as a trail is allowed, and the property remains under federal jurisdiction, and a right remains to re-establish rail service on the corridor. This makes converting railbanked trails back to rail a rare occurrence. In addition, in September of 2023, after 3 years of effort, Park City entered into an interlocal agreement with the State to assume certain management responsibilities, including capital improvements and operational maintenance for the 2.75 miles that runs through PCMC. And in 2000, the City also acquired 1,000 feet of the trail east of Bonanza Drive from Union Pacific, and finally, in 2005, the City granted a conservation easement on this portion.

The Draft Level 1 Screening Report can be found in Exhibit A. This report will remain a draft until the Level 1 Screening results are finalized.

Public Input

During the December 6, 2024, Council meeting, the Study Team was asked to wait on additional community outreach until the more feasible alternatives were identified and to keep the process as data-driven as possible. As the Level 1 Screening started wrapping up, we determined it was a key time to solicit public feedback, per councils direction.

A multi-channel outreach strategy was implemented to engage residents, stakeholders, and community partners.

Direct Engagement Efforts

- Stakeholder meeting on April 2, 2024, at City Council Chambers
- Open House held in May 2024 at the Park City Library
- Upcoming Workshop (Fall 2025) to present the Locally Preferred Alternative (LPA) and support Environmental Assessment scoping

Digital, Print, & Other Communication

- Project updates and resources hosted on the Park City Municipal website
- Social media posts, geo-targeted digital ads, and email outreach aligned with key project milestones.
- Business cards distributed with a QR code linking to project resources, public email, and hotline
- Radio and News publications

Ongoing Communication Tools

- Public email: info@re-create248study.com
- Study hotline: 435-777-8378

Most individuals supported better transit on SR248, but some differed on the solution. Most thought that the three modes that moved forward made sense, with some wanting to look at flex lanes more. There was strong support for dedicated bus lanes, with some support for light rail. There was a strong preference for running the new transit on SR248, but not on the rail trail.

The public involvement team has received several recurring comments from the public regarding consideration for the project as it moves forward. This includes the following:

- Community values and aesthetic
- Timeline, property ownership, and system integration
- Publicizing the Council's decisions regarding BRT, LRT, and next steps, including details on right-of-way studies and cost considerations
- Add ski locker buildings to Park & Ride to incentivize bus use
- Complete engineering analysis of bus lanes
- Add drop-off zone to park and ride (ride share and school)
    - Make sure the new transit has a stop at the school, but does not make the traffic around the school worse.

A summary can be found in Exhibit B. The Recreate 248 hotline and email will remain open, and the team will continue to collect feedback throughout the Study.

Next Steps

The Team will return to Council on August 14 to obtain policy direction on what mode(s) and alignment(s) we should move forward. With the mode(s) and alignment(s) identified, we can proceed with the Level 2 Screening, where the alternative(s) will undergo a feasibility analysis and preliminary design to ensure can address the SR-248 corridor's needs. This will include a more technical review of each alternative, utilizing the data collected thus far and using data from recent studies. Since this process will take time, limiting the alternatives that move forward is an effective way to accelerate project milestones.

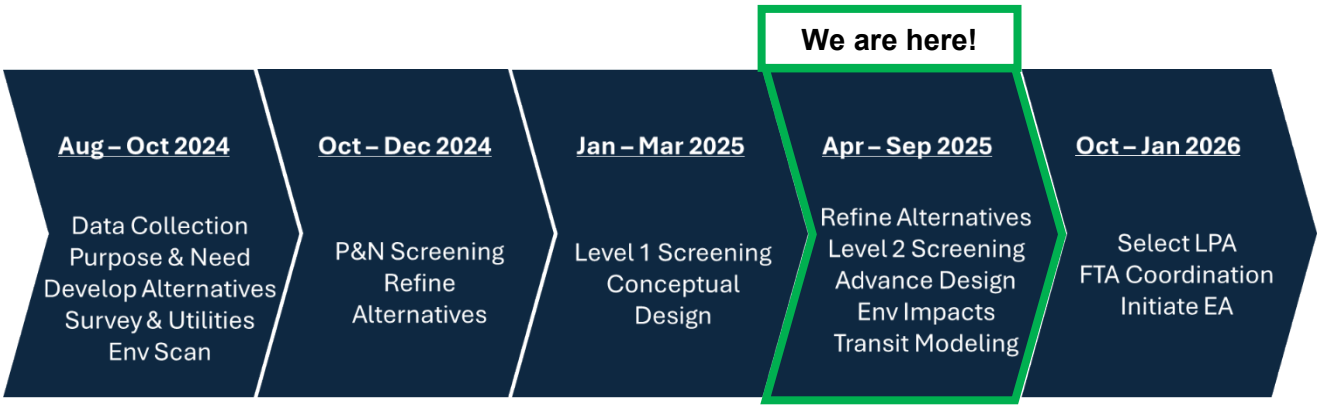


Figure 3: Timeline

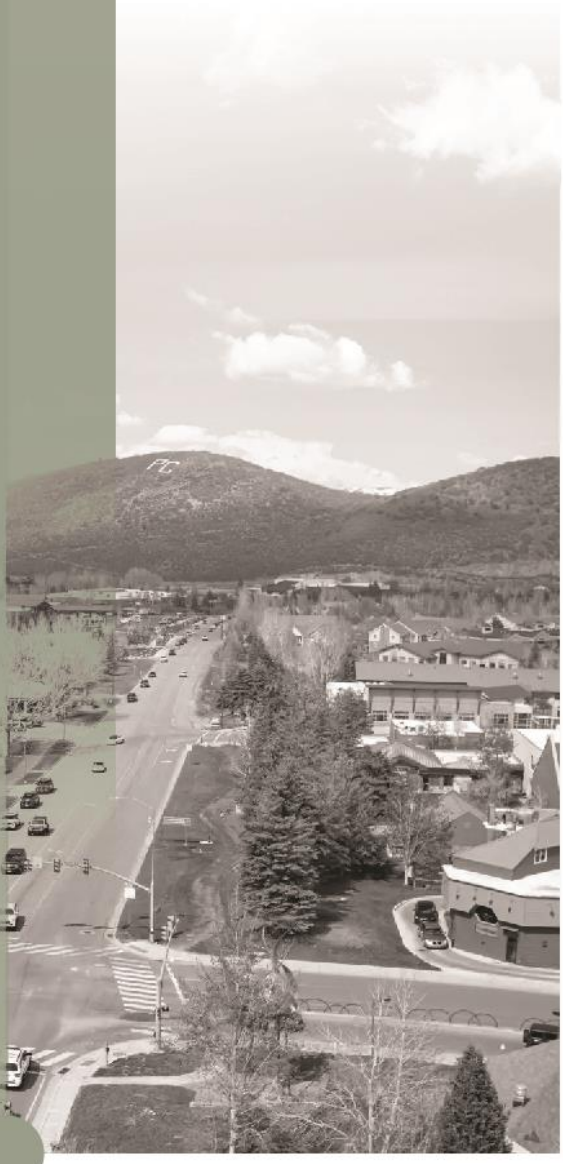
Exhibits

Exhibit A: Draft Level 1 Screening Report
Exhibit B: Public Engagement Report

Re·create 248

LEVEL 1 SCREENING SUMMARY

June 2025



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Acronyms and Abbreviations

AGT	Automated Guideway Transit
BRT	Bus Rapid Transit
CIG	Capital Investment Grant
HVT	High Valley Transit
FTA	Federal Transit Authority
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
MOE	Measures of Effectiveness
OTTC	Old Town Transit Center
PCMC	Park City Municipal Corporation
PCT	Park City Transit
Rail Trail	Historic Union Pacific Rail Trail
Re-create 248	Re-create 248 Transit Study
SRTP	Short Range Transit Plan
SWG	Stakeholder Working Group
TAC	Technical Advisory Committee
UDOT	Utah Department of Transportation

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1 STUDY OVERVIEW

1.1 INTRODUCTION

Park City Municipal Corporation (PCMC), located in Summit County, UT, in collaboration with the Utah Department of Transportation (UDOT), has initiated the Re-create 248 Transit Study (Re-create 248). The study is aimed at enhancing reliable high-capacity transit service along the SR-248 corridor, Bonanza Drive, and Deer Valley Drive that can be advanced to the next phase of project development: a National Environmental Policy Act (NEPA)-level environmental study and preliminary engineering. This study follows the Federal Transit Authority (FTA)-appropriate planning process and will identify a locally preferred alternative (LPA) that will include a definition of areas to be served, transit mode/type of transit technology, and logical termini (project limits).

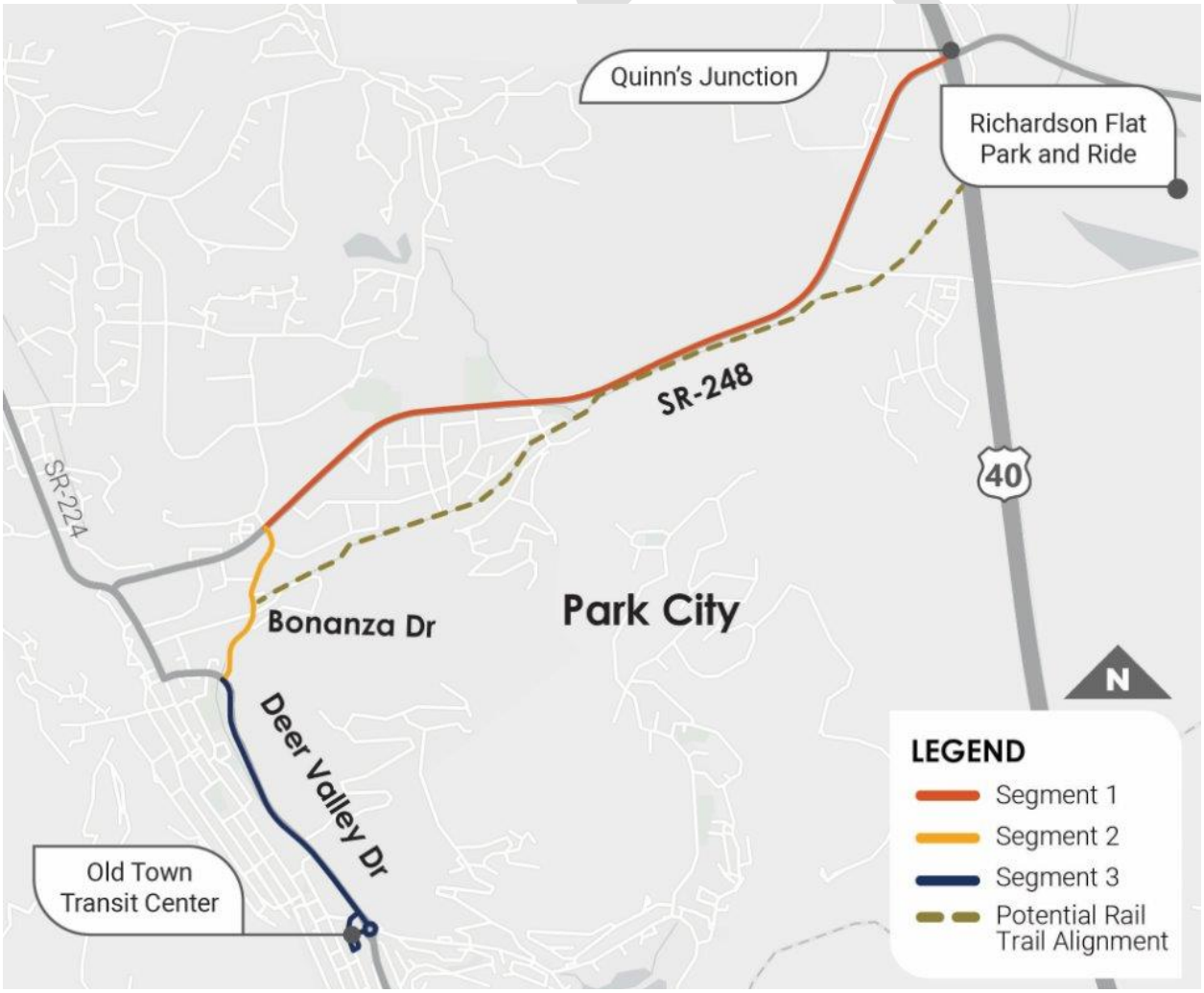


Figure 1. Re-create 248 Study Area Map

1.2 STUDY AREA

The study area for Re-create 248 is between SR-248 from Quinn's Junction to Bonanza Drive with a connection to Richardson Flat Park and Ride (Segment 1), Bonanza Drive from SR-248 to Deer Valley Drive (Segment 2), Deer Valley Drive from Bonanza Drive to the Old Town Transit Center (OTTC) (Segment 3), and the Historic Union Pacific Rail Trail (the Rail Trail) from Quinn's Junction to Bonanza Drive (Figure 1.)

1.3 REPORT PURPOSE

This report summarizes the initial Level 1 Screening process conducted to determine which of the range of viable alternatives best meets the Purpose and Need Statement while minimizing community impacts.

This report describes the:

- Methodology used for evaluating the Level 1 transit alternatives
- Level 1 Screening results
- Feedback from the Stakeholder Working Group (SWG) and the Public Open House related to the Level 1 Screening results

The **Stakeholder Working Group** is comprised of community representatives, elected officials, and technical experts. The SWG engaged at key milestones throughout the process.

The **Public Open House** was held on May 13, 2025, where the Purpose and Need, Range of Alternatives, Purpose and Need Screening, and Level 1 Screening results were shared.

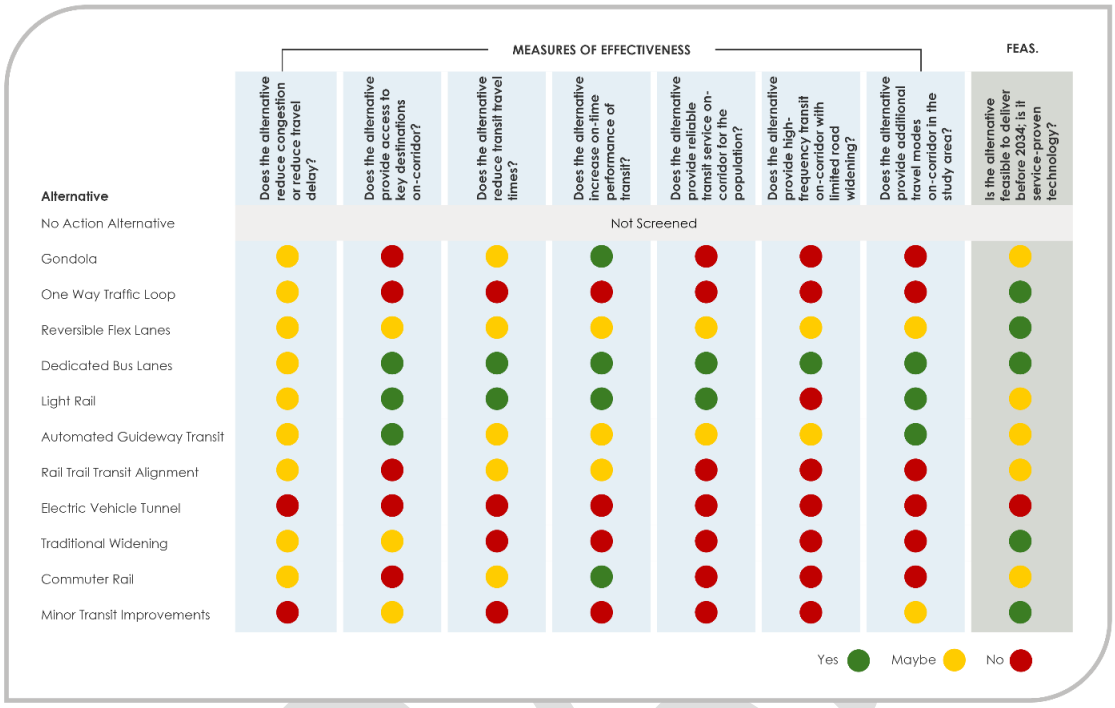
1.4 PREVIOUS PURPOSE AND NEED SCREENING RESULTS

The Level 1 Screening builds off of the Purpose and Need Screening, completed in the Fall of 2024. An initial range of twelve alternatives were screened to ensure that the alternatives advancing into Level 1 met and addressed the project's Purpose and Need and eliminated any options that did not clearly meet Purpose and Need and/or had fatal flaws likely to prevent successful implementation. The range of alternatives came from previous studies and plans, input from the community within those previous efforts, and direction from staff and local leadership. Additional information can be found in the **Purpose and Need Screening Report (January 2025)**. Measures of effectiveness (MOEs) were developed, and each alternative was assessed using a three-scale rating (yes, no, and maybe), for instance:

- **Yes** – the mode clearly needs the Purpose and Need and the MOEs
- **Maybe** – the mode may meet the Purpose and Need and MOEs with certain considerations, OR additional information and analysis is needed to determine IF the alternative can properly meet the criteria
- **No** – the mode does not meet Purpose and Need or MOEs

The summary of the Purpose and Need Screening is as follows (Table 1):

Table 1. Purpose and Need Screening Results



The alternatives screened out at this phase included gondolas, one-way traffic loops, reversible flex lanes for cars (with the caveat that reversible flex lanes will be studied for exclusive transit use during this process), streetcar, electric vehicle tunnels, traditional roadway widening, and minor transit improvements (Figure 2). The alternatives screened out were not transit solutions, and/or did not meet the Purpose and Need Statement. Alternatives that advanced into Level 1 Screening met the Purpose and Need, or did not have enough data or definition to screen out at this phase.

Figure 2. Alternatives that did not Advance to Level 1 Screening

2 LEVEL 1 SCREENING PROCESS

The Level 1 Screening (Figure 3) process was a NEPA-appropriate initial Screening process that included developing high-level footprints and general alignment assumptions for the three alternatives (modes) and the two alignments (SR-248 and the Rail Trail). The goals of Level 1 Screening were to:

- Evaluate the remaining alternatives that screened through the Purpose and Need Screening using the Measure of Effectiveness (MOEs) as defined in that report.
- Reduce and refine the viable alternatives to eliminate those that have the potential to be more impactful on the build or natural environment, and that may not serve populations in the study area as well.
- Identify a reduced number of alternatives to advance into the detailed Level 2 Screening effort, forthcoming.

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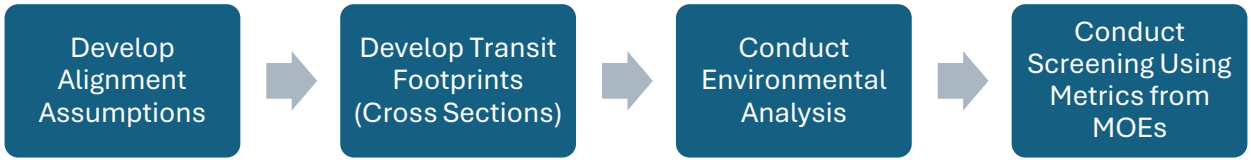

Figure 3. Level 1 Screening Process

2.1 ALTERNATIVES THAT ADVANCED INTO LEVEL 1 SCREENING

The following alternatives were recommended to advance into Level 1 Screening from the Purpose and Need Screening Report. The recommended modes and alignments that came out of the screening are as follows, and are found in Table 2:

- On-corridor alignment (SR-248)
  - Bus Rapid Transit (BRT)
  - Light Rail (LRT)
  - Automated Guideway Transit (AGT)

- Off-corridor alignment (Rail Trail)
  - BRT
  - LRT
  - AGT

Table 2. Alternatives that Advanced into Level 1 Screening

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

LEVEL 1 SCREENING

The Level 1 Screening process focused on determining which alternative(s) best meets the purpose of the project. The primary purpose of this project is to:

- Support the transportation demands of population and employment growth, and economic resiliency in the region.
- Increase the reliability, access, and overall resiliency of travel on the corridor.
- Enhance the quality of life for people by improving access to opportunities between existing and planned centers, housing, and key destinations.
- Support local and regional plans and policies that address transportation demand management.
- Enhance mobility along the corridor through transportation choices.

Additionally, a **feasibility metric** was identified in the Purpose and Need Screening phase and was carried through into Level 1 Screening. Park City stakeholders, the public, and elected officials agree it is important to identify, study, design, and construct a transit project on this corridor prior to the 2034 Utah Winter Olympics. The transit service will serve both residents and visitors during this time and will remain a lasting transit investment for the community into the future. The feasibility metric also assessed whether the alternative was a service-proven technology and likely to be eligible for future federal funds from the Federal Transit Authority (FTA), and whether it is compatible with the existing service and transit authority functions.

Feasibility Metric:

- Is it feasible to implement before 2034? Y/N
- Is it a service proven technology? Y/N
- Is it compatible with the existing regional transit system? Y/N

2.1.1 Overview

Table 3 is an overview of the Level 1 Screening results. This evaluation included primarily qualitative measures that correspond with the Purpose and Need and MOEs, as well as additional planning-related factors, such as potential impacts to sensitive environmental resources. **Please see Table 5 at the end of this report for the detailed screening results.**

Level 1 Screening is high-level and used to illustrate key differences between alternatives based on mode and corridor characteristics and identifies the best performing options. The Level 1 Screening assessed the alternatives using a three-scale rating (high, medium, and low) based on comparative performance between alternatives or level of potential impact(s). For instance:

- **High Performing** – the alternative performed best or better than most other alternatives OR has limited or no potential impacts

- **Medium Performing** – the alternative does not perform distinctly better or worse than other alternatives, OR has moderate levels of potential impacts
- **Low Performing** – the alternative performs poorly compared to the other alternatives, OR has high levels of potential impacts

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Table 3. Summary of Level 1 Screening Results

MEASURES OF EFFECTIVENESS	METRIC	ON-CORRIDOR (SR-248/BONANZA/ DEER VALLEY DRIVE)			OFF-CORRIDOR (RAIL TRAIL)			NO-ACTION ALTERNATIVE
		BRT	LRT	AGT	BRT	LRT	AGT	
Provides access to key destinations on-corridor	Current and future population employment in the proximity to the alignment(s), ¼ mile and ½ mile analyses.	🟢	🟢	🟢	🟡	🟡	🟡	🔴
Reduction in transit travel times	Average speed considerations based on corridor and mode characteristics.	🟢	🟢	🟢	🟢	🟢	🟢	🔴
Travel on-time performance	Potential to accommodate exclusive transit operations. Compatibility with local and regional system.	🟢	🟡	🟡	🟢	🟡	🟡	🔴
Reliable transit on-corridor for low-income and youth populations	Proximity to low-income, youth, and no-car household populations (¼ mile).	🟢	🟢	🟢	🟡	🟡	🟡	🔴
Provides high-frequency transit on-corridor with limited road widening	Potential for adverse effects on the natural or built environment, and property.	🟢	🟡	🟡	🟡	🔴	🔴	🔴
Provides additional travel modes on-corridor	Alignment of alternative and proximity to key destinations, ¼ mile analysis.	🟢	🟢	🟢	🟡	🟡	🟡	🔴
Feasible and service proven?	Feasible to implement by 2034? Y/N. Service-proven tech? Y/N. Forward-compatible? Y/N.	🟢	🟡	🔴	🟢	🟡	🔴	🟢

Green: High performance and/or low impact
Yellow: Moderate Performance and/or moderate impact
Red: Low performance and/or high impact

Based on the purpose statements and a desire to serve the largest number of people in the study area, **the on-corridor alignment performs better than the off-corridor alignment**. The Rail Trail alignment does not evaluate as well as the SR-248 alignment due to its greater distance from serving populations and centers. A major tenet of the Purpose and Need is to provide on-corridor access; the off-corridor alignment does not meet this expectation or provide the same access for the community. Additionally, **BRT performs best compared to the other alternatives for meeting the feasibility metric**; there is a desire to be actionable by 2034, therefore, LRT and AGT evaluated less favorably in this criteria due to lack of operation and maintenance facilities able to accommodate these modes, and no local transit authority currently trained on operating, maintaining, and making design exceptions for the rail-based modes at this time. Additionally, AGT has ambiguity around the ability to obtain federal funds for this mode and uncertainties of manufacturing lead times.

2.1.2 Detailed Results

This section provides detailed descriptions of key findings for each MOE. Table 5, at the end of this report, presents the Level 1 evaluation findings in detail, including specific data points tied to each of the metrics listed in Table 3 above.

Measure of Effectiveness: Provides access to key destinations on-corridor

The on-corridor alignment performs very well due to its ability to service current and future populations, employment centers, affordable housing complexes, the Park City School District, and medical care facilities in the study area. Because these destinations are primarily located on SR-248, Bonanza Drive, and in Old Town Park City, an on-corridor alignment provides greater access over the Rail Trail corridor alignment. Additionally, there are higher concentrations of populations adjacent to SR-248 than the Rail Trail, indicating the on-corridor alignment would serve more passengers.

The off-corridor Rail Trail alignment does not provide as much access for populations as the on-corridor alignment, which is more proximal to people, destinations, and connections to other transit services.

The on-corridor versus off-corridor performance analysis is the same for each *mode* alternative.

Measure of Effectiveness: Reduction in transit travel times

Specific to the mode options, LRT and AGT have potential operational challenges compared to BRT, with lower speeds than desired for a high-capacity transit route in this study area. Potential station spacing in this environment would limit operational speeds, and from a travel time perspective, may not compete well with driving. These two rail-based services also require certain specifications for turning radii, which are wider than bus turning radii, creating a larger footprint and slower turning speeds. Horizontal curves and grade changes on Bonanza Drive and Deer Valley Drive would also limit the operating speed of rail-based service. The current

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curvature and grades of Bonanza Drive do not meet minimum standard design criteria for LRT, but could potentially qualify for exceptions from the transit authority.

The off-corridor Rail Trail alignment is attractive for operational travel time considerations due to its assumed operational efficiencies, including fewer intersections, signals, and reduced conflicts with other roadway users, for a portion of the alignment. However, passengers may need to walk further to their destinations from the stations.

Measure of Effectiveness: Travel on-time performance

Transit travel times and transit reliability considerations were taken from industry standards for these modes (i.e., top speeds for each mode, generally), and the ability for the alternative to operate in exclusive right-of-way. At this phase, all modes were determined to be able to meet this criteria by assuming they will operate in dedicated transit guideways for both on- and off-corridor alignments.

Measure of Effectiveness: Reliable transit on-corridor for low-income and youth populations

The on-corridor alignment is more proximal to higher concentrations of the population. The demographic and socio-economic analysis conducted determined that an on-corridor alignment provides access to a larger subset of low-income and youth populations than an alignment on the Rail Trail. Six of the census block groups within a ¼ mile of SR-248 have youth populations around ~20% of the total population, compared to only three census block groups along the Rail Trail. See Table 5 below for details.

Measure of Effectiveness: Provides high-frequency transit, on-corridor, with limited road widening

Preliminary design footprints were developed and used to conduct a desktop environmental analysis to determine to what level the alternatives may have potential adverse effects on the natural and/or built environment. The on-corridor alignments appear to be less impactful to the natural environment, primarily because they had minimal impacts to wetlands and the built environment. The off-corridor alignments all indicated potential adverse impacts to wetlands and other environmental resources, and depending on mode, may impact the built environment more at the Bonanza Drive intersection. See Appendix A for a summary of the environmental screening memorandum.

All footprints on roadway corridors follow the alignment of the corridor and are based on UDOT's Light Rail Manual of Instruction and UDOT's Bus Rapid Transit Manual of Instruction standards for lane widths, track widths, and buffer widths, along with desirable minimum curve radii where new curves are introduced. Some existing horizontal curves on certain alignments do not meet the desired minimum.

The footprints on the Rail Trail alignment are based on assumed desirable widths with some guidance from the UDOT manuals for required separation between the Rail Trail pathway and the transit.

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The footprints are “high level," created by offsetting the edges of pavement or backs of sidewalks to determine the footprint boundary evenly on each side. Minimal design and engineering were conducted to layout lanes throughout the corridors. Design refinements can be made to reduce and/or alter the footprints to avoid issues to some extent.

The PCMC community has expressed that road widening is unfavorable for congestion management but may be accepted in certain locations to allow for dedicated transit service. An on-corridor alignment has fewer widening implications than the Rail Trail corridor. The off-corridor footprints assumed a cross-section that included rebuilding the recreational Rail Trail parallel to the transit service, ensuring it would still provide multi-use recreational and transportation connections for non-motorized trail users, which resulted in an overall wider footprint.

Measure of Effectiveness: Provides additional travel modes on-corridor

At this high-level stage, all modes utilizing the on-corridor alignment of SR-248 were determined to be able to meet this criterion of providing travel modes on-corridor. The off-corridor alignment does not meet this MOE for the portion utilizing the Rail Trail section, since it is not an on-corridor alignment.

Measure of Effectiveness: Feasible and service proven

Feasible: Refers to whether a potential project is implementable within the parameters set up by the local agency. In this instance, can the service be realized and in operation prior to the 2034 Utah Winter Olympics? Several factors go into this feasibility metric, including whether the local agency can either fund solely with local funds in the timeframe, or secure enough federal and/or state funds to execute the service in this timeframe. Additionally, lead times for manufacturing buses, trains, or other service vehicles, as well as operations and maintenance facilities, must be considered. FTA’s Buy America requirements dictate that domestically manufactured products and construction materials should be prioritized. This applies to transportation and transit infrastructure like roads, bridges, and transit systems and materials like iron and steel. Vehicles and other transit infrastructure must be obtainable from U.S. manufacturers, or it must be proven that no other reasonable alternative can be found in the U.S. to utilize foreign materials. Additionally trains have longer lead times for building compared to buses; buses have more options for Buy America standards.

Providing a high-frequency and high-capacity transit service on SR-248 with the ability to connect into the regional transit network within the next 8-10 years is also a key feasibility consideration as this study evaluates and ultimately identifies an LPA. Park City Transit (PCT) and High Valley Transit (HVT) both operate bus-based public transit in the study area. Both agencies are equipped to operate bus service and on-demand micro transit service using shuttles and vans. Their current operations and maintenance facilities, mechanics, and operating staff are trained exclusively on the bus systems. Due to the existing bus maintenance and operational infrastructure, a BRT system would be easier to implement in the corridor than LRT or AGT systems.

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Service Proven: Refers to fixed route transit service, including modes like buses, trains, or commuter rail/subways, that are publicly funded and regularly operated. Service proven technologies have a track record of reliable service and are often funded by the federal government due to their reliability and historic successes. BRT and LRT are deemed service proven by the FTA, and there are many historical examples of FTA funding these transit systems. FTA has provided a statement that AGT, defined as monorail for this evaluation, services may be evaluated on a case-by-case basis for eligibility for use of Capital Investment Grant (CIG) funds to construct, and while there are a few examples of FTA-funded monorail systems in the United States, they have not been consistently funded at the federal level and not in recent years. Research on past and existing monorail systems in the United States reveals that only two out of eight systems received FTA funds for initial construction. The latest system to receive FTA funding is located in Honolulu, HI, and is currently under construction. The estimated cost of this system is $8 billion, and the FTA has provided $1.55 billion in funds, with the project now in the planning and early construction phases, spanning over 20 years. The second system to receive FTA funding is located in Jacksonville, FL, and was constructed in 1989. The cost was $183 million, and the FTA (then known as UTMA) granted $23.5 million in funds. The monorail system in Seattle, WA, was privately funded at the time of construction; however, in 2022, the FTA granted $15 million in funding for ADA accessibility updates. Funding LRT or AGT solely using local funds is likely unfeasible in the timeframe available to implement service prior to the 2034 Winter Olympics. See Appendix C, AGT FTA Funding Memo for additional information.

In summary, BRT and LRT are considered service proven technologies as FTA and Park City defines them. AGT may be considered on a case-by-case basis but proves riskier for the timeline and funding requirements of this mode.

3 PUBLIC INPUT

The Stakeholder Working Group (SWG) met on April 2, 2025, to receive updates on existing and future conditions, the development of Purpose and Need, and the Purpose and Need Screening findings. The SWG provided constructive feedback as representatives of the community or on behalf of the organizations they were attending on behalf of. The main themes of this group were:

- **A desire for durable decisions.**
    - The group expressed concern over ensuring a decision could be made quickly and could withstand the test of time, especially as the November 2025 election approaches.
    - Stakeholders had concerns over selecting a complex mode, or an alternative that is not service proven, worrying it would be harder to find consensus and project owners to advance it.
    - Questions were asked regarding who the decision-makers were and who would champion this future project in the long term.

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- **Concerns regarding the off-corridor alignment**.
    - Concerns around noise, vibration, ROW impacts, and impacts to open space were voiced. Members of the group expressed that utilizing the Rail Trail would negatively impact the Park City Heights clubhouse and residents in the Prospector neighborhood.
    - Concerns regarding access to key destinations, such as the Park City School District campus, were also expressed.
- **Interest in BRT and LRT.**
    - The group was supportive of the BRT alternative due to its compatibility with the existing transit system and user experience.
    - Additionally, stakeholders viewed this as a positive option in terms of meeting the feasibility metric.
    - Some members of the group voiced support for LRT as the best option, wanting to ensure the project could accommodate future growth and was responsive to the desire for a regional rail or high-capacity transit network from Salt Lake, into Summit and Wasatch counties.

The Re-create 248 Transit Study Team participated in Park City Municipal Corporation's (PCMC) Spring Projects Open House on May 13, 2025. The study team hosted a section of the open house for members of the public to meet the study team, learn about the study's purpose and need, and provide feedback on the range of alternatives and the fatal flaw screening results. Attendees were given a pamphlet to document comments and feedback while they visited each of the five stops:

1. Study Overview
2. Purpose and Need and Purpose
3. Range of Alternatives and Purpose and Need Screening Results
4. Level 1 Evaluation Summary
5. Next Steps

A total of thirty-one individuals attended the Re-create 248 section of the open house, and thirteen public comments were received and documented.

The public provided written feedback, summarized in Table 4.

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Table 4: Public Provided Written Feedback Summary

TOPIC	NUMBER OF COMMENTS	THEME	DESCRIPTION
STOP 1 – STUDY OVERVIEW Do you have any feedback on this process?	5	Positive Study Support	The comments reflect a positive reception of the study's objectives and methodology.
STOP 2 – PURPOSE AND NEED Do the Purpose and Need capture the vision for mobility on this corridor and in Park City?	4	General Agreement	Several attendees responded positively, suggesting that there is a baseline agreement with the Purpose and Need as presented.
	1	Accessibility and Convenience	One commenter emphasized that the proximity of bus stops is crucial for encouraging public transit use, particularly for individuals in ski boots, suggesting that closer bus stops would enhance ridership.
STOP 3 – RANGE OF ALTERNATIVES Do you have any feedback on the Purpose and Need Screening process or the alternatives that were advanced into Level 1?	4	Questions About Flex Lanes and Alternatives Screening	Attendees expressed confusion over why flex lanes were not advanced and sought clarity on the criteria used for eliminating certain alternatives.
	2	Dedicated Bus Lane Preference	Two participants expressed a preference for dedicated bus lanes.
STOP 4 – LEVEL 1 EVALUATION Which of the three modes fits best with the community context in Park City?	10	Strong Support for Dedicated Bus Lanes	Multiple comments emphasized a preference for dedicated bus lanes as the primary mode of transit, highlighting their importance for effective service.

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TOPIC	NUMBER OF COMMENTS	THEME	DESCRIPTION
	2	General Support for Light-Rail Transit (LRT)	Some attendees expressed interest in light-rail transit (LRT) and suggested starting with dedicated bus service to create opportunities for future rail connections. Some concerns about the noise impacts of LRT were expressed.
STOP 4 – LEVEL 1 EVALUATION Which alignment do you prefer (Rail Trail or SR-248)?	7	Strong Preference for SR-248	Comments expressed a clear preference for the SR-248 alignment, with attendees emphasizing their support for this option over the Rail Trail alignment.
	4	Rail Trail Dissent	Some participants expressed dissent for the rail trail, citing concerns about safety, wildlife, access and preservation of open space, view sheds, and quality of life. Comments were made about the trail's vital role as a recreational space that preserves Park City's identity.
STOP 5 – NEXT STEPS What should we consider as we advance our evaluation?	7	Various Consideration Requests	The following topics were requested to be considered: ○ Community values and aesthetic ○ Publicizing the council's decisions regarding BRT, LRT, and next steps, including details on right-of-way studies and cost considerations ○ Add ski locker buildings to Park & Ride to incentivize bus use ○ Complete engineering analysis of bus lanes

4 NEXT STEPS

The goal of the Level 2 Screening process is to advance a smaller number of alternatives that performed best, into a greater detail of analysis. The Level 2 Screening will provide greater definition to the alternative, including service assumptions, station locations, and specific alignment details, and will result in the selection of an LPA. A detailed design exercise and robust ridership and operational analysis will be conducted using FTA's STOPS ridership forecasting model. Station locations and their potential impacts will be determined. Reversible flex lanes for transit will be evaluated to determine feasibility and potential benefits.

Additional screening metrics will be utilized in the Level 2 Screening process to determine which potential alternative best aligns with FTA's Capital Investment Grant (CIG) program and to assess eligibility and competitiveness for future federal funds. The previously defined MOE of 'corridor operations' will also be evaluated in Level 2. Future service will be assessed to determine how it may impact corridor operations and the potential influence that center- or side-running transit, with and without flex lanes, has on travel delay and transit travel times.

Once the LPA is selected, findings will be presented to the public and the project will move into the next phase: environmental study and documentation and preliminary design.

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Table 5. Detailed Level 1 Screening Results

Screening Criteria (MOEs)	METRIC	ON-CORRIDOR ALTERNATIVES (SR-248, BONANZA DRIVE, DEER VALLEY DRIVE)			OFF-CORRIDOR ALTERNATIVES (RAIL TRAIL, BONANZA DRIVE, DEER VALLEY DRIVE)			NO ACTION ALTERNATIVE (Not scored – provided for comparative purposes)
		BRT	**LRT**	**AGT**	**BRT**	**LRT**	**AGT**	
Provides access to key destinations on-corridor	Current and future population and employment in proximity to the alignment(s), ¼ mile.	**High Performance**			**Medium Performance**			Current and future population and employment in proximity to the alignment(s) would grow as shown under the alternatives.
		Year	Population	Employment	Year	Population	Employment	
		2025	6,523	17,828	2025	5,568	15,847	
		2050	7,318	22,390	2050	7,899	18,794	
Reduction in transit travel times.	Average speed considerations based on corridor and mode characteristics.	**High Performance** Max speed of 75 mph. Assume a travel speed between 35-50 mph, in line with community context. Station spacing and signal priority will influence travel times.	**High Performance** Max speed of 55 mph. Assume a travel speed between 35-50 mph, in line with community context. Station spacing and signal priority will influence travel times.	**High Performance** Max speed of 65 mph. Assume a travel speed between 35-50 mph, in line with community context. Station locations and signal priority will influence travel times.	**High Performance** Max speed of 65 mph. Assume a travel speed between 35-50 mph, in line with community context. This alignment has an assumed benefit that no signalization will impede transit reliability, and no potential for conflicts with broken-down vehicles in shoulders.	**High Performance** Max speed of 55 mph. Assume a travel speed between 35-50 mph, in line with community context. This alignment has an assumed benefit that no signalization will impede transit reliability, and no potential for conflicts with broken-down vehicles in shoulders.	**High Performance** Max speed of 65 mph. Assume a travel speed between 35-50 mph, in line with community context. This alignment has an assumed benefit that no signalization will impede transit reliability, and no potential for conflicts with broken-down vehicles in shoulders.	Existing transit speeds would remain as is which are in line with community context.
Transit on-time performance	Potential to accommodate exclusive transit operations? Y/N. Compatible with existing system? Y/N.	**High Performance** Y Y	**Medium Performance** Y N	**Medium Performance** Y N	**High Performance** Y Y	**Medium Performance** Y N	**Medium Performance** Y N	Y N/A
Reliable transit on-corridor for low-income and youth populations	Proximity to current low-income, youth, and no-car household populations (¼ mile analysis).	**High Performance** The on-corridor alignment provides ¼-mile access to census tract 9643.08 with a 9.4% low-income rate census tract 9644.02 with a 3.4% low-income rate. It also provides ¼-mile access to **five** census tract block groups that have no-vehicle households. One block group has 6% no-vehicle households, two block groups are 5% no-vehicle households, one block group is 3%, and one is 2%			**Medium Performance** The off-corridor alignment provides ¼-mile access to census tract 9643.08 with a 9.4% low-income rate census tract 9644.02 with a 3.4% low-income rate. Compared to the on-corridor alignment, the rail trail provides less access to the census tract with the 9.4% low-income rate. It also provides ¼-mile access to **three** census tract block groups that have no-vehicle households. One of these block groups has 6% no-vehicle households and two block groups have 5% no-vehicle households.			Proximity to current low-income, youth, and no-car household populations would remain the same as shown under the on-corridor alternatives; however, without action, these populations have less opportunity to utilize public transit.

Screening Criteria (MOEs)	METRIC	ON-CORRIDOR ALTERNATIVES (SR-248, BONANZA DRIVE, DEER VALLEY DRIVE)			OFF-CORRIDOR ALTERNATIVES (RAIL TRAIL, BONANZA DRIVE, DEER VALLEY DRIVE)			NO ACTION ALTERNATIVE (Not scored – provided for comparative purposes)
		BRT	**LRT**	**AGT**	**BRT**	**LRT**	**AGT**	
		High Performance **Six** of the block groups within a ¼ mile of the on-corridor alignment have youth populations (under 18 years old) hovering around 20% of the total population. There are two at 21%, one at 20%, two at 19%, and one at 17%.			**Medium Performance** **Three** of the block groups within a ¼ mile of the rail off-corridor alignment have youth populations (under 18 years old) hovering around 20% of the total population. One is 21%, one is 20%, and one is 19%.			No change from current conditions.
Provides high-frequency transit on-corridor with limited road widening	Potential for adverse effects on natural environment.	**Medium Performance** This alternative potentially impacts approximately 0.29 acres of wetlands and 479 linear feet of streams.	**Medium Performance** This alternative potentially affects ~0.20 acres of wetlands and ~454 linear feet of streams.	**High Performance** This alternative shows no impact to wetlands or streams.	**Medium Performance** This alternative potentially impacts ~1.5 acres of wetlands and 4,071 linear feet of streams.	**Low Performance** This alternative potentially impacts ~3.3 acres of wetlands and ~4,237 linear feet of streams.	**Low Performance** This alternative potentially impacts ~3.4 acres of wetlands and ~3,697 linear feet of streams.	No new impacts to natural environment.
	Potential for adverse effects on the built environment and property.	**High Performance** The alignment remains mostly in the existing ROW.	**Medium Performance** The alignment remains mostly in the existing ROW with the exception of wider turning radii at intersections.	**Low Performance** This alignment expands the ROW footprint of the study corridor the most and affects the most parcels.	**Medium Performance** Potential for further impacts by the need to make connections to/from the trail to origins and destinations.	**Medium Performance** Potential for further impacts by the need to make connections to/from the trail to origins and destinations.	**Medium Performance** Potential for further impacts by the need to make connections to/from the trail to origins and destinations.	No new impacts to built environment.
Provides additional travel modes on-corridor	Alignment of alternative and proximity to key destinations, ¼ mile.	**High Performance** Compared to the on-trail alternatives, the on-corridor alignment provides closer, and more, connections to top destinations including the Snow Creek Market Place and Instacare health clinic. There are 18 high-density, affordable housing developments within a 1/4-mile of the corridor alignment.			**Medium Performance** The Rail Trail alignment is further away from top destinations that are located along the SR-248 corridor. There would be less direct connections to destinations like the Fresh Market plaza, Snow Creek Market Place, and Park City High School. There are 16 high-density, affordable housing developments within a 1/4 mile of the alternative alignments.			Alignment and proximity to key destinations would remain the same.
Feasible / Service-Proven Technology	Is this alternative feasible to implement by 2034? Y/N. Is this a service-proven technology? Y/N. Forward compatible with regional plans? Y/N.	**High Performance** Y Y Y	**Medium Performance** Y Y N	**Low Performance** N N N	**High Performance** Y Y Y	**Medium Performance** Y N Y	**Low Performance** N N N	N/A N/A N/A
Stakeholder and Public Feedback (Not used formally in the evaluation)	Meeting and open house feedback.	Broad support for this; it is compatible with the existing system, and seems most attainable to execute.	Some support for this; concerns over the cost of LRT in the short time frame.	Little support for this; concerns over viewshed, cost, and that it appears as a 'novelty idea' and not a transit service.	Concerns over impacts to the communities adjacent to the Rail Trail.			No specific comments were captured related to the No Action Alternative.

APPENDIX A: ENVIRONMENTAL SCREENING MEMORANDUM

DRAFT

APPENDIX B: APPENDIX B: AGT WHITE PAPER

DRAFT

APPENDIX C: AGT FUNDING MEMO

DRAFT

Re-create 248 Stakeholder Outreach & Engagement Summary *(June 2025)*

Project Goals and Purpose

The Re-create 248 transit study aims to transform the way we travel along SR-248. By understanding the regional nature of traffic and transportation needs, we can develop solutions that help provide mobility choices for local residents, employees, and visitors.

We're committed to:

- Exploring alternative transportation solutions
- Balancing regional travel needs
- Promoting public transportation and park-and-ride facilities
- Using data to inform decision-making
- Improving quality of life for residents

Role of stakeholder input in shaping outcomes.

Level of Participation	Purpose	How It Was Applied in ReCreate 248
Inform	Provide stakeholders with focused and accurate information.	Website updates explaining study steps and goals. Project overview presented at Open House and through printed materials.
Consult	Gather feedback	Open House event collected community feedback.
Involve	Work directly with stakeholders.	Engagement with Emerging Disruptors Group, HOAs, and local business leaders.
Collaborate	Partner with stakeholders in each aspect of decision-making.	Ongoing collaboration with UDOT and City Council to align project direction and regional transportation goals.
Empower	Place and share the final decisions.	*Not applicable at this stage of the project.*

Stakeholder Identification

The Re-create 248 project engaged a diverse set of stakeholders representing neighborhoods, institutions, and transportation interests across the SR-248 corridor.

Participants	Affiliation / Role
Casey Christ, Herve Lavenant, Victoria Schlaepfer, Steven Yevoli, Josh Finken	Emerging Disruptors Group (Victoria also represents Deer Valley)
Sharon Ottoson	Vail Resorts representative
Steven Rowe	Comstock resident; submitted "people first" request
Todd Fischer, Craig Dennis, Bo Pitkin	Prospector residents and stakeholders (business, HOA, WALC)
Alex Butwinski, Bo Pitkin	WALC participants; Alex is also a former City Council member
Danielle Meister	Park City Heights resident
Michael Huerta	Thaynes Canyon resident; transportation executive
Mark Reese	Park Meadows resident; former utility executive

Outreach Strategies

A multi-channel outreach strategy was implemented to engage residents, stakeholders, and community partners.

Direct Engagement Efforts

- Stakeholder meeting on April 2, 2024, at City Council Chambers
- Open House held in May 2024 at the Park City Library
- Upcoming Workshop (Fall 2025) to present the Locally Preferred Alternative (LPA) and support Environmental Assessment scoping

Digital & Print Communication

- Project updates and resources hosted on the Park City Municipal website
- Social media posts, geo-targeted digital ads, and email outreach aligned with key project milestones.
- Business cards distributed with a QR code linking to project resources, public email, and hotline

Ongoing Communication Tools

- Public email: info@re-create248study.com
- Study hotline: 435-777-8378

Community Feedback

The Re-create 248 Transit Study Team participated in Park City Municipal Corporation's (PCMC) Spring Projects Open House on Tuesday, May 13, at the Park City Library. The team hosted a dedicated section of the event where community members could meet the project team, learn about the study's purpose and need, and provide input on the proposed range of alternatives and fatal flaw screening results. Attendees received a pamphlet to record their feedback as they moved through five informational stops designed to guide them through key elements of the study.

Topic	# of Comments	Key Themes	Summary
Study Overview	5	Support	Positive reception of the study's purpose and approach
Purpose & Need	4	General Agreement	Several attendees responded positively, suggesting that there is a baseline agreement with the Purpose and Need as presented.
	1	Accessibility and Convenience	One commenter emphasized that the proximity of bus stops is crucial for encouraging public transit use, particularly for individuals in ski boots, suggesting that closer bus stops would enhance ridership.
Range of Alternatives	4	Questions About Flex Lanes and Alternatives Screening	Attendees expressed confusion over why flex lanes were not advanced and sought clarity on the criteria used for eliminating certain alternatives.
	2	Dedicated Bus Lane Preference	Two participants expressed a preference for dedicated bus lanes.
Evaluation	10	Strong Support for Dedicated Bus Lanes	Multiple comments emphasized a preference for dedicated bus lanes as the primary mode of transit, highlighting their importance for effective service.
	2	General Support for Light-Rail Transit (LRT)	Some attendees expressed interest in light-rail transit (LRT) and suggested starting with dedicated bus service to create opportunities for future rail connections. Some concerns about the noise impacts of LRT were expressed.
	7	Strong Preference for SR-248	Comments expressed a clear preference for the SR-248 alignment, with attendees emphasizing their support for this option over the Rail Trail alignment.
	4	Rail Trail Dissent	Some participants expressed dissent for the rail trail, citing concerns about safety, wildlife, access and preservation of open space, view sheds, and quality of life. Comments were made about the trail's vital role as a recreational space that preserves Park City's identity.
Next Steps	7	Consideration Requests	Community values, aesthetics, communication about council decisions, ski locker incentives, and engineering analysis all recommended for consideration

Adjustments Based on Engagement

Community and stakeholder input has informed key considerations that are guiding the next phase of the Re-create 248 project. The project team is reviewing the following ideas and requests which emerged during recent outreach:

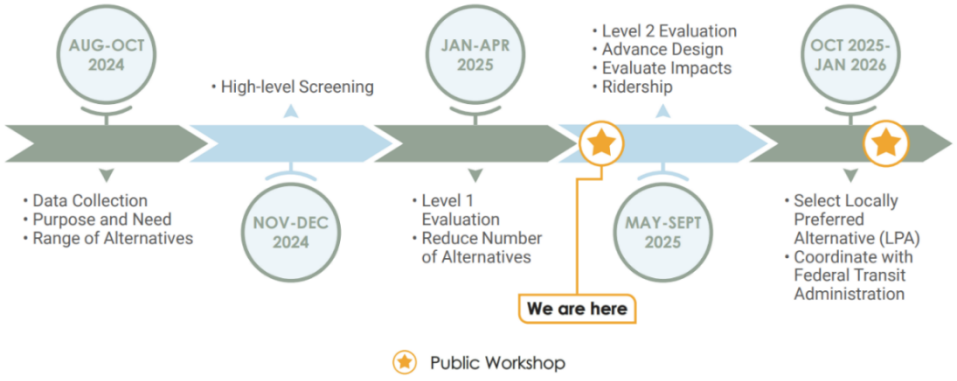
- Community values and aesthetics in all design decisions to maintain Park City's character
- Sharing council decisions and updates regarding BRT/LRT options, right-of-way studies, and cost implications
- Adding dedicated drop-off zones at Park & Ride lots for school traffic and rideshare use
- Exploring the addition of ski locker storage at Park & Ride locations
- Ensure school access without increasing congestion, particularly around Park City High School

Next Steps (Note to Executive – happy to discuss this and strategize additional items)

The Re-create 248 project will continue with community engagement and technical study efforts leading up to the selection of a Locally Preferred Alternative (LPA).

- Fall 2025 Public Workshop: A second community workshop will present the LPA and gather feedback to inform the Environmental Assessment process
- Stakeholder Communication: Project updates will continue via the website and social media.
- City Council and UDOT, will remain involved as key decisions approach.

Timeline



City Council Staff Communications Report

Subject: 2025 National Community Survey Update
Authors: Linda Jager and Clayton Scrivner
Department: Community Engagement
Date: July 10, 2025

Executive Summary

During Council comments on June 5, 2025, members discussed the results of the National Community Survey (NCS) and asked whether Polco or staff can recommend actionable strategies to focus on areas for improvement. The following outlines available options for survey analysis and to identify strategies for translating findings into an actionable plan.

Background

Park City's 2025 NCS Survey assessed resident opinions on key service areas, including safety, economy, mobility, governance, and environmental quality. While the survey highlighted strengths in public safety, transit, parks, and environmental stewardship, the results indicated a decline in Governance ratings, suggesting concerns regarding transparency, responsiveness, and trust in decision-making. While these trends are concerning, they are also consistent with the overall trends for cities and towns participating in the NCS.

Survey Analysis Options

Polco (National Research Center) offers a NCS follow-up workshop that includes reviewing survey data, determining priority areas, developing strategies, and outlining initial action plans. Additional firms also offer municipal performance survey after-action plans, including:

- Crowe LLP;
- Accenture Public Sector; and
- BerryDunn.

Next Steps

We recommend the following options for Council consideration:

- Engage Polco to lead a follow-up workshop focused on improving lower-scoring areas. The session includes a survey debrief, priority setting, and development of actionable next steps. This service is available to participating NCS communities and has helped many turn data into clear, strategic plans. This option is available at $4,500-$6,200, for a virtual or in-person workshop, respectively.
- Engage the other firms directly, or indirectly using an RFP, to assess survey results and create an after-action tactical plan to improve scoring in lower performing areas.
- Direct the Community Engagement Team to lead focus groups aimed at developing a targeted after-action plan to improve scores in lower-performing areas. The team will return to a future Council meeting with clear deliverables, benchmarks, and deadlines for implementation.

Exhibit:

Exhibit A: Park City 2025 NCS Report

THE NCS™

THE NATIONAL COMMUNITY SURVEY™

Park City, UT

The National Community Survey

Report of Results
2025

Report by:

National Research Center

POWERED BY POLCO

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Charter Members AAPOR Transparency Initiative AMERICAN ASSOCIATION FOR PUBLIC OPINION RESEARCH

National Research Center at Polco is a charter member of the AAPOR Transparency Initiative, providing clear disclosure of our sound and ethical survey research practices.

About The NCS™

The National Community Survey™ (The NCS™) report is about the "livability" of Park City. A livable community is a place that is not simply habitable, but that is desirable. It is not only where people do live, but where they want to live. The survey was developed by the experts from National Research Center at Polco.

Great communities are partnerships of the government, private sector, community-based organizations and residents, all geographically connected. The NCS captures residents' opinions considering ten central facets of a community:

- Economy
- Mobility
- Community Design
- Utilities
- Safety
- Natural Environment
- Parks and Recreation
- Health and Wellness
- Education, Arts, and Culture
- Inclusivity and Engagement

The report provides the opinions of a representative sample of 295 residents of the City of Park City collected from November 27th, 2024 to January 8th, 2025. The margin of error around any reported percentage is 6% for all respondents and the response rate for the 2024 survey was 9%. Survey results were weighted so that the demographic profile of respondents was representative of the demographic profile of adults in Park City.

How the results are reported

For the most part, the percentages presented in the following tabs represent the "percent positive." Most commonly, the percent positive is the combination of the top two most positive response options (i.e., excellent/good, very safe/somewhat safe, etc.). On many of the questions in the survey respondents may answer "don't know." The proportion of respondents giving this reply is shown in the full set of responses included in the tab "Complete data." However, these responses have been removed from the analyses presented in most of the tabs. In other words, the tables and graphs display the responses from respondents who had an opinion about a specific item.

Comparisons to benchmarks

NRC's database of comparative resident opinion is comprised of resident perspectives gathered in surveys from over 500 communities whose residents evaluated the same kinds of topics on The National Community Survey. The comparison evaluations are from the most recent survey completed in each community in the last five years. NRC adds the latest results quickly upon survey completion, keeping the benchmark data fresh and relevant. The communities in the database represent a wide geographic and population range. In each tab, Park City's results are noted as being "higher" than the benchmark, "lower" than the benchmark, or "similar" to the benchmark, meaning that the average rating given by Park City residents is statistically similar to or different (greater or lesser) than the benchmark. Being rated as "higher" or "lower" than the benchmark means that Park City's average rating for a particular item was more than 10 points different than the benchmark. If a rating was "much higher" or "much lower," then Park City's average rating was more than 20 points different when compared to the benchmark.

In addition to these national benchmarks, comparisons were also made to a smaller cohort of communities that aligned more closely to the demographics in Park City . This cohort included other resort communities within the U.S. Comparisons to these communities can be found throughout the report and in a separate table in the Custom Benchmarks tab.

Trends over time

Trend data for Park City represent important comparison data and should be examined for improvements or declines.[1] Deviations from stable trends over time represent opportunities for understanding how local policies, programs, or public information may have affected residents' opinions. Changes between survey years have been noted with an arrow and the percent difference. If the difference is greater than 6 percentage points between the 2022 and 2024 surveys, the change is statistically significant.

1. In 2020, The NCS survey was updated to include new and refreshed items. Consequently, some of the trends may be impacted due to wording modifications that could have potentially altered the meaning of the item for the respondent.

Methods

Selecting survey recipients

All households within the City of Park City were eligible to participate in the survey. A list of all households within the zip codes serving Park City was purchased from Polco's mailing vendor, Go-Dog Direct, based on updated listings from the United States Postal Service. Since some of the zip codes that serve the City of Park City households may also serve addresses that lie outside of the community, the exact geographic location of each housing unit was compared to community boundaries using the most current municipal boundary file. Addresses located outside of the City of Park City boundaries were removed from the list of potential households to survey. From that list, addresses were randomly selected as survey recipients, with multi-family housing units (defined as those with a unit number) sampled at a rate of 5:3 compared to single family housing units.

An individual within each household was randomly selected using the "birthday method". The birthday method selects a person within the household by asking the “person who most recently had a birthday” to complete the questionnaire. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys. This instruction was contained in the introduction of the survey.

Conducting the survey

The 3,500 randomly selected households received mailings beginning on November 27th, 2024 and data collection for the survey remained open for 6 weeks. The first mailing was a postcard inviting the household to participate in the survey. The final mailing was a reminder postcard inviting the household one final time to participate in the survey. All mailings included a web link to give residents the opportunity to respond to the survey online, as well as QR codes to further encourage participation. All follow-up mailings asked those who had not completed the survey to do so, and those who had already done so to refrain from completing the survey again.

The survey was available in English and Spanish. All mailings contained paragraphs in both languages instructing participants on how to complete the survey in their preferred language.

About 9% of the 3,500 mailed invitations or surveys were returned because the household address was vacant or the postal service was unable to deliver the survey as addressed. Of the remaining 3,188 households that received the invitations to participate, 295 completed the survey, providing an overall response rate of 9%. Of the 295 responses, 294 were completed in English and 1 was completed in Spanish. The response rate was calculated using AAPOR’s response rate #2 for mailed surveys of unnamed persons.[2]

It is customary to describe the precision of estimates made from surveys by a “level of confidence” and accompanying “confidence interval” (or margin of error). A traditional level of confidence, and the one used here, is 95%. The 95% confidence interval can be any size and quantifies the sampling error or imprecision of the survey results because some residents’ opinions are relied on to estimate all residents’ opinions. The margin of error for Park City survey is no greater than plus or minus 6 percentage points around any given percent reported for all respondents (295 completed surveys).

In addition to the randomly selected “probability sample” of households, a link to an online open-participation survey was publicized by the City of Park City. The open-participation survey was identical to the random sample survey, with two small updates; it asked a question to confirm the respondent was a resident of Park City and also a question about where they heard about the survey. The open-participation survey was open to all city residents and became available on December 15th. The survey remained open for 3 weeks. The data presented in the following tabs exclude the open participation survey data, but a tab at the end provides the complete frequency of responses to questions by the open-participation respondents.

Weighting Explained

When we conduct surveys , not every group in the community is equally represented. For example, some age groups, races, or housing types might respond more than others. To ensure that the survey results reflect the views of the entire community, we adjust the responses to match the community's actual makeup. This process is called "weighting." We use important factors like age, sex, race, and housing type to adjust the responses so that the survey results better reflect the larger population. This helps us make sure that the opinions of underrepresented groups, like younger residents or renters, are properly reflected. Essentially, weighting allows us to make the survey data more accurate by giving more importance to certain responses to balance out any gaps.

Analyzing the data

Responses from mailed surveys were entered into an electronic dataset using a “key and verify” method, where all

responses are entered twice and compared to each other. Any discrepancies were resolved in comparison to the original survey form. Range checks as well as other forms of quality control were also performed. Responses from surveys completed on Polco were downloaded and merged with the mailed survey responses.
The demographics of the survey respondents were compared to those found in the 2020 Census and 2022 American Community Survey estimates for adults in Park City. The primary objective of weighting survey data is to make the survey respondents reflective of the larger population of the community. The characteristics used for weighting were age, sex, race, Hispanic origin, housing type, and housing tenure. No adjustments were made for design effects. Weights were calculated using an iterative, multiplicative raking model known as the ANES Weighting Algorithm.[3] The results of the weighting scheme for the probability sample are presented in the following table.

NRC aligns demographic labels with those used by the U.S. Census for reporting purposes, when possible. Some categories (e.g., age, race/Hispanic origin, housing type, and length of residency) are combined into smaller subgroups.

		Unweighted	Weighted	Target [4]
Age	18-34	**4%**	**19%**	**25%**
	35-54	**21%**	**30%**	**29%**
	55+	**75%**	**51%**	**46%**
Hispanic origin	No, not of Hispanic, Latino/a/x, or Spanish origin	**97%**	**89%**	**86%**
	Yes, I consider myself to be of Hispanic, Latino/a/x, or Spanish origin	**3%**	**11%**	**14%**
Housing tenure	Own	**90%**	**73%**	**73%**
	Rent	**10%**	**27%**	**27%**
Housing type	Attached	**29%**	**43%**	**43%**
	Detached	**71%**	**57%**	**57%**
Race & Hispanic origin	Not white alone	**11%**	**19%**	**20%**
	White alone, not Hispanic or Latino	**89%**	**81%**	**80%**
Sex	Man	**53%**	**48%**	**50%**
	Woman	**47%**	**52%**	**50%**
Sex/age	Man 18-34	**1%**	**7%**	**13%**
	Man 35-54	**11%**	**15%**	**15%**
	Man 55+	**41%**	**25%**	**23%**
	Woman 18-34	**2%**	**11%**	**12%**

Woman 35-54	**12%**	**16%**	**15%**
Woman 55+	**33%**	**25%**	**23%**

The survey datasets were analyzed using all or some of a combination of the Statistical Package for the Social Sciences (SPSS), R, Python and Tableau. For the most part, the percentages presented in the reports represent the “percent positive.” The percent positive is the combination of the top two most positive response options (i.e., excellent/good, very safe/somewhat safe, essential/very important, etc.), or, in the case of resident behaviors/participation, the percent positive represents the proportion of respondents indicating “yes” or participating in an activity at least once a month.

On many of the questions in the survey respondents may answer “don’t know.” The proportion of respondents giving this reply is shown in the full set of responses included in the tab “Complete data”. However, these responses have been removed from the analyses presented in the reports. In other words, the tables and graphs display the responses from respondents who had an opinion about a specific item.

Contact

Park City funded this research. Please contact Linda Jager of Park City at linda.jager@parkcity.org if you have any questions about the survey.

Study Limitations

All public opinion research is subject to unmeasured error. While the methodologies employed for this survey were designed to minimize this error as much as possible, these other sources of potential error should be acknowledged. **Non-response error** arises when those who were selected to participate in the survey did not do so, and may have different opinions or experiences than those who did respond. **Coverage error** refers to the possibility that some respondents that should have been included in the surveyed population were not (e.g., for a general resident survey, USPS mailing lists may exclude certain types of housing units, such as multi-family buildings where mail is delivered to a common area rather than to a specific unit (though this is rare), or where mail is received at a PO box instead of the at household's physical location. Finally, **recall bias** occurs when respondents may not perfectly remember their experiences in the past year (such as participation in social or civic events), and **social desirability bias** may cause respondents to answer in ways they think cast their responses in a more favorable light.

Survey Validity

See the Polco Knowledge Base article on survey validity at https://info.polco.us/knowledge/statistical-vali

2. See AAPOR's Standard Definitions for more information at https://aapor.org/standards-and-ethics/standard-definitions/..

Key Findings

Highest-performing areas:

- Safety and related services received strong marks from residents, contributing to a positive quality of life. The following items scored above custom and national benchmark comparisons: ambulance/emergency medical services, crime prevention, feeling safe from violent crime, and overall feeling of safety.
- Ratings for parks and recreation consistently outperformed national benchmarks and comparison communities, with the availability of paths and walking trails, fitness opportunities, and recreational facilities ranking notably higher.
- Educational, cultural, and arts opportunities are highly valued, with approximately 8 in10 residents offering positive ratings for opportunities to attend cultural/arts/music activities and community support for the arts. These metrics showed a positive upward trend from previous surveys.
- The natural environment continues to be a community strength, with many aspects receiving above-average scores in comparison to national and custom benchmarks, including:
  - Overall quality of the natural environment
  - Cleanliness
  - Preservation of natural areas
  - Park City's open space

Focus areas:

- Mobility and related services have seen a decline since the previous survey, particularly in traffic signal timing, street repairs, traffic flow on major streets, and ease of car travel. The latter two areas scored below both national and custom benchmarks.
- While residents rated the overall design and layout of residential and commercial areas as highly important (86%), the quality of these areas received relatively low ratings (66%), indicating a potential opportunity for improvement in community design.
- Although participation governance-related items performed above the national average, there was a statistically significant decline in several items where residents rate government performance since the 2022 survey, including:
  - The value of services relative to taxes paid to Park City
  - The job Park City government does at welcoming resident involvement
  - Generally acting in the best interest of the community
  - Being honest
  - Informing residents about issues facing the community
- The economic performance in Park City shows signs of decline in certain areas. Notably, there was a decrease in the overall economic health of the city, with an 11% drop in the rating compared to the previous year. This aligns with broader national trends seen across many communities, where local economic factors are facing challenges. While the impact of the economy on family income in the next 6 months has increased (+21%), employment opportunities and the city as a place to work show room for improvement.

Disclaimer: It's important to note that recent political polarization, particularly in the wake of the 2024 election, may have influenced residents' perceptions of local government. Negative sentiment at the federal level often carries over to local government assessments, even if these two are not directly connected. As a result, government-related performance ratings may reflect broader national trends and not solely local governance facto..

Areas of greatest change since 2022:

Of the 122 evaluative questions included on both the 2022 and current survey iterations, 97 were statistically similar to previous results. Upward trends were seen in 6 items, while 19 ratings decreased since 2022. Changes are considered statistically significant if the 2024 rating was +/- 7% from the previous survey effort. The most significant of those trends are listed below.

Increases

- Expected positive impact of the economy on residents' family income (+21%)
- Variety of business and service establishments in Park City (+13%)
- Recommend living in Park City to someone who asks (+10%)
- Ambulance or emergency medical services (+9%)
- Opportunities to attend cultural/arts/music activities (+8%)

Decreases

- Ease of travel by car in Park City (-13%)
- Traffic signal timing (-12%)
- Street repair (-12%)

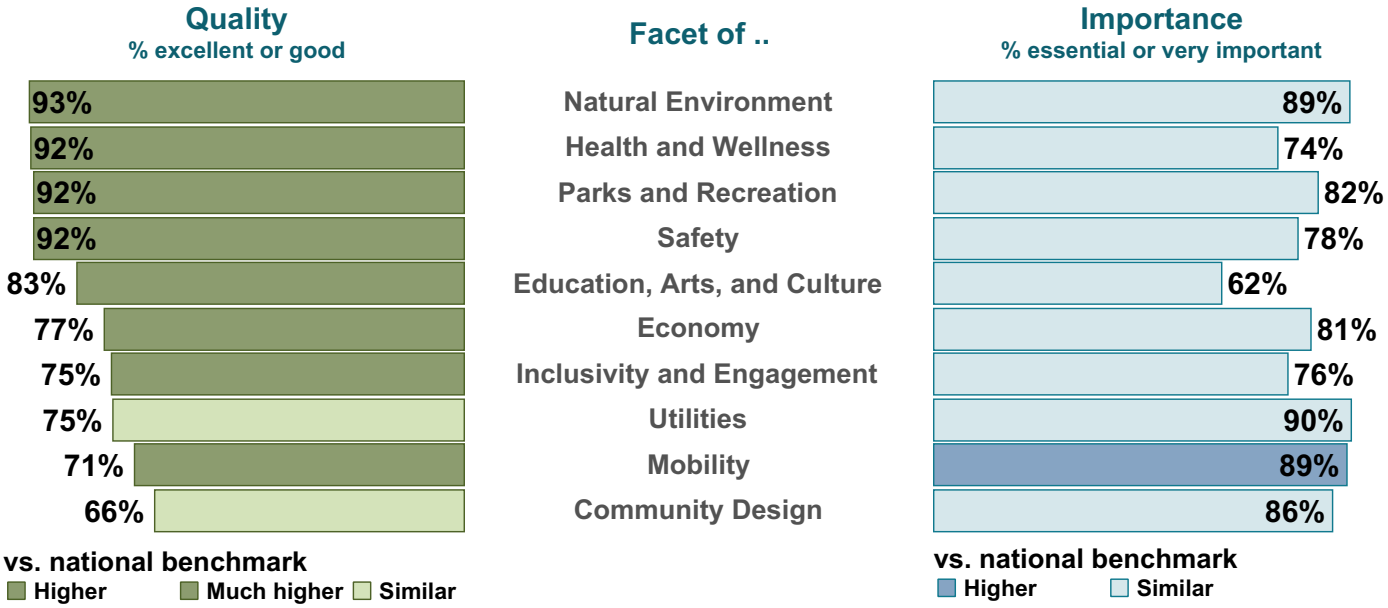
- Treating all residents fairly (-12%)
- Overall economic health of Park City (-11%)

Facets of livability

Every jurisdiction must balance limited resources while meeting resident needs and striving to optimize community livability. To this end, it is helpful to know what aspects of the community are most important to residents and which they perceive as being of higher or lower quality. It is especially helpful to know when a facet of livability is considered of high importance but rated as lower quality, as this should be a top priority to address.

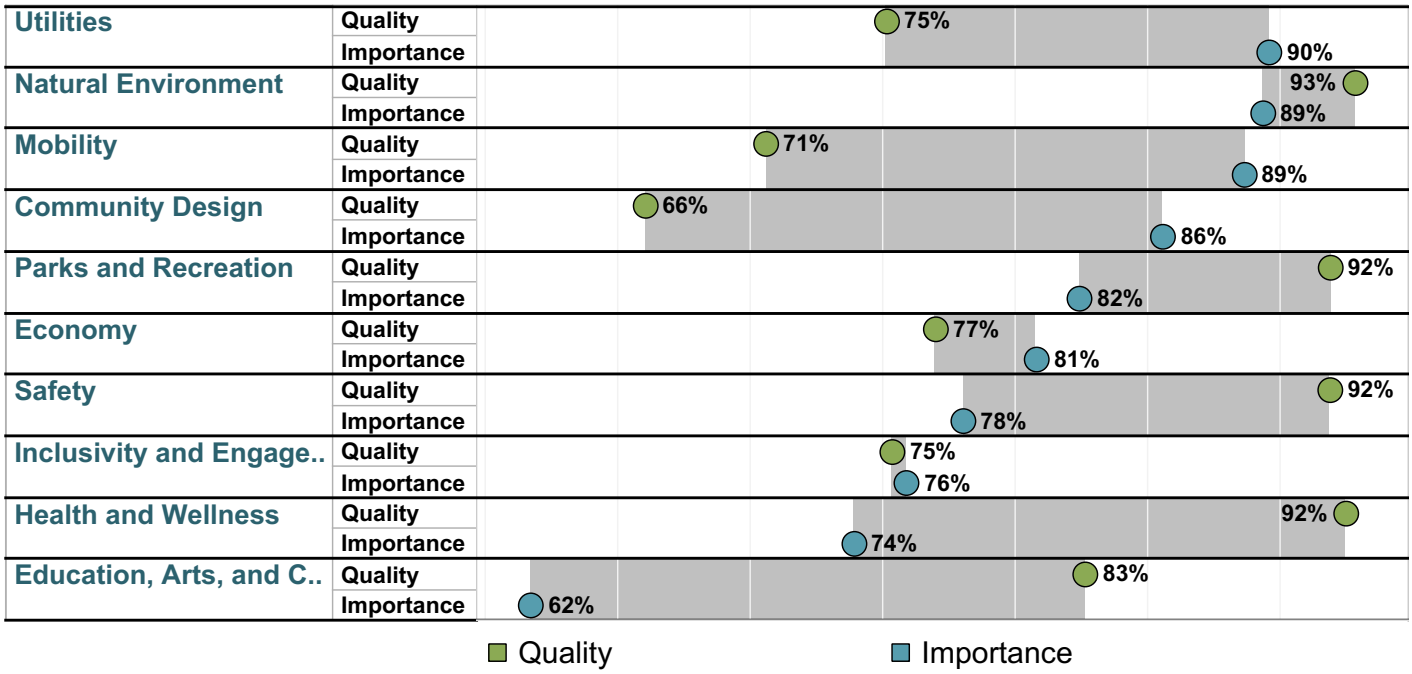
Quality and Importance by the Numbers

The table below shows the proportion of residents who rated the community facets positively for quality and the priority (importance) placed on each. Also displayed is whether local quality ratings were lower, similar, or higher t..



Quality/Importance Gap Analysis

The gap analysis chart below shows the same data as above; however, this chart more clearly illustrates the comparative differences in quality and importance ratings for each facet, as well as the absolute ratings for each.

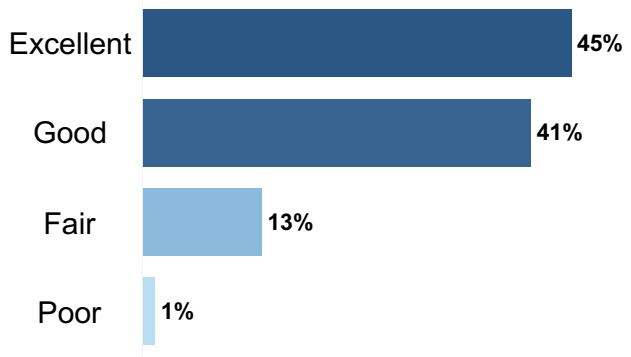


Polco

Quality of Life

Measuring community livability starts with assessing the quality of life of those who live there, and ensuring that the community is attractive, accessible, and welcoming to all.

The overall quality of life in Park City, 2025



Please rate each of the following aspects of quality of life in Park City.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[8]	vs. custom benchmark[9]
Park City as a place to live		90%		94%	Similar	Similar
The overall quality of life		88%		86%	Similar	Similar

Please indicate how likely or unlikely you are to do each of the following.
(% very or somewhat likely)

	2019	2021	2023	2025	vs. national benchmark[8]	vs. custom benchmark[9]
Recommend living in Park City to someone who asks		72%		82%	Similar	Similar
Remain in Park City for the next five years		91%		92%	Similar	Similar

Please rate each of the following in the Park City community.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[8]	vs. custom benchmark[9]
Overall image or reputation		83%		84%	Higher	Similar

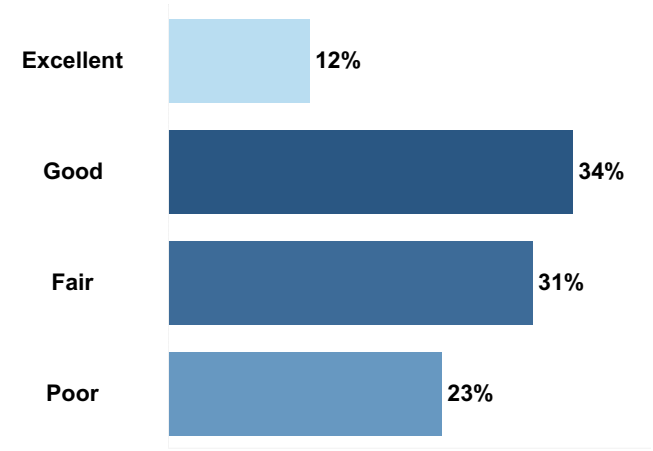
8. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.
9. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can found in the About section of the report. If no comparison is available, this is left blank.

Polco

Governance

Strong local governments produce results that meet the needs of residents while making the best use of available resources, and are responsive to the present and future needs of the community as a whole.

Overall confidence in Park City government, 2025



Please rate the quality of each of the following services in Park City.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[10]	vs. custom benchmark[11]
Public information services		83%		79%	Similar	Similar
Overall customer service by Park City employees		82%		88%	Similar	Similar

Please rate the following categories of Park City government performance.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark	vs. custom benchmark
The value of services for the taxes paid to Park City		69%		60% ↘	Similar	Similar
The overall direction that Park City is taking		41%		39%	Lower	Similar
The job Park City government does at welcoming resident involvement		68%		59% ↘	Similar	Similar
Overall confidence in Park City government		56%		46% ↘	Similar	Similar
Generally acting in the best interest of the community		56%		48% ↘	Similar	Similar
Being honest		63%		51% ↘	Similar	Similar
Being open and transparent to the public		55%		47% ↘	Similar	Similar
Informing residents about issues facing the community		62%		52% ↘	Similar	Similar

Treating all residents fairly	57% → 45% ↘	Similar	Similar
Treating residents with respect	70% → 61% ↘	Similar	Similar

Please indicate whether or not you have done each of the following in the last 12 months.
(% excellent or good)

	2019 2021 2023 2025		
Attended a local public meeting	47% → 52%	Much higher	Much higher
Contacted Park City elected officials to express your opinion	39% → 35%	Higher	Higher
Contacted the City of Park City for help or information	64% → 63%	Higher	Higher
Watched a local public meeting	40% → 40%	Higher	Similar

Overall, how would you rate the quality of the services provided by each of the following?
(% excellent or good)

	2019 2021 2023 2025		
The City of Park City	81% → 77%	Similar	Similar
The Federal Government	43% → 41%	Similar	Similar

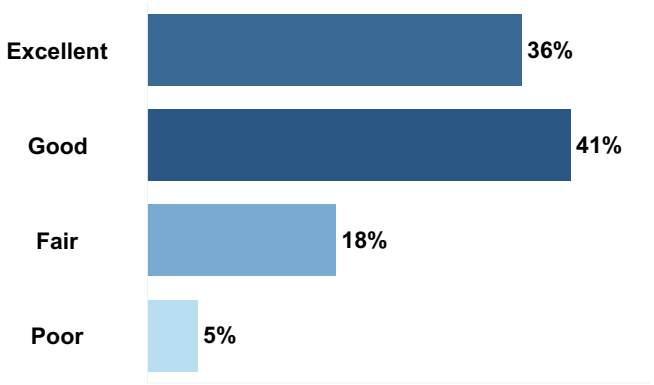
10. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.
11. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can found in the About section of the report. If no comparison is available, this is left blank.

Polco

Economy

Local governments work together with private and nonprofit businesses, and with the community at large, to foster sustainable growth, create jobs, and promote a thriving local economy.

Overall economic health of Park City, 2025



Please rate each of the following characteristics as they relate to Park City as a whole.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[12]	vs. custom benchmark[13]
Overall economic health		88%		77% ↘	Higher	Higher

Please rate each of the following aspects of quality of life in Park City.
(% excellent or good)

	2019	2021	2023	2025		
Park City as a place to work		66%		58% ↘	Similar	Similar
Park City as a place to visit		92%		91%	Much higher	Similar

Please rate the quality of each of the following services in Park City.
(% excellent or good)

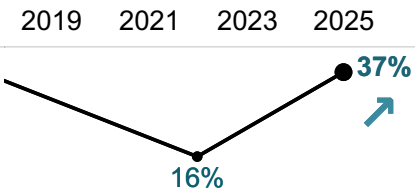
	2019	2021	2023	2025		
Economic development		59%		55%	Similar	Similar

Please rate each of the following in the Park City community.
(% excellent or good)

	2019	2021	2023	2025		
Overall quality of business and service establishments		77%		83%	Similar	Similar
Variety of business and service establishments		55%		68% ↗	Similar	Similar

Vibrancy of downtown/commercial area		Higher	Higher
Employment opportunities		Similar	Similar
Shopping opportunities		Higher	Higher
Cost of living		Lower	Similar

What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:
(% very or somewhat positive)

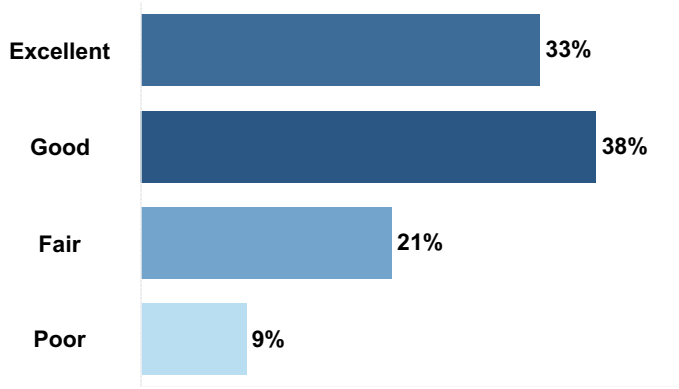
What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:		Higher	Higher

12. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.
13. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can found in the About section of the report. If no comparison is available, this is left blank.

Mobility

The ease with which residents can move about their communities, whether for commuting, leisure, or recreation, plays a major role in the quality of life for all who live, work, and play in the community.

Overall quality of the transportation system in Park City, 2025



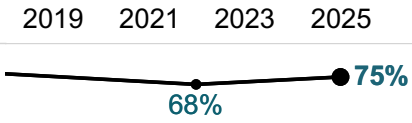
Please rate each of the following characteristics as they relate to Park City as a whole.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[14]	vs. custom benchmark[15]
Overall quality of the transportation system		75%		71%	Higher	Higher

Please also rate each of the following in the Park City community.
(% excellent or good)

	2019	2021	2023	2025		
Traffic flow on major streets		25%		14% ↘	Much lower	Lower
Ease of public parking		24%		26%	Much lower	Lower
Ease of travel by car		41%		28% ↘	Much lower	Lower
Ease of travel by public transportation		67%		65%	Much higher	Much higher
Ease of travel by bicycle		85%		86%	Much higher	Much higher
Ease of walking		83%		81%	Higher	Higher

Please indicate whether or not you have done each of the following in the last 12 months.
(% yes)



Used public transportation instead of driving	68% → 75%	Much higher	Much higher
Carpooled with other adults or children instead of driving alone	75% → 76%	Much higher	Much higher
Walked or biked instead of driving	88% → 87%	Much higher	Much higher

Please rate the quality of each of the following services in Park City.
(% excellent or good)

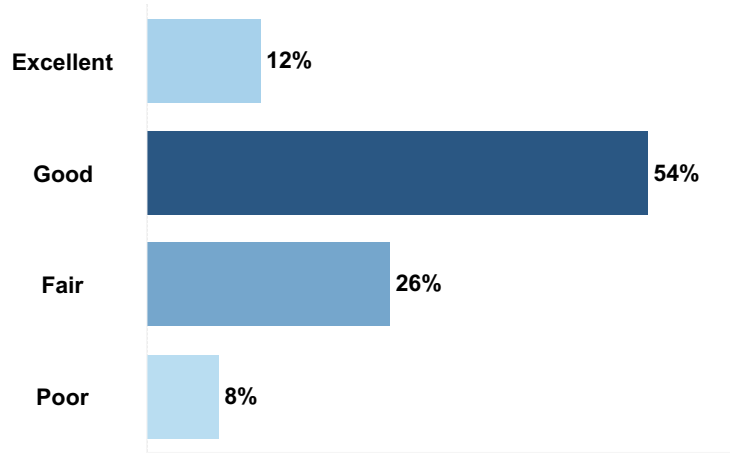
Traffic enforcement	57% → 54%	Similar	Similar
Traffic signal timing	57% → 45% ↘	Similar	Similar
Street repair	64% → 52% ↘	Similar	Similar
Street cleaning	82% → 80%	Higher	Higher
Street lighting	70% → 74%	Similar	Similar
Snow removal	82% → 81%	Higher	Similar
Sidewalk maintenance	76% → 72%	Higher	Higher
Bus or transit services	80% → 81%	Much higher	Much higher

14. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.
15. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can found in the About section of the report. If no comparison is available, this is left blank.

Community Design

A well-designed community enhances the quality of life for its residents by encouraging smart land use and zoning, ensuring that affordable housing is accessible to all, and providing access to parks and other green spaces.

Overall design or layout of Park City's residential and commercial areas, 2025



Please rate each of the following characteristics as they relate to Park City as a whole.
(% excellent or good)

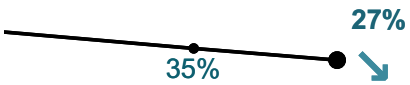
	2019	2021	2023	2025	vs. national benchmark[16]	vs. custom benchmark[17]
Overall design or layout of residential and commercial areas		61%		66%	Similar	Similar

Please rate each of the following aspects of quality of life in Park City.
(% excellent or good)

	2019	2021	2023	2025		
Your neighborhood as a place to live		92%		90%	Higher	Similar

Please also rate each of the following in the Park City community.
(% excellent or good)

	2019	2021	2023	2025		
Well-planned residential growth		26%		28%	Lower	Similar
Well-planned commercial growth		28%		30%	Similar	Similar
Well-designed neighborhoods		49%		49%	Similar	Similar
Preservation of the historical or cultural character of the community		75%		76%	Similar	Higher

Public places where people want to spend time		Higher	Similar
Variety of housing options		Lower	Similar
Availability of affordable quality housing		Lower	Similar
Overall quality of new development		Lower	Similar
Overall appearance		Similar	Similar

Please rate the quality of each of the following services in Park City.
(% excellent or good)

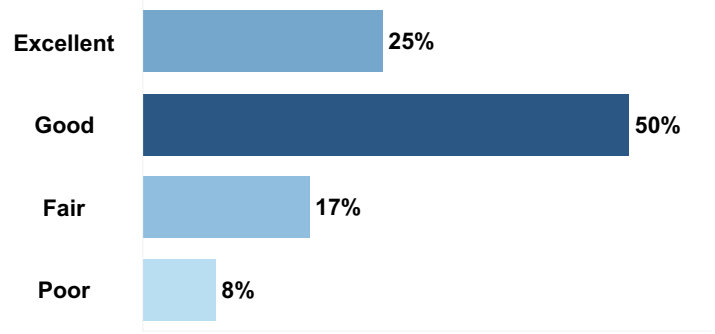
	2019 2021 2023 2025		
Land use, planning and zoning		Similar	Similar
Code enforcement		Similar	Higher

16. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.
17. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can found in the About section of the report. If no comparison is available, this is left blank.

Utilities

Services such as water, gas, electricity, and internet access play a vital role in ensuring the physical and economic health and well-being of the communities they serve.

Overall quality of the utility infrastructure in Park City, 2025



Please rate each of the following characteristics as they relate to Park City as a whole.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[18]	vs. custom benchmark[19]
Overall quality of the utility infrastructure		80%		75%	Similar	Higher

Please rate the quality of each of the following services in Park City.
(% excellent or good)

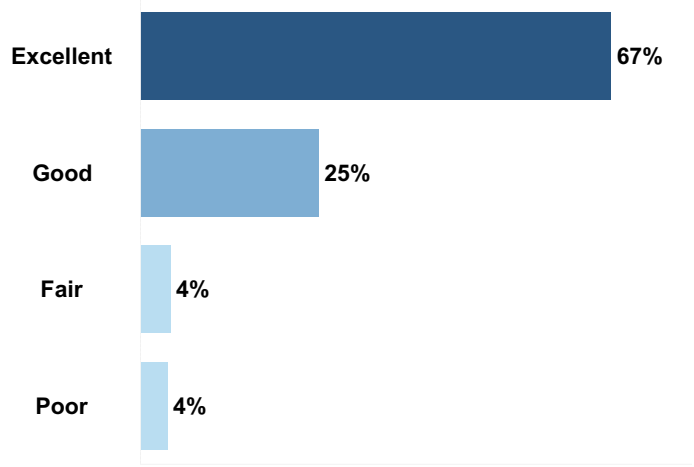
	2019	2021	2023	2025		
Affordable high-speed internet access		61%		57%	Similar	Similar
Garbage collection		82%		82%	Similar	Similar
Drinking water		75%		68%	Similar	Similar
Sewer services		86%		88%	Similar	Similar
Storm water management		83%		87%	Similar	Higher
Power (electric and/or gas) utility		88%		77% ↘	Similar	Similar
Utility billing		83%		75% ↘	Similar	Higher

18. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.
19. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can found in the About section of the report. If no comparison is available, this is left blank.

Safety

Public safety is often the most important task facing local governments. All residents should feel safe and secure in their neighborhoods and in the greater community, and providing robust safety-related services is essential to residents' quality of life.

Overall feeling of safety in Park City, 2025



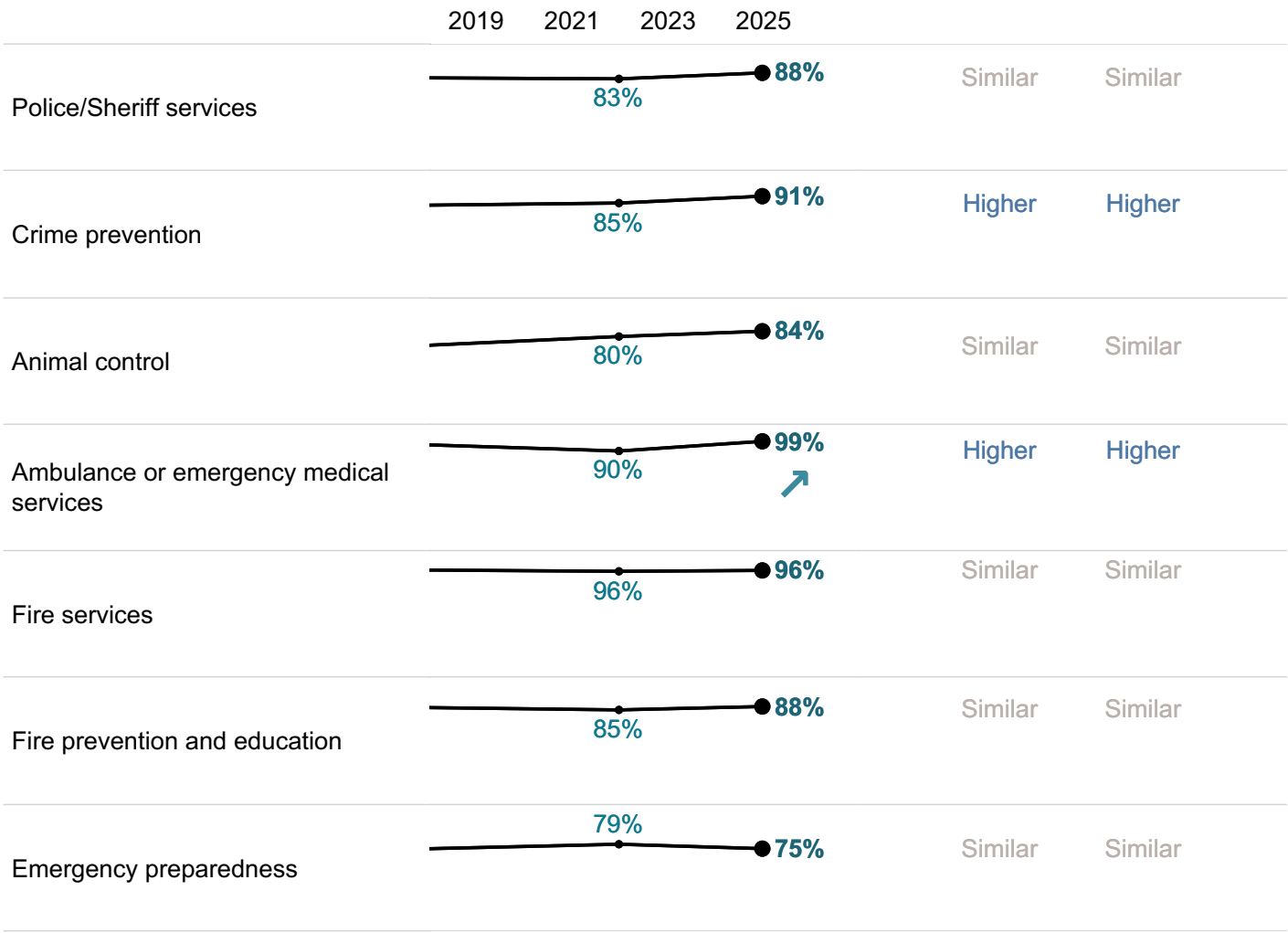
Please rate each of the following characteristics as they relate to Park City as a whole.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[20]	vs. custom benchmark[21]
Overall feeling of safety		95%		92%	Higher	Higher

Please rate how safe or unsafe you feel:
(% very or somewhat safe)

	2019	2021	2023	2025	vs. national benchmark[20]	vs. custom benchmark[21]
In your neighborhood during the day		99%		95%	Similar	Similar
In Park City's downtown/commercial area during the day		99%		96%	Similar	Similar
From property crime		87%		89%	Higher	Similar
From violent crime		97%		96%	Higher	Higher
From fire, flood, or other natural disaster		76%		76%	Similar	Similar

Please rate the quality of each of the following services in Park City.
(% excellent or good)

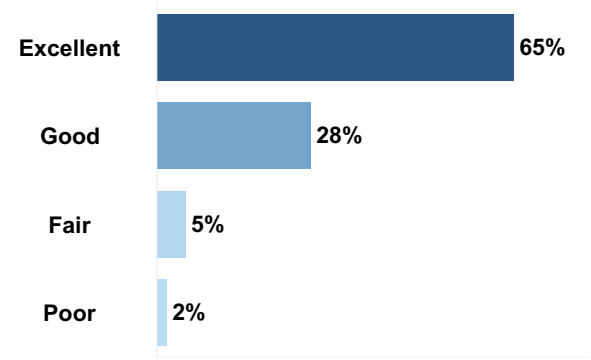


20. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.
21. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can found in the About section of the report. If no comparison is available, this is left blank.

Natural Environment

The natural environment plays a vital role in the health and well-being of residents. The natural spaces in which residents live and experience their communities has a direct and profound effect on quality of life.

Overall quality of natural environment in Park City, 2025



Please rate each of the following characteristics as they relate to Park City as a whole.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[22]	vs. custom benchmark[23]
Overall quality of natural environment		95%		93%	Higher	Higher

Please also rate each of the following in the Park City community.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[22]	vs. custom benchmark[23]
Cleanliness		91%		90%	Higher	Higher
Water resources	70%			65%	Similar	Similar
Air quality		88%		90%	Higher	Similar

Please rate the quality of each of the following services in Park City.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[22]	vs. custom benchmark[23]
Preservation of natural areas				85%	Higher	Much higher
Park City open space		83%		84%	Higher	Much higher
Recycling		72%		74%	Similar	Higher
Yard waste pick-up	52%			47%	Lower	Lower

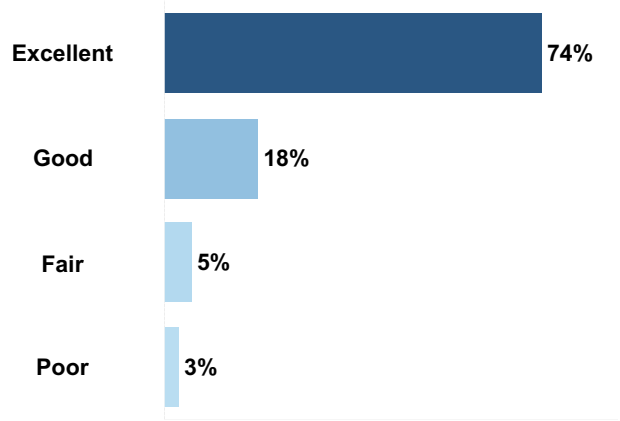
22. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.
23. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can found in the About section of the report. If no comparison is available, this is left blank.

Parks and Recreation

"There are no communities that pride themselves on their quality of life, promote themselves as a desirable location for businesses to relocate, or maintain that they are environmental stewards of their natural resources, without such communities having a robust, active system of parks and recreation programs for public use and enjoyment."

- National Recreation and Park Association

Overall quality of parks and recreation opportunities, 2025



Please rate each of the following characteristics as they relate to Park City as a whole.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[24]	vs. custom benchmark[25]
Overall quality of parks and recreation opportunities		95%		92%	Higher	Higher

Please also rate each of the following in the Park City community.
(% excellent or good)

	2019	2021	2023	2025		
Availability of paths and walking trails		90%		93%	Much higher	Much higher
Fitness opportunities		93%		95%	Much higher	Much higher
Recreational opportunities		94%		92%	Much higher	Much higher

Please rate the quality of each of the following services in Park City.
(% excellent or good)

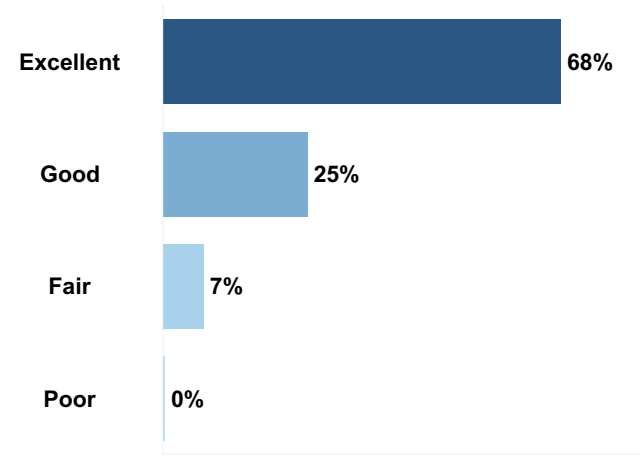
	2019	2021	2023	2025		
City parks		90%		93%	Higher	Higher
Recreation programs or classes		85%		86%	Higher	Higher
Recreation centers or facilities		87%		88%	Higher	Higher

24. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.
25. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can found in the About section of the report. If..

Health and Wellness

The characteristics of and amenities available in the communities in which people live has a direct impact on the health and wellness of residents, and thus, on their quality of life overall.

Overall health and wellness opportunities in Park City, 2025



Please rate each of the following characteristics as they relate to Park City as a whole.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[26]	vs. custom benchmark[27]
Overall health and wellness opportunities		91%		92%	Much higher	Much higher

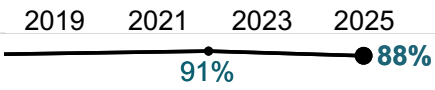
Please also rate each of the following in the Park City community.
(% excellent or good)

	2019	2021	2023	2025		
Availability of affordable quality food		33%		35%	Lower	Similar
Availability of affordable quality health care		64%		60%	Similar	Similar
Availability of preventive health services		74%		72%	Higher	Higher
Availability of affordable quality mental health care		44%		44%	Similar	Similar

Please rate the quality of each of the following services in Park City.
(% excellent or good)

	2019	2021	2023	2025		
Health services		81%		81%	Higher	Higher

Please rate your overall health.
(% excellent or very good)



Please rate your overall health.	88%	Higher	Higher

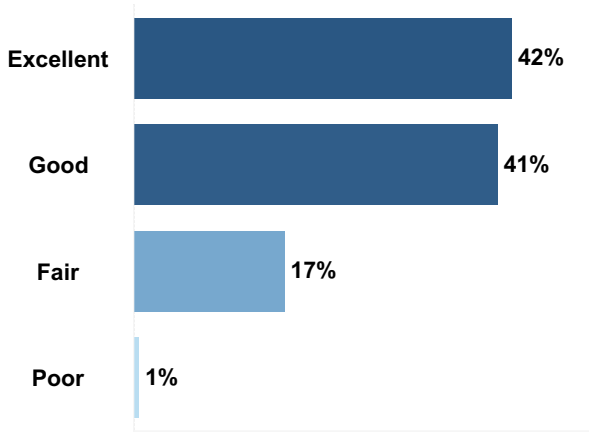
26. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.
27. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can found in the About section of the report. If no comparison is available, this is left blank.

Polco

Education, Arts, and Culture

Participation in the arts, in educational opportunities, and in cultural activities is linked to increased civic engagement, greater social tolerance, and enhanced enjoyment of the local community.

Overall opportunities for education, culture and the arts, 2025



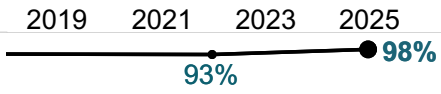
Please rate each of the following characteristics as they relate to Park City as a whole.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[28]	vs. custom benchmark[29]
Overall opportunities for education, culture, and the arts		80%		83%	Higher	Higher

Please also rate each of the following in the Park City community.
(% excellent or good)

	2019	2021	2023	2025		
Opportunities to attend cultural/arts/music activities		79%		87% ↗	Much higher	Higher
Community support for the arts		82%		89% ↗	Much higher	Higher
Availability of affordable quality childcare/preschool		25%		32%	Similar	Similar
K-12 education		76%		80%	Higher	Higher
Adult educational opportunities		64%		64%	Similar	Similar
Opportunities to attend special events and festivals		84%		87%	Higher	Higher

Please rate the quality of each of the following services in Park City.
(% excellent or good)



Public library services	98%	Higher	Higher

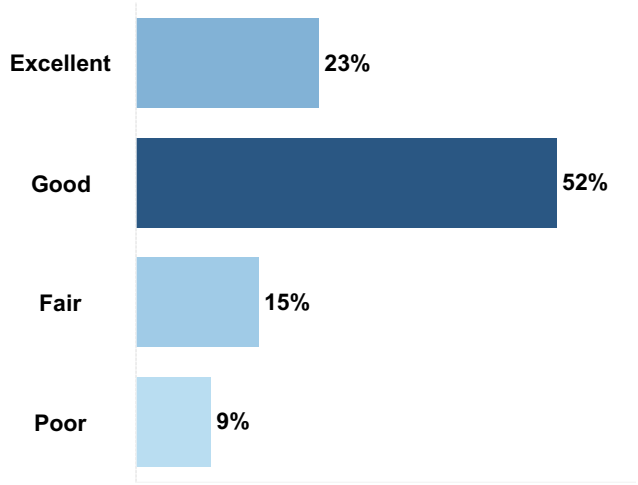
28. Comparison to the national benchmark is shown. If no comparison is available, this is left blank.
29. Comparison to the custom benchmark is shown. A description of the custom benchmark cohort can found in the About section of the report. If no comparison is available, this is left blank.

Polco

Inclusivity and Engagement

Inclusivity refers to a cultural and environmental feeling of belonging; residents who feel invited to participate within their communities feel more included, involved, and engaged than those who do not.

Residents' connection and engagement with their community, 2025



Please rate each of the following characteristics as they relate to Park City as a whole.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[30]	vs. custom benchmark[31]
Residents' connection and engagement with their community		71%		75%	Higher	Higher

Please rate each of the following aspects of quality of life in Park City.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[30]	vs. custom benchmark[31]
Park City as a place to raise children		79%		79%	Similar	Similar
Park City as a place to retire		74%		74%	Similar	Similar
Sense of community		68%		64%	Similar	Similar

Please rate the job you feel the Park City community does at each of the following.
(% excellent or good)

	2019	2021	2023	2025	vs. national benchmark[30]	vs. custom benchmark[31]
Making all residents feel welcome		72%		75%	Similar	Similar
Attracting people from diverse backgrounds		41%		41%	Similar	Similar

The Park City 2024 Community Survey

Please complete this survey if you are the adult (age 18 or older) in the household who most recently had a birthday (the year of birth does not matter). Your responses are confidential and no identifying information will be shared.

1. Please rate each of the following aspects of quality of life in Park City.

	Excellent	Good	Fair	Poor	Don't know
Park City as a place to live	1	2	3	4	5
Your neighborhood as a place to live	1	2	3	4	5
Park City as a place to raise children	1	2	3	4	5
Park City as a place to work	1	2	3	4	5
Park City as a place to visit	1	2	3	4	5
Park City as a place to retire	1	2	3	4	5
The overall quality of life in Park City	1	2	3	4	5
Sense of community	1	2	3	4	5

2. Please rate each of the following characteristics as they relate to Park City as a whole.

	Excellent	Good	Fair	Poor	Don't know
Overall economic health of Park City	1	2	3	4	5
Overall quality of the transportation system (auto, bicycle, foot, bus) in Park City	1	2	3	4	5
Overall design or layout of Park City's residential and commercial areas (e.g., homes, buildings, streets, parks, etc.)	1	2	3	4	5
Overall quality of the utility infrastructure in Park City (water, sewer, storm water, electric/gas, broadband)	1	2	3	4	5
Overall feeling of safety in Park City	1	2	3	4	5
Overall quality of natural environment in Park City	1	2	3	4	5
Overall quality of parks and recreation opportunities	1	2	3	4	5
Overall health and wellness opportunities in Park City	1	2	3	4	5
Overall opportunities for education, culture, and the arts	1	2	3	4	5
Residents' connection and engagement with their community	1	2	3	4	5

3. Please indicate how likely or unlikely you are to do each of the following.

	Very likely	Somewhat likely	Somewhat unlikely	Very unlikely	Don't know
Recommend living in Park City to someone who asks	1	2	3	4	5
Remain in Park City for the next five years	1	2	3	4	5

4. Please rate how safe or unsafe you feel:

	Very safe	Somewhat safe	Neither safe nor unsafe	Somewhat unsafe	Very unsafe	Don't know
In your neighborhood during the day	1	2	3	4	5	6
In Park City's downtown/commercial area during the day	1	2	3	4	5	6
From property crime	1	2	3	4	5	6
From violent crime	1	2	3	4	5	6
From fire, flood, or other natural disaster	1	2	3	4	5	6

5. Please rate the job you feel the Park City community does at each of the following.

	Excellent	Good	Fair	Poor	Don't know
Making all residents feel welcome	1	2	3	4	5
Attracting people from diverse backgrounds	1	2	3	4	5
Valuing/respecting residents from diverse backgrounds	1	2	3	4	5
Taking care of vulnerable residents (elderly, disabled, homeless, etc.)	1	2	3	4	5

6. Please rate each of the following in the Park City community.

	Excellent	Good	Fair	Poor	Don't know
Overall quality of business and service establishments in Park City	1	2	3	4	5
Variety of business and service establishments in Park City	1	2	3	4	5
Vibrancy of downtown/commercial area	1	2	3	4	5
Employment opportunities	1	2	3	4	5
Shopping opportunities	1	2	3	4	5
Cost of living in Park City	1	2	3	4	5
Overall image or reputation of Park City	1	2	3	4	5

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7. Please also rate each of the following in the Park City community.

	Excellent	Good	Fair	Poor	Don't know
Traffic flow on major streets	1	2	3	4	5
Ease of public parking	1	2	3	4	5
Ease of travel by car in Park City	1	2	3	4	5
Ease of travel by public transportation in Park City	1	2	3	4	5
Ease of travel by bicycle in Park City	1	2	3	4	5
Ease of walking in Park City	1	2	3	4	5
Well-planned residential growth	1	2	3	4	5
Well-planned commercial growth	1	2	3	4	5
Well-designed neighborhoods	1	2	3	4	5
Preservation of the historical or cultural character of the community	1	2	3	4	5
Public places where people want to spend time	1	2	3	4	5
Variety of housing options	1	2	3	4	5
Availability of affordable quality housing	1	2	3	4	5
Overall quality of new development in Park City	1	2	3	4	5
Overall appearance of Park City	1	2	3	4	5
Cleanliness of Park City	1	2	3	4	5
Water resources (beaches, lakes, ponds, riverways, etc.)	1	2	3	4	5
Air quality	1	2	3	4	5
Availability of paths and walking trails	1	2	3	4	5
Fitness opportunities (including exercise classes and paths or trails, etc.)	1	2	3	4	5
Recreational opportunities	1	2	3	4	5
Availability of affordable quality food	1	2	3	4	5
Availability of affordable quality health care	1	2	3	4	5
Availability of preventive health services	1	2	3	4	5
Availability of affordable quality mental health care	1	2	3	4	5
Opportunities to attend cultural/arts/music activities	1	2	3	4	5
Community support for the arts	1	2	3	4	5
Availability of affordable quality childcare/preschool	1	2	3	4	5
K-12 education	1	2	3	4	5
Adult educational opportunities	1	2	3	4	5
Sense of civic/community pride	1	2	3	4	5
Neighborliness of residents in Park City	1	2	3	4	5
Opportunities to participate in social events and activities	1	2	3	4	5
Opportunities to attend special events and festivals	1	2	3	4	5
Opportunities to volunteer	1	2	3	4	5
Opportunities to participate in community matters	1	2	3	4	5
Openness and acceptance of the community toward people of diverse backgrounds	1	2	3	4	5

8. Please indicate whether or not you have done each of the following in the last 12 months.

	No	Yes
Contacted Park City (in-person, phone, email, or web) for help or information	1	2
Contacted Park City elected officials (in-person, phone, email, or web) to express your opinion	1	2
Attended a local public meeting (of local elected officials like City Council or County Commissioners, advisory boards, town halls, HOA, neighborhood watch, etc.)	1	2
Watched (online or on television) a local public meeting	1	2
Volunteered your time to some group/activity in Park City	1	2
Campaigned or advocated for a local issue, cause, or candidate	1	2
Voted in your most recent local election	1	2
Used bus, rail, subway, or other public transportation instead of driving	1	2
Carpooled with other adults or children instead of driving alone	1	2
Walked or biked instead of driving	1	2

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9. Please rate the quality of each of the following services in Park City.

	Excellent	Good	Fair	Poor	Don't know
Public information services	1	2	3	4	5
Economic development	1	2	3	4	5
Traffic enforcement	1	2	3	4	5
Traffic signal timing	1	2	3	4	5
Street repair	1	2	3	4	5
Street cleaning	1	2	3	4	5
Street lighting	1	2	3	4	5
Snow removal	1	2	3	4	5
Sidewalk maintenance	1	2	3	4	5
Bus or transit services	1	2	3	4	5
Land use, planning, and zoning	1	2	3	4	5
Code enforcement (weeds, abandoned buildings, etc.)	1	2	3	4	5
Affordable high-speed internet access	1	2	3	4	5
Garbage collection	1	2	3	4	5
Drinking water	1	2	3	4	5
Sewer services	1	2	3	4	5
Storm water management (storm drainage, dams, levees, etc.)	1	2	3	4	5
Power (electric and/or gas) utility	1	2	3	4	5
Utility billing	1	2	3	4	5
Police/Sheriff services	1	2	3	4	5
Crime prevention	1	2	3	4	5
Animal control	1	2	3	4	5
Ambulance or emergency medical services	1	2	3	4	5
Fire services	1	2	3	4	5
Fire prevention and education	1	2	3	4	5
Emergency preparedness (services that prepare the community for natural disasters or other emergency situations)	1	2	3	4	5
Preservation of natural areas (open space, farmlands, and greenbelts)	1	2	3	4	5
Park City open space	1	2	3	4	5
Recycling	1	2	3	4	5
Yard waste pick-up	1	2	3	4	5
City parks	1	2	3	4	5
Recreation programs or classes	1	2	3	4	5
Recreation centers or facilities	1	2	3	4	5
Health services	1	2	3	4	5
Public library services	1	2	3	4	5
Overall customer service by Park City employees (police, receptionists, planners, etc.)	1	2	3	4	5

10. Please rate the following categories of Park City government performance.

	Excellent	Good	Fair	Poor	Don't know
The value of services for the taxes paid to Park City	1	2	3	4	5
The overall direction that Park City is taking	1	2	3	4	5
The job Park City government does at welcoming resident involvement	1	2	3	4	5
Overall confidence in Park City government	1	2	3	4	5
Generally acting in the best interest of the community	1	2	3	4	5
Being honest	1	2	3	4	5
Being open and transparent to the public	1	2	3	4	5
Informing residents about issues facing the community	1	2	3	4	5
Treating all residents fairly	1	2	3	4	5
Treating residents with respect	1	2	3	4	5

11. Overall, how would you rate the quality of the services provided by each of the following?

	Excellent	Good	Fair	Poor	Don't know
Park City	1	2	3	4	5
The Federal Government	1	2	3	4	5

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12. Please rate how important, if at all, you think it is for the Park City community to focus on each of the following in the coming two years.

	Essential	Very important	Somewhat important	Not at all important
Overall economic health of Park City	1	2	3	4
Overall quality of the transportation system (auto, bicycle, foot, bus) in Park City	1	2	3	4
Overall design or layout of Park City's residential and commercial areas (e.g., homes, buildings, streets, parks, etc.)	1	2	3	4
Overall quality of the utility infrastructure in Park City (water, sewer, storm water, electric/gas, broadband)	1	2	3	4
Overall feeling of safety in Park City	1	2	3	4
Overall quality of natural environment in Park City	1	2	3	4
Overall quality of parks and recreation opportunities	1	2	3	4
Overall health and wellness opportunities in Park City	1	2	3	4
Overall opportunities for education, culture, and the arts	1	2	3	4
Residents' connection and engagement with their community	1	2	3	4

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The Park City 2024 Community Survey

Our last questions are about you and your household.
Again, all of your responses to this survey are confidential and no identifying information will be shared.

D1. In general, how many times do you:

	Several times a day	Once a day	A few times a week	Every few weeks	Less often or never	Don't know
Access the internet from your home using a computer, laptop, or tablet computer	1	2	3	4	5	6
Access the internet from your cell phone	1	2	3	4	5	6
Visit social media sites such as Facebook, X (formerly Twitter), Nextdoor, etc.	1	2	3	4	5	6
Use or check email	1	2	3	4	5	6
Share your opinions online	1	2	3	4	5	6
Shop online	1	2	3	4	5	6

D2. Please rate your overall health.

❍ Excellent ❍ Very good ❍ Good ❍ Fair ❍ Poor

D3. What impact, if any, do you think the economy will have on your family income in the next 6 months? Do you think the impact will be:

❍ Very positive ❍ Somewhat positive ❍ Neutral ❍ Somewhat negative ❍ Very negative

D4. How many years have you lived in Park City?

❍ Less than 2 years
❍ 2-5 years
❍ 6-10 years
❍ 11-20 years
❍ More than 20 years

D5. Which best describes the building you live in?

❍ Single-family detached home
❍ Townhouse or duplex (may share walls but no units above or below you)
❍ Condominium or apartment (have units above or below you)
❍ Mobile home
❍ Other

D6. Do you rent or own your home?

❍ Rent
❍ Own

D7. About how much is your monthly housing cost for the place you live (including rent, mortgage payment, property tax, property insurance, and homeowners' association (HOA) fees)?

❍ Less than $300
❍ $300 to $599
❍ $600 to $999
❍ $1,000 to $1,499
❍ $1,500 to $2,499
❍ $2,500 to $3,999
❍ $4,000 to $6,999
❍ $7,000 to $9,999
❍ $10,000 or more

D8. Do any children 17 or under live in your household?

❍ No ❍ Yes

D9. Are you or any other members of your household aged 65 or older?

❍ No ❍ Yes

D10. How much do you anticipate your household's total income before taxes will be for the current year? (Please include in your total income money from all sources for all persons living in your household.)

❍ Less than $25,000
❍ $25,000 to $49,999
❍ $50,000 to $74,999
❍ $75,000 to $99,999
❍ $100,000 to $149,999
❍ $150,000 to $199,999
❍ $200,000 to $299,999
❍ $300,000 or more

D11. Are you of Hispanic, Latino/a/x, or Spanish origin?

❍ No ❍ Yes

D12. What is your race? (Mark one or more races to indicate what race you consider yourself to be.)

❑ American Indian or Alaskan Native
❑ Asian
❑ Black or African American
❑ Native Hawaiian or Other Pacific Islander
❑ White
❑ A race not listed

D13. In which category is your age?

❍ 18-24 years
❍ 25-34 years
❍ 35-44 years
❍ 45-54 years
❍ 55-64 years
❍ 65-74 years
❍ 75 years or older

D14. What is your gender?

❍ Woman
❍ Man
❍ Identify in another way → go to D14a

D14a. If you identify in another way, how would you describe your gender?

❍ Agender/I don't identify with any gender
❍ Genderqueer/gender fluid
❍ Non-binary
❍ Transgender man
❍ Transgender woman
❍ Two-spirit
❍ Identify in another way

Thank you! Please return the completed survey in the postage-paid envelope to:
National Research Center, Inc., PO Box 549, Belle Mead, NJ 08502

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City Council
Staff Communications Report

Subject: CityTour 2025 Report
Author: Scott van Hartesvelt, Director
Department: Leadership Park City
Date: July 10, 2025

Summary

The *CityTour 2025 Trip Report* documents the May 28th – June 1st site visits and programming in North Lake Tahoe, Truckee, and Reno. The report comprises summaries of participant feedback from two surveys (one for class members and one for general participants), insights from a group debrief in Reno, and a comprehensive schedule of events. It outlines survey results—including overall sentiment, highlights, and criticisms—while also identifying key learnings from regional governance, housing strategies, and leadership discussions.

Beyond the surveys, the report synthesizes major takeaways from sessions and site visits, including Truckee's environmental initiatives, Reno's housing and economic development strategies, and inter-jurisdictional collaboration across the Tahoe basin. It concludes with recommendations for future CityTours, such as improving logistical transparency, incorporating more downtime, and selecting different venues. The appendix includes a detailed day-by-day itinerary with times, speakers, breakout topics, tour options, and dinner logistics.

Outline of Contents:

1. **Summary**
    - Overview of trip locations and purpose
    - Reference to included surveys, debrief, and schedule
2. **Survey Results – Summary and Analysis**
    - Overall sentiment summary
        - Class 31 Members
        - General Participants
    - What Went Well
    - Key Areas for Improvement
    - Surprising Insights
    - Recommendations for Future CityTours
3. **CityTour Debrief – Key Takeaways**
    - Environmental leadership in Truckee
    - Regional governance and collaboration
    - Housing innovation and sober housing programs
    - Development gaps and transportation equity
    - Vanpool coordination and governance reforms (JTAB)
    - Civic culture practices (Gratitude Month, civility compacts)

- Leadership lessons and economic development analogies
- Independent businesses in resorts and jurisdictional tax challenges
- Public school inclusion in economic planning
- Community summits and wildfire preparedness
- Civic responsibility and follow-through

4. **Appendix – Full CityTour 2025 Schedule**
   - Daily schedule from May 28 to June 1

Exhibits

1: Full CityTour 2025 Report

Leadership Park City CityTour 2025 – Trip Report

Summary

CityTour 2025 occurred from May 28th to June 1st, 2025. Participants spent one day in North Lake Tahoe, one day in Truckee, and one day in Reno. This trip report summarizes the results of two surveys sent shortly after the trip; one sent to class members and the other to trip participants. This report also summarizes the output from our May 30th debrief in Reno and a copy of our schedule for reference.

SURVEY RESULTS - SUMMARY AND ANALYSIS

OVERALL SENTIMENT SUMMARY

Class 31 Members

Executive Summary

- Highly positive engagement and satisfaction.
- Appreciated civic collaboration themes throughout.
- Exhibited program loyalty, even when criticizing elements.
- Paced but exhausted by the end.

Detailed Analysis

Class 31 praised the opportunity to engage with civic leaders across jurisdictions. Comments repeatedly mention learning from multijurisdictional collaborations, housing strategies, and destination stewardship.

Strong emotional bonding also occurred—expressed through positive language around “getting to know each other,” “amazing group,” and “great energy.” Critiques, while candid, were often softened by expressions of gratitude.

The biggest complaint was fatigue. Many participants noted a desire for more rest and reflection time, especially by Day 4. Despite this, Class 31 gave the highest recommendation scores of any group and frequently praised trip planners by name.

General Participants

Executive Summary

- Strongly positive overall with similar praise for speakers.
- More critical of tour relevance and trip pacing.
- Appreciated informal bonding time, especially at dinners and in vans
- Less emotionally invested, but still highly appreciative.

Detailed Analysis

General participants echoed many Class 31 insights but tended to offer more critiques of mismatched sessions. They appreciated breakout sessions in all cities and found speaker content highly relevant, but called for better explanations of afternoon activity choices in advance.

Bonding moments—especially informal dinners and shared van rides—were cited as a highlight. However, there was less expression of emotional connection to the broader Leadership Park City program, which is expected given their more limited exposure.

WHAT WENT WELL

Executive Summary

- Strong satisfaction with morning sessions: Over 85% of Class 31 and 70%+ of general participants rated morning programming in each location as “very satisfied.”
- Keynote speakers praised: Julie Regan in Tahoe and Brian Sandoval in Reno received universal acclaim.
- Truckee's leadership and housing discussions stood out: Innovative housing strategies were a highlight.
- Afternoon sailing and Thunderbird Lodge tours were popular: Strong feedback from both groups for North Lake Tahoe outings.
- High overall trip recommendation rates: 87% of Class 31 and 86% of participants are “extremely likely” to recommend CityTour.

Detailed Analysis

Morning sessions in all three locations consistently scored among the highest-rated programming. For Class 31, 87% rated the North Lake Tahoe and Truckee sessions as “very satisfied,” with similar praise in Reno (80%). General participants mirrored this sentiment with 71% “very satisfied” ratings in both Tahoe and Reno, and 86% in Truckee.

Speaker effectiveness and topic relevance were repeatedly highlighted. Julie Regan’s overview of multijurisdictional governance and Brian Sandoval’s leadership insights were repeatedly named as favorites.

Truckee's sessions on housing and short-term rental regulations sparked enthusiastic responses across both surveys, with terms like "inspiring," "phenomenal," and "relatable to Park City."

Afternoon activities such as the Tahoe sailing tour and Thunderbird Lodge generated positive emotional responses and enhanced participant bonding. These experiences were also seen as an effective counterbalance to the intensity of the morning sessions.

Lastly, recommendation ratings indicate high satisfaction: 87% of Class 31 and 86% of general participants gave the highest possible score, suggesting the trip exceeded expectations despite logistical fatigue.

KEY AREAS FOR IMPROVEMENT

Executive Summary

- Transportation fatigue was common, especially regarding long bus rides and limited comfort.
- Afternoon tours varied in quality, with several Reno and Truckee options receiving criticism.
- Dinner cost disparities caused discomfort: Uneven group billing and alcohol coverage led to awkwardness.
- Desire for more downtime: Both groups expressed exhaustion and recommended more unscheduled time.
- Venue limitations in Reno detracted from experience, especially the casino and debrief environment.

Detailed Analysis

The most frequent logistical complaint was transportation. Afternoon sessions in Truckee and Reno were inconsistent. Several general participants described Truckee's Historic Walking Tour as "disorganized." Others found Reno's Airport/Economic Development session irrelevant to Park City.

Heat and pacing further degraded the Reno experience, with a few calling for skipping that segment altogether. Both surveys asked for more downtime, either to decompress or to explore the host cities independently. Finally, Reno's Silver Legacy Casino drew negative marks due to its atmosphere, lack of natural light, and perceived disconnect with the trip's civic tone.

SURPRISING INSIGHTS

Executive Summary

- Brian Sandoval emerged as a major highlight, far exceeding expectations.
- Desire for indigenous and environmental history content was high, particularly around Lake Tahoe.

- Several respondents requested breakout time to discuss the class project, which wasn't scheduled.

Detailed Analysis
Multiple respondents described Brian Sandoval's remarks as the "best session of the week" or "worth the entire trip," which was not anticipated given the broader city governance focus. Similarly, detailed commentary on Lake Tahoe's indigenous and environmental history (e.g., Washoe Tribe teachings) showed deep appreciation for cultural content beyond civic planning.

At least four Class 31 members requested breakout time to work on or reflect on their CityTour class project, indicating a missed opportunity for integration.

RECOMMENDATIONS FOR FUTURE CITYTOURS

Executive Summary

- Shorten the trip by one day, especially if the third destination has less civic alignment.
- Improve tour selection communication by offering fuller descriptions in advance.
- Standardize dinner logistics to avoid uneven group billing.
- Build in more reflection, rest, and project work time, especially for Class participants.

Detailed Analysis
Participants recommend shortening future CityTours to two cities or focusing on a single region to reduce travel stress. Afternoon activities should be accompanied by short written descriptions ahead of time to allow for informed participant selection.

To address awkwardness around meals, cost transparency and consistency are critical. Build-in time for participant-led project discussions and free exploration in future itineraries.

Lastly, avoid casino venues unless they offer conference-quality amenities.

CITYTOUR DEBRIEF - KEY TAKEAWAYS

The following are key takeaways from the CityTour debrief conducted on May 30th. The debrief included feedback from all participants and class members, and should act as a summary of our relevant learnings.

Environmental Leadership in Truckee

Participants were inspired by Truckee's bold environmental commitments, especially its ban on plastic water bottles. This visible and symbolic action underscored a broader culture of sustainability, particularly relevant given Truckee's proximity to Lake Tahoe. Attendees noted that such straightforward policies can have powerful community-wide effects and set an example for Park City.

Regional Collaboration and Governance

Many were struck by the complexity—and success—of collaboration across jurisdictions in the Lake Tahoe region. With overlapping city, county, and state governance structures across California and Nevada, the ability to work across boundaries was both impressive and instructive. However, participants also warned against excessive reliance on special boards and commissions, as Truckee in particular seemed to suffer from a degree of over-complication and potential inefficiency.

Innovative Housing Strategies

The group found multiple examples of creative, pragmatic housing policy. Truckee's multi-pronged approach to addressing the "missing middle" in housing markets was widely admired. Reno's incentives for affordable housing—such as removing parking minimums, waiving building and sewer fees, and increasing height limits—were seen as aggressive and effective. These tactics stood in contrast to the slower pace of development often experienced at home.

Sober Housing Based on Lived Experience

One deeply impactful moment came from a presentation in Reno on sober housing programs. The housing model was shaped directly by people in recovery, and supported with wraparound services like job training, case management, and life skills coaching. Participants reflected on how Park City could better integrate lived experience into social service design.

Vacant Lots and Development Gaps

Some participants raised concerns about vacant lots in otherwise developable areas—a theme discussed in North Lake Tahoe. These parcels had entitlements or potential but remained empty due to inadequate incentives or prohibitive regulations. It sparked a conversation about whether Park City is unintentionally blocking desirable development through its own policies or inaction.

Transit Disconnects and Equity Gaps

Despite progress, the transportation systems in Tahoe and Truckee felt fragmented and disconnected—particularly when it came to linking resorts with workforce housing or nightlife. Participants shared firsthand stories of long waits for buses, reliance on rideshare, and unlit trails making nighttime commutes unsafe. These gaps highlighted areas where Park City's own system may currently outperform its peers, but also revealed blind spots that still need addressing.

Workforce Transportation and Vanpools

A promising idea came from Reno and Truckee, where private employers and local governments coordinate to provide vans to shuttle workers from more affordable communities. The group discussed how UTA already has a vanpool program that is underutilized, and how raising awareness and expanding this service could fill an immediate need in Summit County.

Reinstating JTAB for Transportation Coordination

A call to reestablish the Joint Transportation Advisory Board (JTAB) emerged during the debrief. With the division between Park City Transit and High Valley Transit, participants felt a lack of coordination was impeding regional transportation strategy. Many saw the reformation of a shared advisory board as both symbolic and functional.

Outcome-Oriented Governance

One of the clearest throughlines across all jurisdictions visited was the tendency for elected officials to be outcome-driven rather than process-bound. This mindset—especially visible in Reno's experimental revitalization efforts—was admired for its efficiency and creativity. Participants voiced a desire for Park City to lean more heavily into this mentality and resist the tendency to let perfect become the enemy of progress.

Truckee's "Gratitude Month" and Civic Culture

The idea of Truckee's "Gratitude Month" stood out as a powerful cultural gesture. It represented an intentional effort to foster community pride and combat cynicism. Participants suggested that Park City might benefit from a similar effort—particularly in light of rising negativity in digital spaces like social media.

Civility Compacts and Respectful Disagreement

A standout idea from Nevada County was their adoption of a "civility compact" during politically turbulent times. It was credited with reducing divisiveness, especially between the east and west sides of the county. Participants agreed that fostering respectful

disagreement—and modeling it from the top—should be a priority in Park City's civic culture.

Leadership Lessons from Brian Sandoval

Former Governor Brian Sandoval's fireside chat left a strong impression. His bipartisan approach, emphasis on direct engagement, and leadership rooted in humility were repeatedly mentioned as exemplary. His quote—"If you agree with everyone or pretend to, you're lying to somebody"—struck a chord with many, highlighting the value of principled disagreement and courageous leadership.

The "Greased Pole" Analogy for Economic Development

A Reno speaker shared the metaphor of climbing a "greased pole" to describe economic development: you're either moving forward or slipping back. This analogy spurred conversations about Park City's own economic strategies and whether it is doing enough to actively shape growth, particularly around redevelopment, housing, and commercial vibrancy.

Independent Business in Resort Areas

Participants noticed that many restaurants and businesses in the resorts they visited were independently owned, contributing to a sense of authenticity and flexibility. They questioned how Park City might encourage more local ownership and diversity in its own resort zones, rather than relying on chain or corporate operators.

Jurisdictional Disconnects Around Resorts

A broader structural issue was raised about how resorts often lie outside core jurisdictional boundaries, creating murky questions about tax revenue, services, and community benefits. This disconnect was seen as relevant to Park City, where similar issues play out between the city, county, and private resort operators.

The Absence of Public Schools in Economic Conversations

Some participants noted that K-12 public education seemed almost entirely absent from economic development conversations in the cities visited. This was flagged as a critical oversight, especially when trying to attract or retain families and workforce talent. There was a call for more intentional integration of school districts into Park City's planning and growth strategies.

The Power of Community Summits and Collective Goals

An idea that resonated from early in the trip was the concept of organizing community summits around shared goals. Participants liked the idea of a “forcing function” that brings together stakeholders from all sectors around common initiatives—a structure that Park City could formalize through existing events or create anew.

Advanced Wildfire Preparedness Tools

A notable innovation came from the Tahoe region, where AI tools are being used to model wildfire evacuations. These systems can calculate escape times based on license plates and identify visitor populations during crises—an area where Park City could significantly improve, especially given the number of short-term rentals and second homes in the region.

Personal Ownership and Follow-Through

The debrief concluded with a shared sense of responsibility. Many participants acknowledged that it is up to them—not just city staff or elected officials—to carry these ideas forward. There was a strong emphasis on civic engagement, showing up, offering solutions, and staying involved after CityTour ends.

APPENDIX - CITYTOUR 2025 SCHEDULE

Wednesday, May 28

- **7:00 a.m.** – Meet at Quinn’s Junction, Park City
- **7:15 a.m.** – Bus and van departure
- **11:30 a.m. - 12:00 p.m.** – Lunch break
- **5:00 p.m.** – Check into Palisades Resort (3-night stay) ○ Address: 1960 Olympic Valley Road, Olympic Valley, CA 96146
- **6:15 - 8:00 p.m.** – Dinner at Fireside Pizza Co. in Palisades Village ○ Joined by Amy Ohren, President and COO of Palisades Resort
- **8:00 p.m.** – Free time

Thursday, May 29

- **7:00 - 8:00 a.m.**– Breakfast on your own at the Palisades Resort (multiple options)
- **8:15 a.m.** – Bus and vans depart for the North Tahoe Event Center ○ Address: 8318 North Lake Boulevard, Kings Beach, CA 96143 (28-minute drive) • **9:00 a.m.** – Meeting with North Lake Tahoe Officials

- **9:05 a.m.**– Greetings from:
  - Cindy Gustafson, Placer County Supervisor
  - Alexis Hill, Washoe County Commission Chair
  - Nann Worel, Mayor of Park City
  - Welcome video presentation from Travel North Tahoe Nevada & North Tahoe Community Alliance
- **9:15 a.m.** – State of North Lake Tahoe
  - State of the Lake Report – Julie Regan, Executive Director, Tahoe Regional Planning Agency
  - State of North Lake Tahoe
    - § Stephanie Holloway, Deputy County Executive Officer, Placer County
    - § Dave Solaro, Assistant County Manager, Washoe County
- **10:30 a.m.** – Coffee and snacks
- **10:45 a.m.** – Breakout Discussions
  - Making a Difference: Tahoe Foundations at Work
    - § Caroline Waldman, Senior Director of Communications and Programs, Tahoe Fund
    - § Stacy Caldwell, CEO, Truckee Tahoe Community Foundation
    - § Claudia Anderson, CEO, Parasol Tahoe Community Foundation
  - The Changing Landscape of Community and Development
    - § Stacy Wydra, Principal Planner, Placer County
    - § Kelly Mullin, Washoe County Planning & Building Division Director
    - § John Hester, COO & Deputy Executive Director, Tahoe Regional Planning Agency
  - Regional Transportation Plan: Execution and Lessons Learned
    - § Jim Marino, Executive Director, Tahoe Transportation District
  - East Shore Trail Project and State Route 28 Corridor Access Management
    - § Peter Kraatz, Tahoe Transportation District
    - § Allen Wooldridge, Tahoe Region Manager, Nevada Division of State Parks
  - Destination Management and Sustainable Tourism
    - § Nettie Pardue, Managing Director, Lake Tahoe Destination Stewardship Council
    - § Tony Karwowski, President/CEO, North Tahoe Community Alliance
    - § Andy Chapman, President/CEO, Travel North Tahoe Nevada

§ Kimberly Caringer, Chief Partnerships Officer and Deputy Director, Tahoe Regional Planning Agency

- Public Lands Management and Access

§ Daniel Cressy, US Forest Service, Lake Tahoe Basin Management Unit

§ Robert Mergell, Administrator, Nevada Department of Conservation and Natural Resources

§ Kevin Prior, California Tahoe Conservancy Lunch at North Lake

Tahoe Event Center

- **12:30 p.m.** – Salads catered by Roundabout
- Sponsored by Travel North Tahoe Nevada & North Tahoe Community Alliance

North Lake Tahoe Tours & Activities

- **1:30 p.m.**– Tour options:
  - Thunderbird Lodge – Limited to 15 participants ○ Tahoe

Sailing Charters – Limited to 30 participants ○ Walk on the

Tahoe East Shore Trail – Unlimited participants

Return & Evening Activities

- **4:00 p.m.**– Return to Palisades Resort via Park City transportation
- **6:15 p.m.** – Meet in the resort lobby, bus and vans depart for group dinner
- **7:00 p.m.**– Group dinner buffet at Jake's on the Lake, 780 N Lake Blvd, Tahoe City, CA

Friday, May 30

- **7:00 a.m.** – Breakfast on your own at the Palisades Resort (multiple options)
- **8:15 a.m.** – Buses and vans depart for Truckee Town Hall ○ Address:

10183 Truckee Airport Rd, Truckee, CA 96161 (21-minute drive) Meeting with Town of

Truckee Officials • **9:00 a.m.** – Arrival at Truckee Town Hall

- **9:05 a.m.**– Greetings from:
  - Jan Zabriskie, Mayor of Truckee ○ Nann Worel, Mayor of Park City
- **9:15 a.m.** – State of Truckee and Nevada County: Overview and Strategic

Planning ○ Jen Callaway, Truckee Town Manager

- Hardy Bullock, Nevada County Supervisor – District 5 Mid-Morning

Break & Discussion Tables

- **10:30 a.m.** – Coffee and snacks (Generously sponsored by the Town of Truckee)
- **10:45 a.m.** – Breakout discussions:
  - Downtown Truckee Revitalization: Vision to Reality
    - § Denyelle Nishimori, Community Development Manager, Town of Truckee
    - § Hilary Hobbs, Assistant to the Town Manager, Town of Truckee ○ Affordable/Workforce Housing Programs and Short-Term Rental Regulations
    - § Lynn Baumgartner, Housing Program. Manager, Town of Truckee
    - § Isaac Landman, Senior Operations Manager, Placemate ○ Tahoe/Truckee Collaborative Transportation Planning Process
    - § Alfred Knotts, Transportation Program Manager, Town of Truckee
    - § Sara Van Siclen, Executive Director, Truckee North Tahoe Transportation Management Association
  - Trail Management: Year-Round Access and e-Bike Regulations
    - § Lt. Lisa Madden, Truckee Police Department
    - § Becky Bucar, Assistant Public Works Director, Town of Truckee
    - § Allison Pedley, Executive Director, Truckee Trails Foundation ○ Tahoe Forest Hospital: Healthcare in Rural and Resort Communities
    - § Ted Owens, Director of Governmental Affairs, Tahoe Forest Hospital
    - § Allison Pedley, Executive Director, Truckee Trails Foundation

Lunch & Afternoon Activities

- **12:30 p.m.** – Lunch at Truckee Town Hall (Bowls catered by Red Truck)
- **1:30 p.m.** – Truckee Tours/Activities (Unlimited availability):
  - Donner Memorial State Park Tour ○ Railyard Master Plan Area and Downtown Truckee Streetscape Tour ○ Legacy River Tour (Includes eBike Share for 15 – 20 participants depending on bike availability)
  - Truckee Historic Walking Tour Evening Events
- **4:00 p.m.** – Bus and vans return to Palisades Resort

- **6:00 p.m.** – Meet in the hotel lobby, buses, and vans depart for dinner at various local restaurants (individual restaurant assignments for each participant)
- **7:00 p.m.** – Dinner in Truckee

Saturday, May 31

- **6:00 a.m.** – Breakfast on your own at the Palisades Resort (multiple options)
- **7:15 a.m.** – Check out of Palisades Resort
- **7:45 a.m.** – Buses and vans depart for the Downtown Reno Library
- **9:00 a.m.** – Meeting with Reno Officials (Downtown Reno Library, Garden Level)
- **9:05 a.m.** – Greetings from:
    - Alexis Hill, Washoe County Commission Chairwoman
    - Nann Worel, Mayor of Park City
- **9:15 - 9:45 a.m.** – State of Washoe County
    - Presented by Alexis Hill, Washoe County
- **9:45 - 10:15 a.m.** – Brian Sandoval, President of the University of Nevada and Former Governor of Nevada
- **10:15 - 10:45 a.m.** – Tourism, Airport, and Economic Development
    - Daren Griffin, CEO, Reno-Tahoe Airport Authority
    - Taylor Adams, CEO, EDAWN Mid-Morning Break & Discussion Tables
- **10:45 a.m.** – Coffee and snacks (Generously sponsored by Downtown Reno Library)
- **11:15 a.m.**– Breakout discussions:
    - River and Downtown Redevelopment: Supporting Businesses
        - § Bryan McArdle, Revitalization Manager, City of Reno
        - § Neoma Jardon, Executive Director, Downtown Reno Partnership
        - § Vanessa Lacer, Planning Director, Regional Transportation Commission, Washoe County
    - Homelessness and Housing Services
        - § Dana Searcy, Washoe County Housing & Homeless Services Division Director

§ Angela Fuss, Assistant Director of Development Services, City of Reno ○

Economic Infrastructure

§ Chris Reilly, State Infrastructure Coordinator, State of Nevada Office of the Governor

§ Bob Potts, Former Deputy Director, Nevada Governor's Office of Economic Development

Lunch & Afternoon Activities

- **12:30 p.m.** – Lunch (On your own) ○ Elected officials will have a separate lunch at Wild River Grille, generously sponsored by Reno Tahoe Convention & Visitors Authority
- **1:30 p.m.** – Reno Tours and Activities (Unlimited availability):

  ○ Tandem Chocolate Making (Includes a presentation from Eddy House; Limited to 15 participants; Note: Almonds, hazelnuts, milk, pecans, pistachios, and wheat are used in the shop) ○ Reno Downtown Revitalization Tour

  ○ National Automobile Museum Group Tour ○ Pineapple Pedi Cab Tours:

  § Downtown Reno Pedicab Tour

  § Self-Guided Midtown Walking Tour Evening Events
- **3:30 - 4:00 p.m.** – Check into Silver Legacy Casino, Reno
- **5:00 - 6:15 p.m.** – City Tour Debrief (Required for all Park City participants) ○ Meeting room at Silver Legacy Casino
- **6:45 p.m.** – Meet in the hotel lobby; buses and vans depart for dinner
- **7:00 p.m.** – Dinner in Reno (Restaurant assignments will be delivered by Paige Galvin)

Sunday, June 1

- **7:00 a.m.** – Breakfast on your own
- **8:00 a.m.** – Check out of the hotel
- **8:20 a.m.**– Buses and vans depart for Park City
- Lunch in Elko, Nevada

City Council
Staff Communications Report

Subject: Clark Ranch Development – PAB Application
Author: Sara Wineman
Department: Housing
Date: July 10, 2025

This document outlines a recommended process for continuing to pursue the Clark Ranch Affordable Housing Public-Private Partnership (P3) and seeks City Council policy support for The Alexander and Co. and the City's Housing Team to proceed with two concurrent processes, both necessary to apply for and attempt to obtain 1) third-party, low-income tax credit funding (this fiscal year as opposed to waiting another year) and 2) apply for and seek to obtain land use approvals from the Planning Commission.

Since 2016, Park City has planned an affordable housing development on portions of the Clark Ranch property. In 2022, the City conducted extensive feasibility studies, evaluating infrastructure, site suitability, and community needs, which led to the publication of a Request for Proposals (RFP) to identify a development partner.

If the Clark Ranch P3 is successful, it could provide approximately 160 affordable rental units and 60 for-sale units, targeting Park City households earning up to 70% of the Area Median Income (AMI) or approximately 140% Workforce Wage (WFW). This would represent a major step towards Park City reaching its new goal of providing units for 15% of the workforce by 2032, recently adopted by the Council, and provide housing supply for approximately 360 new residents.

Background

Staff requests the City Council's support to proceed with a concurrent review process alongside the Planning Commission, continuing the pre-development work with Alexander and Co. This approach is essential to meet the nearest deadline for the first Private Activity Bond (PAB) funding round, scheduled on November 20, 2025. This is a critical milestone to potentially secure Federal funding through the competitive 4% Low-Income Housing Tax Credit (LIHTC) program.

In Utah, a project pursuing 4% Low-Income Housing Tax Credits (LIHTC) must receive a PAB allocation before it can apply for LIHTC. The PAB process is always competitive and happens quarterly. Historically, applications submitted in the first round, scheduled for late November, have the highest likelihood of receiving a bond allocation. According to information from the 2024-2025 PAB application cycles, the second round has already exhausted its volume cap or funds. And it is highly doubtful that funds will be available in the third or fourth rounds. Missing the initial round in November could significantly delay the financing strategy of the Clark Ranch project and negatively impact on the development timeline, which, as noted, is estimated to take two or more years.

A PAB application has two threshold requirements:

1. Evidence of Site Control: through an Option to Lease with lease terms negotiated upon exercise of the option (similar to EngineHouse).

2. Final Density Approval: through zoning approval. The 10 acres set aside for affordable housing must be rezoned.

There are additional submission items that are optional but can strengthen the application and improve the readiness score. They include:

- Public Body Approvals: This includes any required approvals from the Planning Commission or City Council involving public input (e.g., subdivision, conditional use, AMPD/MPD, Planning Commission Development Agreement, MOU/ Pre-Development Agreement). Not all public body approvals are required, but anything above the threshold requirements helps demonstrate project readiness.
- Architectural Plans
- Plan Sets: including Structural, Civil, and MEP drawings.
- Building Permit Application

On May 20, 2025, The Alexander Company met with the Planning Department to review the process and submission requirements for the Planning Commission. Based on that meeting, we anticipate that at least three Planning Commission meetings to adequately review and potentially secure the required land use approvals, based on the precedent set by the EngineHouse development.

As a result, we are sharing two options detailed below to help move the project forward. At this stage, if the PAB is unsuccessful or the Council's housing development goals change, either option provides project flexibility, including:

- Site control would remain with the City as the Option to Lease would not have been exercised.
- The executed 12-month ENA would not be binding with respect to development commitments, and the City would have no financial commitments.
- The parcel must be rezoned, but the City would not be obligated to move forward with any development.
- A future agreement would include an exit clause if the development ultimately does not receive federal funding or if Council goals change.

Option 1 **Recommended*
To meet the first PAB application in November 2025, we propose working in parallel with the Planning Commission and City Council to meet the federal funding timeline while maintaining project momentum. Estimated Timeline:

- **July 29–30**: City Council 2x2 work sessions to review and provide direction on three schematic design options with pricing, as requested during the January 9, 2025, Council meeting.
- **August 1**: City Council authorization to the Alexander Company to submit applications for rezoning and development. This initiates the Development Review Committee and Planning Commission review process.
- **August 13**: Planning Commission site walk and work session for Clark Ranch.
- **August 14**: Tentative City Council work session or project update.
- **September 10**: 2nd Planning Commission meeting with a public hearing.
- **October 8**: 3rd Planning Commission meeting with a public hearing. Possible final action.
- **October 9**: Tentative City Council work session or project update.

- **October 22 or November 12**: 4th Planning Commission meeting (*if needed for final action*).
- **October 23**: City Council approval of the Option to Lease, MOU, and rezone ordinance final action, affirming Councils commitment to the development.
- **November 13**: All necessary approvals secured for the PAB submission.
- **November 20**: PAB application submitted.

**This estimated timeline serves as a starting point to outline our intentions and may adjust based on Council priorities.*

This recommended timeline does **not** require the City Council to finalize a design or make binding financial commitments. We anticipate the MOU (or similar Pre-Development Agreement) will include off ramps to terminate for convenience and certain specific conditions, such as the failure to meet milestones or secure appropriate financial commitments. Most importantly, it ensures we are positioned to meet the critical November 13, 2025, milestone, allowing for timely submission of the PAB application by the November 20 deadline.

Option 2
An alternative approach would be to continue working with the City Council to secure project approvals, including total unit count, AMI levels served, and the City's financial contribution, before submitting applications for rezoning, subdivision, and MPD or AMPD.

The feasibility of this timeline for the PAB application deadline in November depends on the Council's direction and the timing of their approvals. Under this option, the project could apply for PAB funding in a later round during 2025–2026. However, this approach would introduce the risk of not securing bond allocation or potentially waiting until the first PAB round in November 2026.

Summary
Option 1 strikes a balance between decisiveness and flexibility, enabling the project to remain competitive for scarce funding while respecting the need for continued community dialogue and Council oversight. A separate staff report this week seeks approval to proceed with the design and construction of a Frontage Road along State Highway 40. This report outlines a balanced strategy to provide essential infrastructure for future development. The proposed Frontage Road is an expensive but comprehensive mitigation measure, intended to restrict access to Park City Heights and address neighborhood concerns. Except for emergency services, the road ensures that construction and daily traffic will not need to use Park City Heights roads.

As a result, and to proceed with the November 2025 deadline, we request the Council's support of the following direction:

1. Pursue a concurrent Planning Commission and City Council review process
2. Schematic Design direction and feedback in Council 2x2s scheduled July 29th and 30th
3. Approval of an Option to Lease, MOU, and rezone ordinance final action **by November 13, 2025**

Development Links
- Clark Ranch PCMC Website
- Clark Ranch Development Website
- One-Page Project Development Sheet

PARK CITY COUNCIL MEETING MINUTES - DRAFT
445 MARSAC AVENUE
PARK CITY, UTAH 84060

June 12, 2025

The Council of Park City, Summit County, Utah, met in open meeting on June 12, 2025, at 3:45 p.m. in the Council Chambers.

Council Member Toly moved to close the meeting to discuss litigation at 3:45 p.m. Council Member Ciraco seconded the motion.

RESULT: APPROVED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

CLOSED SESSION

Council Member Ciraco moved to adjourn from Closed Meeting at 4:00 p.m. Council Member Dickey seconded the motion.

RESULT: APPROVED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

WORK SESSION

SR-224 Bus Rapid Transit (BRT) Update:
Tim Sanderson and Alex Roy, Transportation Department, Gabe Shields, High Valley Transit (HVT), and Robert Stewart, UDOT, were present for this item. Roy reviewed questions for the Council's consideration: support for a BRT station at Thaynes/Snow Creek, support for a potential widening at the Box of Rocks intersection to create two dedicated left turn lanes, and support for widening SR224 within Park City limits.

Roy stated ridership was average for Thaynes and a little lower for Snow Creek. The stops were close to the golf course, Hotel Park City, and the shopping center. This would give equal stops to Park City and Summit County. He noted these stops might have been more critical with prior iterations of the project. They recommended a station at Thaynes, but no station at Snow Creek. A full-size station was not recommended.

Regarding the Box of Rocks intersection, a dual left turn lane was the preferred alternative since all the traffic would get through the intersection faster. For this project, some land would have to be dedicated for widening as well as some small landscaping

features. Council Member Parigian asked if the other alternative with a dedicated bus lane could allow buses to turn right or left. Roy stated it was for left turns only for now, but a right turn lane could be evaluated in the future. Council Member Toly asked if additional BRT stops could be installed in the future as a need developed. Roy stated the time to put in stations was now, due to funding considerations. Council Member Toly asked if the BRT project could consider riders leaving Deer Valley. Roy stated that was taken into consideration. Council Member Toly asked if there had been discussions with landowners at the intersection. Mayor Worel noted the staff report stated dual turn lanes didn't improve transit service. Sanderson indicated 98% of Park City Transit vehicles made a right turn at the intersection so it didn't speed up transit times. The BRT line would get a benefit from the dual turn lane since it would be making a left turn. Stewart stated the dual left turn made the intersection more effective overall and was for all traffic, so UDOT supported making this improvement.

Council Member Dickey asked how much widening was required at the intersection. Shields stated they needed 13 feet on the Cole Sport side and six feet on the U.S. Bank side. Council Member Dickey asked if there would be negotiations to acquire the property. Shields indicated they had begun conversations with property owners along the corridor to understand the designs, hear their concerns, and they would be getting appraisals for properties that needed to be acquired by UDOT permanently. He noted the properties would be purchased with funds from the project budget.

Council Member Rubell asked if this would be good or bad for pedestrians crossing Empire, to which Roy stated there was not a significant difference in distance. Council Member Rubell stressed pedestrian and cyclist safety. He asked if another noise study would be performed based on the proposed road widening. Shields stated the previous noise study included this design. Council Member Rubell didn't want to work on this if it negatively impacted residential units. Discussion ensued on potential condemnation and Stewart asserted that option would be a last resort, and most of the properties affected by road projects reached agreements. Council Member Ciraco asked if negotiations with owners could include sound mitigations, to which Caroline Rodriguez affirmed. Stewart stated there needed to be an impact to the residence for noise mitigation to be implemented.

Council Member Toly asked if flex lanes in that area had been considered. Shields stated many alternatives were considered and then narrowed down to these alternatives. Council Member Toly referred to Park City Mountain Resort (PCMR) and felt a future issue was the right turn lane. Stewart indicated when it became an issue, UDOT would look at solutions. Council Member Toly indicated this project would be a big impact to the residents and she wanted to get it right. Council Member Rubell felt this area was a problem for pedestrians. Council Member Parigian didn't want a piecemeal project.

Roy discussed the BRT noise mitigation process and noted a few locations were identified as having a noise impact and mitigation evaluation was underway and would

be completed this summer. Then the owners would be polled to see if they wanted noise mitigation. Council Member Rubell indicated only the property affected by the noise would get to decide if they wanted mitigation, and noted the City didn't have a say. Loretta Markham, UDOT, affirmed noise walls would not be feasible for Peaks Hotel so UDOT was performing an indoor noise assessment. Mitigation for that would be window treatments.

Roy reviewed that it was assumed the project would be fully funded so the questions should be considered with that assumption. Shields stated they were confident in having the project fully funded. Council Member Rubell asked if the project would proceed with the current commitment from the City. Rodriguez stated the total project cost would be $119 million.

Council Member Ciraco supported a small Thaynes station, supported widening the intersection process, and supported reduced widening of SR224 in Park City limits. Council Member Rubell asked if there were mitigations for the increased widening of 224. Stewart felt widening was necessary for the BRT lane because of bicyclists and snow. The vegetation and landscaping could still be finalized. Roy indicated they would make every effort to mitigate impacts from widening. Council Member Dickey asked if the road would definitely be widened or if there was a choice. Stewart stated the existing width could be maintained with no landscaping. Council Member Dickey reviewed the discussion last week and noted there was no option for not widening. Sanderson stated this was different from the median discussion because the median didn't run the length of the corridor. Council Member Rubell felt the questions should ask if the road should be widened no matter the impacts and cost and if the Council was open to widening the road. Once more information was available, they could make a more educated decision. Roy thought how the project was approached was dependent on widening SR224, but if other conditions could be met, that would provide clarity to the project team. Council Member Toly asked if the liaisons would be used on the mitigation conversations. Roy indicated it would be brought to the entire Council.

Council Member Toly supported widening SR224 with many caveats. Sanderson stated the liaisons would be included for the tone and context of the project, but not for policy decisions. Council Member Toly wanted to see something done at the intersection, but wanted the business owners and residents at the table to discuss the impacts to them. She did not support a bus station at Thaynes. Council Member Parigian supported a Thaynes stop. He didn't support widening past Meadows Drive. He wanted the BRT to go directly to PCMR and Deer Valley, so he didn't want to take land for a little strip and then come back for more land later. He didn't support widening SR224 or widening the intersection.

Council Member Dickey agreed with Council Member Ciraco's response to the questions and supported the intersection as long as there was a satisfactory resolution in acquiring the private property. That was a visible place, and he didn't want a sound wall there. Council Member Rubell supported a small station at Thaynes. He didn't want

the government to take private property but was open to continuing the process. He did not support UDOT condemning the property. He supported continuing the conversation of widening if all concerns were addressed. He wanted to discuss the cost and timeline of mitigations. If there was a significant negative community impact, then he didn't support that.

Sanderson stated HVT would proceed with the project regardless of Park City's participation, but they welcomed the Council's feedback. Shields stated this project needed to be completed by 2028, so he was committed to working through the mitigations to hit the objectives of the project. Matt Dias summarized there was a high bar for getting mitigations to the extent possible, working closely with public and private property owners, and then coming back to the Council for a hard decision.

Mayor Worel stated she met with the president of the Park Avenue Condos Board of Trustees, and the president articulated community benefits she wanted to see in this process. Dias asked for a BRT update on where discussions were with the Park Avenue Condos and noise mitigations. Stewart stated he would like to get it on paper that everyone was in consent on this project.

Waste Diversion Discussion:
This item was discussed during the regular meeting

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Bill Ciraco Council Member Ryan Dickey Council Member Ed Parigian Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	**Present**
None	**Excused**

II. APPOINTMENTS

1. Appointment of Jo-Anne Ting to the Library Board for a Three-Year Term beginning July 2025 and Second-Term Reappointments of Sharon Serpico Hanson, Debra Stafsholt, and Ann Sowder to Serve on the Library Board for Three-Year Terms beginning July 2025:

Adriane Juarez, Library Director, explained the board makeup and reviewed the above members were being appointed and reappointed.

Council Member Dickey moved to appoint Jo-Anne Ting to the Library Board for a three-year term beginning July 2025 and to reappoint Sharon Serpico Hanson, Debra Stafsholt, and Ann Sowder for three-year terms beginning July 2025. Council Member Ciraco seconded the motion.

RESULT: APPROVED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

2. Appointment of Elyse Kats to the Nonprofit Services Advisory Committee for a Term Ending June 30, 2028:

Hans Jasperson, Nonprofit Services Advisory Committee Staff Liaison, reviewed the makeup of this committee and noted the selection panel recommended Elyse Kats to fill an open seat.

Council Member Dickey moved to appoint Elyse Kats to the Nonprofit Services Advisory Committee for a term ending June 30, 2028. Council Member Toly seconded the motion.

RESULT: APPROVED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

III. PRESENTATION

1. 2025 House Bill 356 Update:

Malena Stevens, Summit County Districting Commission Chair, presented this item and reviewed the transformation made years ago of changing Summit County's form of government from commissioners to a council with all at-large seats. During this legislative session, Summit County's form of government was changed to require each council member to represent a specific district. All at-large positions were eliminated. The state requested that the districts should keep specific communities together. She noted once districting was done, the current council members would draw lots to see which districts they would represent. All districts would be equal in size according to population, and the redistricting must be completed and the districting map proposed to the Summit County Council by October 1st.

Council Member Parigian asked what criteria the commission was looking for to differentiate the districts. Stevens stated they were looking at geographical areas and noted the established precincts could not be divided. She hoped to keep communities together. Council Member Rubell asked if one way to look at districting could be through tax contributions. He suggested having the Park City community spread out in two districts since the City's taxpayers contributed half of the county's property tax revenue. He felt that recommendation would give City taxpayers more representation. Stevens

stated that would be good feedback for the committee. Mayor Worel indicated she would look for direction from the Council as the commission got into the districting discussion.

Waste Diversion Discussion (from Work Session):

Luke Cartin, Environmental Sustainability Manager, presented this item and stated the largest part of waste to the landfill was organic/food waste, with paper and plastic comprising a significant portion as well. He stated the current diversion rate for Summit County was 26%, but that was not a precise metric. He wanted to go after the biggest impacts to the landfill and try to divert those items.

Council Member Parigian hoped to divert Styrofoam. Council Member Toly hoped to see food waste diversion and noted that methane from food was very toxic. Cartin asserted the following ways could help increase impact, including ordinances to address haulers and commercial waste businesses, creating additional waste diversion programs, increasing education, and initiating other programs such as creating a waste district.

Council Member Dickey supported all these ideas and noted the more emphasis that was given to the region the more impact there would be. Council Member Ciraco asked for an example of an ordinance. Cartin indicated there could be a public nuisance ordinance or a hauler ordinance where they would have a nominal fee and they would report where they were hauling waste. This would give a background on where waste was going. Then entities could require waste diversion with an authorized hauler. Authorized haulers would also get a business license as a check. Council Member Ciraco supported staff working on that and suggested giving incentives for people to sign up for that. Regarding a waste district, Council Member Ciraco didn't want the property tax designated for waste to be redistributed to other purposes if a waste district was created. Cartin stated he would get more information from the county on taxes that were designated for waste.

Council Member Toly stated residents were already recycling and she didn't know why the data was so low. Cartin stated the residential recycling data showed that the recyclable items were not the biggest portions of waste. He felt behavior change needed to happen, but residential was a declining piece of the pod and commercial growth was the main contributor. Council Member Toly thought the recycling service was basic and it could be enhanced to a higher level. Cartin stated the county managed the curbside pickup and the contract would be up in two years. They were considering the enhanced service at that time. He noted a lot could be done on the residential side, but the commercial waste was driving what went into the landfill. Council Member Toly hoped to see the City embrace composting by putting that in all City buildings. Cartin affirmed and stated much of the green waste was already hauled to other facilities. Council Member Toly stated to-go containers were expensive for restaurants and Styrofoam containers were often used. She asked if they could do something about that. Cartin stated there were options, but they would have to be strategic.

Council Member Parigian indicated people wouldn't recycle unless it was easy. He thought education was critical. Council Member Rubell thought Cartin had good ideas. He felt Recycle Utah and the County were diverging on efforts and hoped that was not the case. Mayor Worel suggested putting a sticker on the recycle can with things allowed in the can.

Cartin reviewed Recycle Utah's efforts in recycling. They were on a .4-acre site which was very small. He stated that he met with Summit County and Recycle Utah in January and four acres of the Gilmor property was offered to Recycle Utah. Recycle Utah declined the offer and asked that Summit County and Park City build a major recycling sorting facility with collection spokes around the county. They would need multi-jurisdictional agreements. It would rely on international commodity markets for pricing. The site would be heavily used because Summit and Wasatch Counties would use it as well as southwestern Wyoming. Cartin noted there were similar facilities in Salt Lake City. The estimated cost for this facility was $25 million.

Cartin reviewed the next steps: finding a residential drop-off site for glass, cardboard and mixed recycling within the City limits and continuing a partnership with Recycle Utah on Household Hazardous Waste Days, Dumpster Days, continued education and engagement programs, and a continued commitment to discussions on the future of Recycle Utah.

Mayor Worel asked how to look at Recycle Utah's study for the regional facility. Cartin stated he would get a final version of that publicized. Council Member Ciraco felt seeing the study would be beneficial. He thought hours could be extended and other entities could help keep the facility open. He thought recycling was sent to international markets no matter what. Cartin reviewed how recycling was sold.

Council Member Toly asked if Weber and Ogden would use that facility. Cartin stated the Wasatch Front had major facilities that handled recycling. This facility would cover the Wasatch Back. The discussion was how big the facility should be and that depended on whether Wasatch County and Evanston, Wyoming, participated. He wanted to know if Wasatch County and Wyoming should be considered as the facility size was discussed. Council Member Toly asked if the facility would include a food digester, to which Cartin stated it would not.

Council Member Parigian noted Recycle Utah relied on donations so the City didn't support them entirely. He asked what Recycle Utah did with all the little items like batteries and bike tires. Cartin stated that was why we needed a community drop-off site. There was still value of having Recycle Utah in town with a light commercial presence. They were trying to figure those things out at this time. Council Member Parigian hoped for a facility that would take all types of things.

Council Member Dickey asserted there was a role for Recycle Utah. He was willing to have the City donate land, have the county pay for and run the facility, and then have users pay into it. He didn't think it was right to ask a nonprofit to come up with the funding.

Council Member Rubell had no issue with the regional facility, but he had an issue with how they got to this point. He knew there were meetings where the liaison wasn't involved. He asked if the City would get the 10 acres back through a different channel. Cartin stated the county bought out the City's share of the parcel and the City was eligible for a 10-acre public works facility at the Gilmor parcel. In discussing this with the Public Works Department, they felt it was too far out of town for their needs. There was also a cost share for the roads and to get the infrastructure installed. If the City didn't want the parcel for public works, they might lose the property. So, the City suggested having Recycle Utah on part of the parcel and having the county waive the infrastructure costs. Council Member Rubell wanted to be careful about giving up what the City was currently owed. He understood Recycle Utah declined the offer because it wasn't what they needed. He wanted all parties to work together instead of the City and county telling Recycle Utah what should happen. Cartin indicated Recycle Utah's goal was to get a large waste diversion facility. Even if they wanted to do a regional facility, it would take a long time to get it finished. Council Member Rubell wanted the three entities to sit down and collaborate on how to deliver this service.

Council Member Toly asked about the meeting with the County. Cartin stated it was difficult. The county council wondered if a regional facility was needed here when there were facilities along the Wasatch Front. Mayor Worel noted this topic was on the tentative agenda for the joint City/County council meeting scheduled for the end of this month. Matt Dias, City Manager, stated time was a big factor. There would be a certain point when the county council ran out of time, and they would have to build a facility as the waste and recycle provider for the county. He asserted the City offered its land to try to incentivize the county and Recycle Utah to move forward more quickly. Council Member Rubell thought it didn't matter who did it, but it didn't appear there was interest to collaborate for the best interest of the community. Council Member Ciraco indicated there would still be a drop-off recycling facility once Recycle Utah's Park City facility was gone. Recycle Utah wanted to avoid taking on something like the Gilmor property, which precluded the real solution being brought to the table.

IV. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Toly noted Main Street was evacuated on Tuesday due to a gas leak and she thanked the first responders for keeping everyone safe in this situation. She asked Matt Dias about the planned China Bridge parking structure replacement. Dias stated that would come back with the Main Street Area Plan update on June 26th and the discussion would also include aerial transit. Council Member Toly indicated she spoke with people at Snow Creek Cottages about issues in their homes, and she stated

there was supposed to be a Council conversation on that. Dias indicated that would be discussed on June 26th as well.
Council Member Parigian stated the HOA issues were the City's fault and the City should rectify that. Council Member Dickey looked forward to the conversation. Council Member Rubell asked why this had taken so long when the Council gave direction 13 months ago. He wanted to set better expectations and stressed that timelines should be given. Dias stated the Housing Department had a big turnover in the past year as well as big projects within the department. If they had known this was a festering issue for the Council, the Council should check in so staff could get additional resources.

Council Member Rubell asked about the community survey results being discussed around town. He thought the City was being defensive with the results instead of acknowledging them. He wanted Council's support to shift the conversation toward action to understand the feedback received and what could be done to improve. Mayor Worel agreed and felt it was important to understand how the City aligned with other mountain communities. One issue with the survey was that there was no context. If people felt the City was not going in the right direction, then what direction did they want to go. Council Member Rubell suggested hiring a professional firm to conduct a survey and interpret the results. They might have ideas on how to improve on some negative findings. Linda Jager, Community Engagement, stated this organization didn't offer follow up services. Polco's job was to benchmark results with other communities. Council Member Toly asked what the City should do. Jager stated in 2023, the Council used the survey results as a retreat discussion. Council Member Rubell wanted action on the negative results. Dias asked what the action should be. Council Member Ciraco stated if they were going to spend money to do the survey, they should have a plan to do something with the scores. Jager stated they could get a focus group. Dias asked Jager to write a staff communications report with some areas of action identified. Council Member Parigian stated the City put out a Main Street Plan that would never happen and 5-acre designs that would never happen. That prompted people to say the City was going in the wrong direction. He wanted to be more careful of what was put out to the public. Jager stated she would come back with recommendations on how to follow up from the survey results.

Council Member Rubell stated the Council got meeting recaps and in April there was one that was unclear regarding the Main Street Area Plan and dining decks. If a report came out and there were discrepancies, what should be done. Mayor Worel stated she kept a notebook so she could go back and look. She felt a Council member should listen to the meeting and if they still had an issue, go to the City Manager. Dias stated he reported to six individuals, and he wanted to get specificity on items. He thought if something was missing, then it could be discussed at the next meeting. Margaret Plane, City Attorney, stated if the Council was going to discuss items as a follow-up, they would need to be agendized. Council Member Dickey agreed that Council should listen to the meeting and go to the City Manager if there was still an issue. Then it would go back on the agenda, if needed.

Council Member Rubell noted negativity with public comment and not sticking to the protocols. He wanted everyone to come and do their best work without being attacked for it. Mayor Worel indicated she would read the protocol before public comment. Council Member Dickey felt not mentioning Council members names was a violation of the first amendment, but he supported being civil during the meeting. Council Member Ciraco understood that the protocol was that public comment should be addressed to the Council as a whole and not to individual members.

Council Member Rubell attended CityTour and felt it was valuable and a great way to interact with the City's partners by sitting down in a different setting to collaborate. Mayor Worel indicated she moderated a panel at the Leadership Class on Monday regarding women in leadership. The class built upon conversations they had with Council members during CityTour.

Staff Communications Reports:

1. FY2025 Fraud Risk Assessment:

Council Member Rubell didn't understand why the City didn't get credit for authorizing the internal audit in this report. Finlinson stated this report was based on fY25 so next year the City would get better scores.

V. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Mayor Worel opened the meeting for any who wished to speak or submit comments on items not on the agenda.

Dave Nichols, Snow Creek Cottages, indicated he had concerns with his neighborhood, and this would be discussed on June 26th. The homes they purchased had issues with the roofs. The roofs, plumbing, and fire suppression systems were not inspected. They had serious roof leaks. Delta checked the fire suppression system in his unit and it was turned off. Most of the homes didn't have emergency shut off valves for water. In one home, a water pipe broke and the fire department had to shut off the water from outside. These issues were unique to their situation, and he felt the City should not be concerned setting a precedent.

Jason Glidden, Mountainlands Community Housing Trust Executive Director, referred to the housing resolution on the Consent Agenda, and stated he was happy this would be updated annually. He had concerns with the wording of the fee waiver section and felt there was a need for higher AMIs as well as the lower AMIs. He advocated for fee waivers for 60-80 % AMI housing. This was a hard building environment with higher interest rates, tariffs, and building shortages. He encouraged the Council to continue looking for incentives to promote affordable housing.

Stuart Nachlas, The Green Machine Recycling, noticed there were things not being addressed. He was one of three local recycling businesses that would be affected by a regional recycling center. The City and county didn't take him and other haulers in the community into consideration. He stated the regional facility might not be best for the community. Recycle Utah was being financially backed by Momentum Recycling and they were attempting to monopolize recycling. Recycle Utah hired a Momentum employee to do a survey that would be used to make judgments. Nobody asked him for the amount of recycling he hauled. He wanted local recyclers to succeed.

Peter Tomai 84098 agreed with Glidden's comment and he encouraged the Council to remove the Housing Resolution from the Consent Agenda. He thought it was too prescriptive with fee waivers and other items where the Council would need negotiation tools for housing.

Douglas Duditch 84060 stated Re-create 248 was removed from the agenda and he wasn't told. He noted one person wanted light rail along the rail trail. He stated light rail had been on the agenda for the past 20 years and nobody wanted it. He also wanted to talk to UDOT about the Rail Trail being used as a possibility for light rail.

Todd and Liz Fallis eComment: "I would like to voice my opposition to building the senior center on the Mawhinney lot on Park Avenue. We need parking in general, City Park needs a full lot specifically, I suggest moving Park Silly to City Park, utilizing from the band stand over to and including the M lot, I love Silly being downtown but your business owners on Main clearly don't. Let's use the lot for parking and other community activities such as Silly, Arts Festival etc. It would fit a lot of booths, I suggest making the senior center, Kimball Arts etc part of hub that will be the iron horse district make over."

Mayor Worel closed the public input portion of the meeting.

VI. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute an Agreement in a Form Approved by the City Attorney's Office with Larry H. Miller Corporation for One Ford Transit Van and One Transit Cutaway Bus, Not to Exceed $230,063.71:

2. Request to Authorize the City Manager to Execute a Professional Services Agreement with Optibus Inc., in a Form Approved by the City Attorney's Office, for the Purchase and Support of Transit Service and Driver Scheduling Software for a Three-Year Term with a Total Contract Value Not to Exceed $300,924.00:

3. Request to Approve Resolution 12-2025, a Resolution to Adopt Affordable Housing Guidelines and Standards for Park City, Utah, and to Repeal and Replace Resolution 05-2021 in its Entirety:

4. Request to Authorize the City Manager to Execute a Contract Amendment with Tyler Technologies, Not to Exceed $256,425 in a Form Approved by the City Attorney, to Provide Integrated Financial Enterprise Resource Planning Software:
5. Request to Authorize the City Manager to Execute a Surplus Water Sales Agreement, in a Form Approved by the City Attorney, to Sell Deer Valley Resort Additional Water for Snowmaking:

Council Member Rubell moved to remove Item Three from the Consent Agenda. Council Member Toly seconded the motion.

RESULT: APPROVED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

Council Member Dickey moved to approve Consent Agenda Items 1, 2, 4, and 5. Council Member Ciraco seconded the motion.

RESULT: APPROVED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

3. Request to Approve Resolution 12-2025, a Resolution to Adopt Affordable Housing Guidelines and Standards for Park City, Utah, and to Repeal and Replace Resolution 05-2021 in its Entirety:

Stauffer noted in her discussions with property managers and Mountainlands Housing Trust, renters were moving out because the income requirements were too low. She recommended the following language: “Specific household income targets will be negotiated in the process of approving the Mitigation Plan referenced in Section 13.” She noted the property managers from the City’s low-income housing speculated people were moving to Heber because the rents were lower. Kem Gardner Institute staff thought the immigration concerns had left vacancies. She felt negotiating at the time of the mitigation plan would be good.

Council Member Rubell referred to Section 9b(3), the unit ratio mix. As a matter of policy, he felt unsure if the City should be so prescriptive that the match should be one to one. Stauffer clarified that the affordable units needed to be the same unit type as the market rate units. She suggested coming back to Council in the future to discuss this further. It was decided to approve this as amended and then come back to discuss it further. Council Member Toly stated there were 317 available units for rent in Park City and asked if this was abnormal. If so, she suggested working with the businesses to determine what type of housing the employees were looking for. Wineman stated most rentals in Park City were just for the summer months until ski season started. Council Member Toly suggested working with the chamber and resorts to incentivize families moving to Park City.

Council Member Dickey wanted to understand who was being targeted with the AMIs. He referred to HOA dues in the resolution and stated they were tied to CCRs, but CCRS

sometimes changed their provisions. He suggested tying the dues to plat notes or something else and stated that was something to think about.

Council Member Dickey moved to approve Resolution 12-2025, a resolution to adopt Affordable Housing Guidelines and Standards for Park City, Utah, and to repeal and replace Resolution 05-2021 in its entirety as amended. Council Member Parigian seconded the motion.

RESULT: APPROVED AS AMENDED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

VII. OLD BUSINESS

1. Consideration to Approve the Updated Contract Terms to the Winter Concessionaire Agreement, for an Additional Five-Year Term with Jans Ltd. dba "White Pine Touring" for Cross-Country Skiing, Grooming Services, and Operation of the Nordic Center at the Park City Municipal Golf Course:

Vaughn Robinson, Golf Manager, reviewed that this agreement term had ended and the concessionaire was willing to sign an additional five-year term.

Mayor Worel opened public input. No comments were given. Mayor Worel closed public input.

Council Member Ciraco moved to approve the updated contract terms to the Winter Concessionaire Agreement, for an additional five-year term with Jans Ltd. dba "White Pine Touring" for cross-country skiing, grooming services, and operation of the Nordic Center at the Park City Municipal Golf Course. Council Member Rubell seconded the motion.

RESULT: APPROVED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

2. Consideration to Approve Resolution No. 13-2025, a Resolution Adopting a 2025 Amendment to the 2022 Five-Year Moderate-Income Housing Plan as an Amendment to the Housing Element of the General Plan for Park City, Utah:

Rhoda Stauffer and Sara Wineman, Housing Department, presented this item. Stauffer indicated some of the language was changed in the Strategy section regarding zoning. She inserted language regarding the City's approval process. Council Member Rubell referred to the housing discussion at the Council retreat where the Council agreed to only count entitled projects in the pipeline. Stauffer stated that she would add language that stated only entitled units would be counted.

Mayor Worel opened public input. No comments were given. Mayor Worel closed public input.

Council Member Parigian moved to approve Resolution No. 13-2025, a resolution adopting a 2025 amendment to the 2022 Five-Year Moderate-Income Housing Plan as an amendment to the housing element of the General Plan for Park City, Utah, as amended. Council Member Ciraco seconded the motion.

RESULT: APPROVED AS AMENDED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

VIII. NEW BUSINESS

1. Consideration to Approve Ordinance No. 2025-14, an Ordinance Enacting Title 2, Chapter 4, Section 13 of the Municipal Code of Park City to Create a Director of Finance Position:

Sarah Mangano, HR Director, stated the title change from Finance Manager to Finance Director needed to be done by ordinance. She indicated the compensation was accurate for this position and the job description would remain the same. Council Member Rubell asked if this position would report to the Council. Mangano stated the Council appointed the title, but the Finance Director would report to a deputy city manager. Council Member Rubell asked if making this a director position would make them an officer. Plane stated they would be an executive or statutory officer, and their salary range would appear on the compensation ordinance.

Mayor Worel opened public input. No comments were given. Mayor Worel closed public input.

Council Member Toly moved to approve Ordinance No. 2025-14, an ordinance enacting Title 2, Chapter 4, Section 13 of the Municipal Code of Park City to create a Director of Finance position. Council Member Parigian seconded the motion.

RESULT: APPROVED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

2. Consideration to Approve Ordinance 2025-15, an Ordinance Adopting the American Public Works Association (APWA) Manual of Standard Specifications, the APWA Manual of Standard Plans, and the Park City 2025 Supplemental Standard Plans and Specifications to be Used for the Design and Construction of Projects:

John Robertson and Becky Gutknecht, Engineering Department, presented this item. Gutknecht stated this was presented to the Planning Commission and they forwarded a positive recommendation to the Council. The purpose of this was to ensure quality construction of roadways and utilities, and consistency in materials. The supplemental standards were to provide consistency in things specific to Park City. She noted minor changes from the standards approved last year which mainly referred to fiber installation.

Council Member Parigian clarified that this manual defined specifications and not designs, to which Gutknecht affirmed. Regarding pavers, Robertson stated some materials were required so there was consistency on Main Street.

Mayor Worel opened public input. No comments were given. Mayor Worel closed public input.

Council Member Ciraco moved to approve Ordinance 2025-15, an ordinance adopting the American Public Works Association (APWA) Manual of Standard Specifications, the APWA Manual of Standard Plans, and the Park City 2025 Supplemental Standard Plans and Specifications to be used for the design and construction of projects. Council Member Toly seconded the motion.

RESULT: APPROVED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

3. Consideration to Approve Ordinance No. 2025-13, an Ordinance Establishing Compensation for the Elective and Statutory Officers for FY26:

Jessica Morgan, Hans Jasperson, Jed Briggs, Penny Frates, and Robbie Smoot, Budget Department, were present for this item. Morgan reviewed that some budget adjustments, including the K9 expenses, were not entered into the spreadsheet, and the analyst position was moved from Events to Economic Development. Morgan stated there was an error in the Council compensation ordinance and the Council's compensation was really $55,795.57.

Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed the public hearing.

Council Member Toly moved to approve Ordinance No. 2025-13, an ordinance establishing compensation for the elective and statutory officers for FY26 as corrected. Council Member Dickey seconded the motion.

RESULT: APPROVED AS AMENDED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

4. Consideration to Adopt Resolution 11-2025, a Resolution Amending the Fee Schedule:

Hans Jasperson reviewed updated items including the punch pass on golf fees. Council Member Parigian asked what the status was for the golf leagues. Jasperson stated the league members could get punch passes for five 18-hole rounds or ten 9 hole-rounds. They got the resident rate during league play. Council Member Rubell asked about parking at Bonanza Flat. There was discussion on having a season parking pass for the school district residents and Council Member Rubell was told this could come back after the fee schedule was adopted. The Council agreed to that discussion.

Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed the public hearing.

Council Member Dickey moved to adopt Resolution 11-2025, a resolution amending the Fee Schedule. Council Member Ciraco seconded the motion.

RESULT: APPROVED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

5. Consideration to Approve Ordinance 2025-12, an Ordinance Adopting a Revised Budget for Fiscal Year 2025 and a Final Budget for Fiscal Year 2026 for Park City Municipal Corporation and its Related Agencies and Authorizing the Computation of the Property Tax Rate at a No Tax Increase Rate:

Council Member Rubell asked about the forecasted revenue for the Ice Arena operation and the anticipated drop. Morgan stated they changed the method of how they decided revenue projections. They looked at actual numbers and realigned revenue to meet the actuals. Council Member Rubell asked if the revenue was overstated previously. Morgan stated it was overstated because the revenue increased so dramatically during COVID.

Council Member Rubell asked about the $150,000 designated for a Clark Ranch Road Study. Robertson clarified this study was for the connection of Richardson Flat Road to Clark Ranch. The RSOQ was issued, and they would select a consultant soon. Council Member Rubell asked if they would look at just this option or were other options being considered. Robertson stated they would look at the main route and look at connection options, either direct connections or internal connections within Park City Heights. Dias stated the City Engineer worked to minimize the impact, look at emergency access, and look at soils. This fall the Alexander Group would present to Council to continue the public private partnership. The road was a significant cost. He noted the study's cost would come from the Affordable Housing Fund. Council Member Rubell asked if an option could be from the other side of the road. Robertson stated that was not being looked at because there were challenges, including the area was designated as open space and the City did not own the property. Council Member Rubell referred to having a discussion with UDOT on direct access options from Richardson Flat. Dias stated they were not considering tunneling under the state road. They were considering a frontage road, trying to mitigate impacts and using existing infrastructure. They could look at ingress and egress within that though. Council Member Rubell felt there were two projects that were going to converge at some point, and he thought they should talk to UDOT before spending this money. Dias indicated that was a completely different project and he explained the implications of re-doing it. Council Member Parigian asked to put a number on it. Robertson stated there were preliminary cost estimates. Council Member Ciraco stated alternative access to the other side of the road had a sliver of property along the road and he didn't know if the City had access to cross the sliver. He asked how much the road construction would cost, to which it was indicated $4 million to $5 million. He stated the Park City Heights residents were concerned about access

so he wanted all the options considered considering the convergence of events for the area.

Robertson explained there were two access points to Clark Ranch. The one from Park City Heights was for emergency access only. The other one was along the US 40 frontage road. That would be used for construction and access. Council Member Ciraco stated there was a stipulation of how long the extension of the frontage road needed to be to separate the entrance of Park City Heights. Robertson agreed there were two access points that were too close to each other. One consideration was to create a roundabout. Dias stated this road would take traffic away from Park City Heights. He asked if the Council wanted to see a number on going under the highway. Council Member Toly did not want to pursue that. Council Members Parigian, Dickey, Rubell, and Ciraco favored getting a high-level cost estimate. Council Member Dickey wanted to keep the current work moving forward. The Council agreed. Council Member Rubell recommended that staff come back with a staff communications update.

Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed the public hearing.

Council Member Dickey moved to approve Ordinance 2025-12, an ordinance adopting a revised budget for Fiscal Year 2025 and a final budget for Fiscal Year 2026 for Park City Municipal Corporation and its related agencies and authorizing the computation of the property tax rate at a no tax increase rate. Council Member Ciraco seconded the motion.

RESULT: APPROVED
AYES: Council Members Ciraco, Dickey, Parigian, Rubell, and Toly

IX. ADJOURNMENT

PARK CITY REDEVELOPMENT AGENCY MEETING

ROLL CALL

Attendee Name	Status
Chair Nann Worel	
Board Member Bill Ciraco	
Board Member Ryan Dickey	
Board Member Ed Parigian	
Board Member Jeremy Rubell	**Present**
Board Member Tana Toly	
Matt Dias, Executive Director	
Margaret Plane, City Attorney	
Michelle Kellogg, Secretary	

None	**Excused**

PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Chair Worel opened the meeting for any who wished to speak or submit comments on items not on the agenda. No comments were given. Chair Worel closed the public input portion of the meeting.

NEW BUSINESS

1. Consideration to Approve Resolution RDA 02-2025, a Resolution Adopting the Fiscal Year 2025 Revised Budget and the Fiscal Year 2025 Budget for Park City Redevelopment Agency:

Board Member Rubell asked why there was so much money left in the RDA fund. Jed Briggs, Budget Director, stated the Park Avenue Reconstruction Project was tabled. The funding was restricted to the Lower Park Avenue RDA which was a limited area. He noted this money could be used for the community center, affordable housing, and/or the senior center outside the RDA area.

Chair Worel opened the public hearing. No comments were given. Chair Worel closed the public hearing.

Board Member Dickey moved to approve Resolution RDA 02-2025, a resolution adopting the Fiscal Year 2025 revised budget and the Fiscal Year 2025 Budget for Park City Redevelopment Agency. Board Member Parigian seconded the motion.

RESULT: APPROVED
AYES: Board Members Ciraco, Dickey, Parigian, Rubell, and Toly

ADJOURNMENT

PARK CITY MUNICIPAL BUILDING AUTHORITY MEETING

ROLL CALL

Attendee Name	Status
Chair Nann Worel Board Member Bill Ciraco Board Member Ryan Dickey Board Member Ed Parigian Board Member Jeremy Rubell Board Member Tana Toly Matt Dias, Executive Director	**Present**

Margaret Plane, City Attorney Michelle Kellogg, Secretary	
None	**Excused**

PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Chair Worel opened the meeting for any who wished to speak or submit comments on items not on the agenda. No comments were given. Chair Worel closed the public input portion of the meeting.

NEW BUSINESS

1. Consideration to Approve Resolution MBA 01-2025, a Resolution Adopting the Fiscal Year 2025 Revised Budget and the Fiscal Year 2026 Budget for Park City Municipal Building Authority:

Chair Worel opened the public hearing. No comments were given. Chair Worel closed the public hearing.

Board Member Parigian moved to approve Resolution MBA 01-2025, a resolution adopting the Fiscal Year 2025 revised budget and the Fiscal Year 2026 Budget for Park City Municipal Building Authority. Board Member Dickey seconded the motion.

RESULT: APPROVED
AYES: Board Members Ciraco, Dickey, Parigian, Rubell, and Toly

ADJOURNMENT

With no further business, the meeting was adjourned.

_____
Michelle Kellogg, City Recorder

City Council Staff Report

Subject: China Bridge Parking Structure Maintenance Construction Agreement
Author: Steven Dennis PE, PMP
Department: Engineering
Date: July 10, 2025

Recommendation
Consider a request to authorize the City Manager to execute a construction agreement with Commercial Restoration Services (CRS), in a form approved by the City Attorney's Office, to perform maintenance and repair activities on the China Bridge Parking Structure (CBPS) in an amount not to exceed $2,000,000.

Executive Summary
The CBPS was constructed in two phases, the southern section in 1986 and the northern section in 2006. Not surprisingly and despite regular maintenance efforts by Public Works and Parkind, the southern structure has deteriorated faster than anticipated due to exposure to harsh weather conditions, including regular freeze-thaw cycles, de-icing salts, and lack of new construction methods.

Following an 18-month evaluation and planning effort, we recommend only modest and obvious structural and maintenance repairs to completed by CRS. A structural assessment by a structural engineering firm of the nearly 40-year-old section recommended that certain repairs be undertaken immediately to prevent more rapid deterioration. The assessment further stated that complete replacement of the southern section is advised within 10 years. Execution of this construction agreement presents an opportunity to extend that timeline if necessary. We are also aware of the ongoing discussions related to the Main Street Area Plan, and therefore are only requesting resources for the most pressing repairs.

Analysis
As a result of visible structural deficiencies, the Engineering team contracted Kimley-Horn and Associated (KHA) to perform an overall structural assessment of the CBPS, completed on May 22, 2024. On July 31, 2024, we also hired Horrocks as a third-party reviewer, who validated KHA's assessment and recommendations.

On August 15, 2024, we held a work session with the City Council to focus resources on the cast-in-place Marsac retaining wall failure. On September 5, 2024, the City Council received a staff communication regarding the overall CBPS structural assessment. On September 26, 2024, the City Council authorized the City Manager to execute a contract to replace the Marsac retaining wall.

On November 7, 2024, the City Council received a staff communication regarding a 5-year capital investment plan to address the significant structural deficiencies and

balance the amount of capital investment until the Main Street Small Area Plan was finalized.

Entering a construction agreement with CRS provides the City with access to extensive experience with parking structures in Park City and the Salt Lake region. The agreement will leverage CRS's expertise in a a phased approach that aligns with the 5-year capital investment plan. This strategy aims to ensure the continued safe operation of the parking asset while allowing for thorough vetting of redevelopment opportunities, and that construction activities occur when the garages are least utilized in order to minimize disruption for Main Street visitation.

Funding
Proactively, the Parking Fund was structured to buid a reserve balance, understanding that significant investment would be required to keep the CBPS operational. No additional funding is requested at this time. A summary of the financials is below.

- Current reserves are $2,100,000
- Recommended contract value is $2,000,000
- The recommended contract is 95% of the current reserves
- Investment in CBPS in the last 5 years is $650,000.
- 22% of parking revenue generated by CBPS.

City Council Staff Report

Subject: Bus Stop Shelter Design and Fabrication Contract Amendment
Author: Steven Dennis PE, PMP
Department: Engineering
Date: July 10, 2025

Recommendation

Consider a request to authorize the City Manager to execute a contract amendment with MODSTREET, in a form approved by the City Attorney's Office, to provide additional design and fabrication services for the citywide bus stop improvement project in an amount not to exceed $1,424,765. The total contract value would increase from $471,350 to a new, not-to-exceed amount of $1,896,115.

Executive Summary

28 of the remaining 65 stops slated for improvement as part of the citywide Bus Stop Improvement program will receive new shelters designed to improve the user experience and respond to requests for better customer service. Following construction in 2024, we took a contemplative step back to ensure we are investing in the right amenities at the right bus stops. The outcome was a ranking system that utilizes ridership data to determine what level of service is warranted at each stop, resulting in larger shelters at 9 of the 28 stops. The larger shelters will be at stops that are services by multiple routes or are likely to have more folks waiting, for example, the Park City High School.

This is a significant change in scope from MODSTREET's current contract, which includes the design of one shelter size and fabrication and delivery of 20 shelters. If approved, this contract amendment will allow the project team to leverage the already awarded federal funding, nearly 80%, to procure the right shelters to continue enhancing the transit user experience and increasing ridership, a City Council priority.

Analysis

On March 14, 2024, the City Council approved a design professional services agreement with MODSTREET to design and furnish shelters for Phase 1 of the citywide bus stop improvement project. During the Phase 1 construction, 9 new shelters were installed across the 18 stops that were improved. On November 21, 2024, the City Council approved a design professional services agreement with Kimley-Horn & Associates for the design and construction engineering of Phases 2 and 3 of the citywide bus stop improvement project for $2,100,000.

The requested contract increase expands the scope of services to include the design of two larger shelters (6x15 and 6x24), fabrication and delivery of 17 additional shelters (37 total), and installation support. The scope expansion cost has already been

accounted for in the project budget, which is 85% grant-funded, or $13.2M out of $15.4M.

Funding
Over the span of 3 years, we budgeted $15.4M to upgrade 83 bus stops, of which $13.2M is funded by outside grants. Bus stop upgrades include new physical shelters, sidewalk and grading, and concrete improvements, digital signage, conduit and utilities, benches, and other amenities that enhance customer service and safety. Because this project spans three years, the budget also accounts for inflationary factors such as increased supply and labor costs and vendor competition.

As stated, over 85% of the project's budget is funded by grants. State and county grant programs also cover portions of the 20% local match most Federal grants require. The tables below reflect currently awarded/budgeted amounts and the estimated cost of Phase 2 and 3 work activities. No additional funding is requested for the expanded scope of services.

Funding Source	Amount	Percentage
Federal	$12,001,135	78%
State	$420,000	3%
County	$820,160	5%
PCMC	$2,174,262	14%
Current Project Budget	**$15,415,557**	**100%**

Scope of Work	Amount
Phase 1	$1,384,000
Phase 2&3 Design	$2,700,000
Phase 2&3 Amenities	$1,425,000
Phase 2&3 Construction	$9,906,000

NOTE: As a quick update, art has been implemented on several of the 9 Phase 1 shelters installed in 2024. We are wrapping up a survey for the Phase 3 stops, and the Phase 2 stops are at a 30% design level. Advertising of a combined Phase 2 and 3 construction package is anticipated in March 2026.

Exhibits
A. Phase 1 Installation Photos

Exhibit A – Phase 1 Installation Photos

3 BLUE
FREE
For the M unbidkind
PARK CITY

City Council Staff Report

Subject: Inspection of Public Improvements related to master planned developments
Author: Becky Gutknecht, P.E, John Robertson, City Engineer
Department: Engineering
Date: July 10, 2025

Recommendation

Consider authorizing the City Manager to execute an agreement with Methods Consulting Inc. (Consultant), in a form approved by the City Attorney's Office, not to exceed $600,000, to provide all required services related to field inspections during the installation of infrastructure by a private developer, and ultimately dedicated to the City for use and maintenance purposes. The agreement will last three years, only be used when services are required, and will be paid on a time and materials basis, with funds collected from the construction inspection fee paid by the developer.

Executive Summary

Public infrastructure installed as part of private development is dedicated to the City, subject to a 12-month warranty period following a final inspection. These infrastructure improvements include wet utilities, roadways, and flatwork. The Engineering Department is responsible for overseeing the installation of these improvements, conducting field inspections, and providing final approval. Given the time commitment to ensure compliance with the City's standard plans and specifications, a qualified outside consulting firm is required.

The payment for these services is collected using the construction inspection fee per the City's master fee schedule. The fee is collected from a developer upon the submittal and approval of engineered improvement drawings and is based on a percentage of the total cost of construction of the future city infrastructure. The selected firm will be on-site daily to inspect and ensure compliance. The previous contract for these services has expired, so it was necessary to issue a request for qualifications to select a new consultant.

A request for a Statement of Qualifications was published on the Utah Public Procurement Place (U3P) website and remained open for advertisement until May 14, 2025. Four firms submitted responses, which were reviewed by a committee of staff from several departments. The committee selected two firms for in-person interviews. After the interviews, the Consultant was chosen unanimously.

The Consultant will enter into a three-year contract to provide these inspection services. A longer contract term was necessary as the collected fees are associated with various

developments that can often take longer than one construction season to complete. For consistency of service and project understanding, we believed a longer contract term would provide better service for the City, resulting in longer-lasting infrastructure and better knowledge of Park City's build environment.

Funding
All services performed by the Consultant will be paid from the construction inspection fee collected.

Exhibits

A Methods Consulting Inc. RSOQ

REQUEST FOR STATEMENTS OF QUALIFICATION FOR

INSPECTIONS OF PUBLIC IMPROVEMENTS

PARK CITY MUNICIPAL CORPORATION, UTAH

May 14, 2025

METHODS CONSULTING

1 PREVIOUS RELEVANT EXPERIENCE & SERVICES

METHODS Consulting personnel have worked with numerous cities, counties, and UDOT in various CM capacities throughout their careers. We provide specialized CM, inspection, owner's representation, and oversight. The quality of our staff is well known throughout the state. Our personnel are accustomed to continuous onsite monitoring and resolving issues through transparent, honest, and documented communication.

UDOT'S CONSTRUCTION TRAINING PROGRAM (CTP)

METHODS Consulting personnel are currently participating as Subject Matter Experts in the creation of UDOT's Construction Training Program (CTP). The program provides additional context and background that support UDOT's standard specifications and drawings. The goal of this training is to provide consistent skills-based training that will allow inspectors, office managers, and lab managers an opportunity to become more proficient in CM. Our employees are serving as subject matter experts in various content categories, including barriers, crash cushions, end sections, ADA pedestrian ramps, and materials testing. These experts are helping create the content that will be used in the training modules for CTP. Chelsea has also been reviewing all of the ADA pedestrian ramps for UDOT for design and construction to ensure compliance throughout the state.

HIGH VALLEY TRANSIT BUILDING

Photo by Connor Thomas-KPCW

METHODS personnel, while at a previous firm, acted as the owner's representative for High Valley Transit on the design and construction of three buildings. This project is partially funded by the Federal Transit Authority. METHODS personnel verified that the design and construction documents are in compliance with federal regulations. We worked with the contractor and architect to ensure the project is in compliance with Federal Title VI requirements, along with all Build America and Buy America requirements. METHODS is also managing all the special inspections and materials testing as part of this project.

PARK CITY BUS STOPS, PARK CITY

METHODS personnel, while at a previous firm, provided Construction Engineering Management (CEM) for the Park City Bus Stops project on SR-224. We assisted Park City with submittal reviews, change orders, pay estimates, inspection and testing, and FTA compliance. This project includes removing existing bus shelters, upgrading the pedestrian facilities, utility upgrades, and installing two new bus shelters.

WEST DAVIS CORRIDOR REPRESENTATIVE FOR SYRACUSE

Syracuse City selected METHODS personnel, while at a previous firm, for the CM and materials reviews and quality assurance for the reconstruction of city roads, trails, and utilities impacted by the West Davis Corridor. This also included construction permit reviews and approvals.

POLK STREET, OGDEN

METHODS personnel, while at a previous firm, worked with Ogden City to perform full CEM and materials testing for the widening and reconstruction of Polk Street in Ogden. The project includes utility relocations, ped ramp construction, irrigation, drainage, and roadway improvements.

ADDITIONAL PROJECTS

- Summit County Service Area #3 (SCSA#3)
- 500 West; Jenny Lane to Antelope Drive - Clearfield City
- 5600 West, 7800 South to 8600 South
- UDOT Maintenance Station MS4 Improvements
- Salt Lake City Corporation Materials Testing
- 300 West, 2100 South to 1300 South, Salt Lake City
- UDOT Region One—Various Right-Turn Lanes (5 Locations)
- Silver Summit County Services Building
- Grantsville Park-and-Ride
- SR-126: 1900 W & 4000 S Right-Turn Elimination, Roy

2 KEY STAFF & TASK LEADS

METHODS' CM Team has deep resources to support Park City with inspection and CM. Our point of contact and our lead inspector both live in Summit County near Park City, which allows us to provide a timely response when the need arises. Our field personnel have the ability to complete the materials testing necessary in the field, and we will use a variety of laboratories to complete the necessary testing depending on their performance results, availability, and fee structure. As presented below, our team consists of both former city and UDOT employees who understand the city, state, and federal processes for both AASHTO and APWA Standards. We believe that our team's experience, along with our previous work with Park City will allow us to meet your contract goals and provide a quality finished product.

POINT OF CONTACT/RE | Gary Horton, SE

Gary has led Local Government and CM teams as RE for the past 29 years on projects such as Brown's Canyon Reconstruction, Center Street, and 7th Street Reconstruction. Considering this experience, Gary is confident in his ability to accomplish the most demanding tasks associated with PCMC's CM needs. Gary's knowledge of city processes, AASHTO Standards and Specifications, and a local presence combine to make him a superior choice for Park City's CM projects. Having provided CM oversight for over 30 projects, Gary has become an expert at representing local government interests by protecting funding, avoiding change orders, managing tight budgets, controlling schedules, CPM management utilizing Suretrak or Pimavera, quality control, and constructability reviews cost estimating, coordinating utility relocations, managing public relations, partnering, and has learned how to stay on top of key contract compliance issues to allow for smooth and prompt project closure. Gary's experience with utility coordination and construction makes him an expert in schedule collaboration between contractors, subcontractors, vendors and suppliers, utilities, local governments, and special service districts. He has been successful at coordinating both the contractor and the utility companies in multiple projects to avoid construction delays.

RESIDENT ENGINEER | Dan Young, SE

Through his experience, Dan has learned that communication is key in organizing the right team for a successful project. He is experienced in following APWA and UDOT processes and consistently delivers projects on schedule and within budget. He is experienced in cost estimating, risk analysis, change orders, CPM scheduling, contract negotiation, ROW, utilities, CM, PI & presentations, and educational presentations. Dan has significant roadway construction experience, including signals, roadway reconstruction, pavement rehab, wetland banks, LG projects, and design build. His unique background also includes project design and environmental management.

PARK CITY 1884

Point of Contact / Resident Engineer
Gary Horton, SE (20%)

Resident Engineer
Dan Young, SE (50%)

Inspection
Todd Richins (80%)

Field Engineer
Ian Frankland, SE

CEM Impector
Justin Blackburn

Office Management
Lori Brainard

Inspector
Felipe Ocampo

Inspector
Robert Topolovec

Field Engineer
Jackson Anderson, EIT

Materials & Inspection Manager
Chelsea Richards

Office Management
Monique Avery

Inspector
Nate Hansen

Inspector
Spencer Finsand

The availability of these individuals range from 20% to 80%. However, we can shift assignments to accommodate Park City project needs.

INSPECTOR | Todd Richins

Todd, a resident of Summit County, has 32 years of experience working with UDOT in highway maintenance/construction inspections, 20 of which were spent as an Area Supervisor. Todd retired from his work at UDOT and joined our team as an inspector. Todd has decades of experience managing and leading teams. Todd is an expert in his field who prioritizes communication, client satisfaction, and successful completion of projects. Todd has extensive qualifications and certifications, including Sampling, Reduction and In-Place Density & Concrete (WAQTC ID: 163863), ADA Pedestrian Ramp Training Course, Traffic Signal & ITS Construction Training Program, and Environmental Control Supervisor & Partnering.

FIELD ENGINEER | Ian Frankland, SE

Ian, as a previous Ogden City employee, has experience with design, project management, and CM for both Ogden City and UDOT projects. Ian prides himself on working with people to solve problems and establish a friendly and effective working environment for all involved. As a dedicated problem solver and team player, Ian enjoys being on site during project construction and working with contractors to anticipate and rectify problems as they arise. Ian has collaborated with UDOT on numerous LG projects for Ogden City, including the Polk Avenue Sidewalk Project that involved careful coordination to ensure that local government, UDOT, and federal standards and specifications were met.

FIELD ENGINEER | Jackson Anderson, EIT

Jackson has four years of materials testing, inspection, field engineer, and design experience. He graduated from Utah Valley University with a bachelors degree in Civil Engineering, having also passed the FE Exam. Jackson is certified as a Level II inspector with ADA Pedestrian Ramp, Traffic Signals & ITS, ECS, and TCT certifications and has experience in Precast Concrete Inspection (PCI). Jackson has acted as the lead inspector for multiple projects located in Region 3, including accepting contractor submittals and assisting with project closeout. He has participated as QA on multiple projects involving structures, with a focus on concrete reinforcement inspection.

3 PLAN TO ACHIEVE THE REQUIRED SCOPE OF SERVICES

Along with various capital improvement projects, Park City will have significant construction as the result of the improvements associated with the Snow Park Development project at Deer Valley. **METHODS' team is familiar with the improvements, as our team lead assisted Park City with the design reviews associated with the Snow Park Development.** The Snow Park Development will include utility adjustments, storm drain modifications, roadway, and trail improvements, and a traffic signal at the "Y Intersection" that should include transit signal priority (TSP). **METHODS is well suited to assist the city with ensuring the correct TSP equipment is included on the Snow Park installed traffic signal to correlate with equipment on the SR-224 BRT project, where all transit vehicles will coordinate with other traffic signals on the corridor.**

METHODS' personnel are ready and willing to support Park City with a variety of services. We understand that at times we may support the city when project loads are excessive, Park City personnel may be absent from work for a period of time, or we may be assigned entire development projects. The scope of services we will provide will generally include:

PRECONSTRUCTION

- METHODS will review the plans and specifications to become familiar with the work when a contract notice to proceed is given.
- We will attend the preconstruction meeting with Park City and the contractor prior to construction. We will prepare the agenda, along with conducting and recording the meeting minutes. We will distribute minutes to the project team.
- We will complete the initial project setup for documentation and communication on the project.
- METHODS' team will visit the project site to review existing conditions, take pictures, and videos to understand the project and its limits.

CONSTRUCTION MANAGEMENT

- Weekly project meetings: METHODS will prepare agendas, schedule, and conduct meetings, take meeting minutes, and distribute. We will have an inspector or engineer in attendance at all meetings, depending on the level of complexity.
- Process Reviews: METHODS will perform internal process reviews as a part of our QC plan including, but not limited to, documentation, quantities, material testing requirements, safety review, diaries, and material certifications.
- Requests for Information (RFIs): METHODS will review and respond to RFIs submitted on the project, distribute the RFIs to the appropriate personnel, and track the responses.

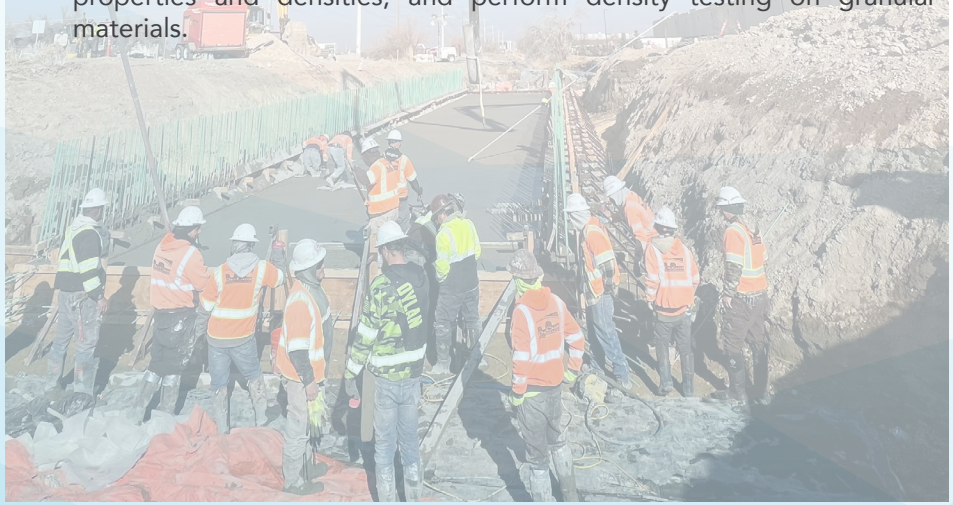
- Review of Submittals: In coordination with the RE, who will review and accept submittals on each project, we will track submittals on the project including materials certification, traffic control, detour plans, Critical Path Method (CPM) schedules, mix design(s), and material testing source suitability and targets.
- Our RE and occasionally our inspector will attend monthly meetings with the city engineer's office personnel to relay the status of the project(s), discuss progress, and identify potential adjustments needed for acceptable performance.
- Our combined team will provide weekly reports that are formally submitted as a monthly construction report to the Engineering Department, including daily field reports, material testing results, changes, progress, photos, etc. This will be shared in a Google Drive folder that the city can access at any time to see the project progress, including compliance with Park City standards.
- Post-construction conference and final walkthrough: The RE will schedule and conduct a final inspection and walkthrough with the city, contractor, and other pertinent personnel. We will develop a punch list of work items required to be completed to achieve physical completion. We will provide final closeout paperwork, including substantial completion dates, final acceptance inspection, and verification of completion.

PROJECT ADMINISTRATION

- METHODS' team will set up and maintain project documentation and project files. We will review and accept project documentation such as material certifications, materials testing, traffic and safety reviews, pay item documentation, and project acceptance criteria.
- Our team will develop a Quality Management Plan (QMP) to track all material documentation that is submitted. This will reference the pay items and submittal requirements, along with the materials sampling and testing required by APWA specifications. Our material and compliance testing will be observed and reported as compliance or failure. Our daily reports will be submitted electronically to the Engineer of Record and the contractor.
- When requested, it is anticipated that we will review bond release requests. Our RE and inspector will work with the contractor and agree on quantities for potential bond release requests.

FIELD INSPECTION

- Daily inspection of the work: METHODS' Team will have an RE, field engineer, or inspector on site for daily site observations of construction efforts to ensure compliance with approved plans, city standards and specifications, and city and state code.
- WCG offers a full-service preconstruction survey, including a video survey, signed existing conditions report, and a clear navigable comprehensive overview of findings. Our process complies with government specifications while respecting privacy and maintaining professional standards.
- Daily diary entries: As part of the daily observations METHODS personnel will enter daily diary entries to document the contractor's work and progress. The inspector will also document in the diary any activities or conversations. Our team uses tablets to allow digital input of diary entries daily and instantly in the field in a Google Drive shared across the entire team.
- Monitor Site Conditions: During our inspection of work, we will monitor safety conditions, traffic or public safety issues, and other general safety conditions. We will perform daily inspections to ensure that traffic control is following the approved traffic control plans. Safety of workers and the traveling public is critical to the project's success. METHODS personnel will continually observe contractor work for safety and attend and participate in weekly safety meetings which will be part of the weekly update reports.
- METHODS will sample all soils per APWA standards and, when necessary, submit them to a lab for testing. METHODS will test concrete, aggregate properties and densities, and perform density testing on granular materials.



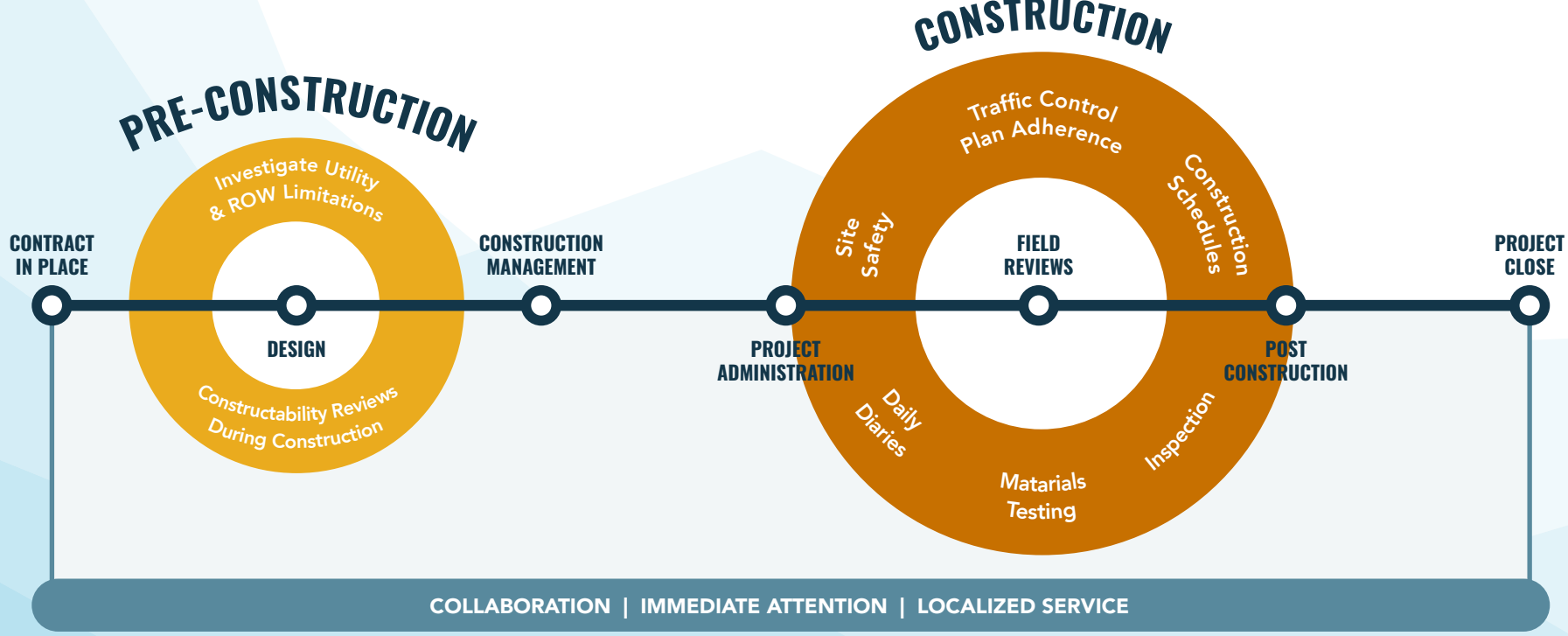
4 DEMONSTRATED ABILITY TO ADDRESS THE CITY'S CONCERNS

Our job is to work with the developer's contractor to ensure the infrastructure built for Park City by the develop's contractor meets the city's standards in a safe manner. Our personnel are committed to providing PCMC with localized service, immediate attention, and collaboration through unequaled accessibility and expertise. We emphasize commitment to PCMC's needs, making our clients' satisfaction our principal goal. This emphasis enables us to manage and produce high-quality projects for PCMC quickly and effectively.

We set up our contract scope following the Construction Management network and follow these respective tasks in preconstruction, CM, and post-construction to close each project. Staff minimize construction risks by first providing constructability reviews during the design phase. We look for items that may delay construction activities, such as utilities and ROW limitations. During construction, we minimize risk through constant monitoring of site safety, traffic control plan adherence, construction schedules, and compliance with all elements of the construction documents.

Our inspectors work with the contractor to resolve issues that arise and follow the escalation ladder established in our preconstruction meetings to come to a quick resolution. We understand and embrace the challenges associated with CM. Our team works to enter daily dairies, inspection, and materials testing daily, thereby ensuring effective communication, transparency, and an efficient project closeout process. Our staff is also proficient in the use of Google folders to keep all documents organized by projects assigned to us by Park City. Google Documents also allows us to provide access to specific individuals thus providing transparency to all parties throughout the project to understand the status of the construction and the associated documentation. Our office manager works with the contractor and our staff to ensure that all submittals are provided, reviewed, and tracked to ensure proper documentation for material certifications and for the project closeout process.

Our collaboration allows us to lift, sustain, and unify the construction delivery process. Our personnel have been trained and are committed to the highest attributes of partnering, communication, superior work quality, and technical expertise in all that we do. We can integrate a project team to resolve and document any construction issues. Furthermore, key personnel have experience in conducting all necessary meetings from advertisement to the post-construction conferences.



City Council Staff Report

Subject: Consideration of a Resolution Approving the City of Holladay's Membership in the Central Wasatch Commission
Author: Caroline Schlesinger
Department: Executive
Date: July 10, 2025

Summary Recommendation

Consider Resolution 15-2025 approving the City of Holladay as a new member of the Central Wasatch Commission (CWC).

Analysis

The Central Wasatch Commission (CWC) was created in 2017 as an interlocal governmental entity formed to collaboratively address challenges and opportunities in the Central Wasatch Mountains, including environmental preservation, recreation access, and transportation planning.

Current CWC members include the Town of Alta, Town of Brighton, Cottonwood Heights, Millcreek, Park City, Salt Lake City, Sandy City, and Summit County. On July 11, 2024, the City Council approved Resolution 17-2024 to appoint Councilmember Bill Ciraco as Park City Municipal's voting member on the CWC.

The CWC Interlocal Agreement allows for additional members to be appointed through a multi-step process that requires a majority vote by the current CWC Board and approval by each existing member's legislative body.

On June 23, 2025, the CWC Board unanimously passed Resolution 2025-17 offering the City of Holladay to membership in the CWC. Holladay's admission supports the region-wide collaboration the CWC fosters and ensures the city has a seat at the table in decision-making related to the mountains.

The City Council's approval of Resolution 15-2025 would fulfill one of the final requirements for Holladay's formal admission into the CWC.

Exhibits

Exhibit A Resolution 15-2025: Admitting Holladay City to the Central Wasatch Commission.

Resolution 15-2025

A RESOLUTION ADMITTING THE CITY OF HOLLADAY AS A MEMBER OF THE CENTRAL WASATCH COMMISSION

WHEREAS, the Central Wasatch Commission (the "CWC") is an interlocal entity that was formed effective 29 June 2017 pursuant to the "Central Wasatch Commission Interlocal Agreement" (the "Original ILA"), as amended (the "Amendment") pursuant to Resolution 2020-14 of the CWC's governing body (the "Board") and subsequent approval of the legislative bodies of the CWC's members (the Original ILA, as amended by the Amendment, is the "ILA"); and

WHEREAS, the current members ("Members") of the CWC include Town of Alta, Town of Brighton, City of Cottonwood Heights, City of Millcreek, Park City, Salt Lake City, Sandy City and Summit County; and

WHEREAS, Article V.A. of the ILA allows additional Members to join the CWC pursuant to the process provided in Article V.A.(2) of the ILA, which requires (a) approval by majority vote of all of the commissioners then serving on the CWC Board, (b) approval by the legislative body of each of the then-current Members, and (c) compliance with all the other requirements specified in said Article V.A. (the "Admission Requirements"); and

WHEREAS, on June 23, 2025, pursuant to an application for CWC membership previously submitted by the City of Holladay ("Holladay"), the Board enacted its Resolution 2025-17 inviting Holladay to become a Member of the CWC subject to approval by the legislative body of each of the current Members and compliance with all the other Admission Requirements; and

WHEREAS, Park City is a Member of the CWC; and

WHEREAS, the City Council (the "Council") met in regular session on July 10, 2025 to consider, among other things, approving the admission of Holladay as a CWC Member as provided above; and

WHEREAS, after careful consideration, the Council has determined that it is in the best interests of the health, safety and welfare of the City residents to so approve Holladay's admission as an additional Member of the CWC as proposed by the Board;

NOW, THEREFORE, BE IT RESOLVED by the Park City Council that the Council hereby approves Holladay's admission as an additional Member of the CWC conditioned (a) approval by the governing body of each of the other Members, and (b) compliance with all the other Admission Requirements.

This Resolution no. 15-2025, shall take effect immediately upon passage.

PASSED AND APPROVED effective July 10, 2025.

PARK CITY MUNICIPAL CORPORATION

_____
Mayor Nann Worel

ATTEST:

_____
Michelle Kellogg, City Recorder

APPROVED TO FORM:

_____
City Attorney's Office

City Council Staff Report

Subject: Amendments to Chapter 13-4 "Regulation and Enforcement of Stormwater Discharges Associated with Construction Activities"
Author: Christine Williams
Department: Public Utilities
Date: July 10, 2025

Recommendation

Review and consider amendments to the Park City Code, Chapter 13-4 "*Regulation and Enforcement of Stormwater Discharges Associated with Construction Activities*".

The proposed amendments align Park City Code with State law, as recently amended in 2025 within Utah Senate Bill 220 (SB220).

Executive Summary

Park City Municipal owns and maintains an extensive stormwater drainage system classified by the State of Utah as a Municipal Separate Storm Sewer System, or MS4. In 2016, Park City was designated as an MS4 and since then, we have been obligated to maintain a permit under State and Federal laws.

During the 2024 legislative session, the State adopted HB507 to standardize construction stormwater permitting across Utah and ensure consistency in Best Management Practices (BMPs), Stormwater Pollution Prevention Plans (SWPPPs), inspections, fees, and enforcement. In response, Park City updated its code in December 2024 to comply with those requirements.

In the 2025 legislative session, the State adopted SB220, which builds on and updates the provisions of HB507. As a result, we are once again updating our local code to remain in compliance.

The proposed amendments align the Park City Code with SB220 and will only apply to MS4 Stormwater permits, without affecting how the City conducts its regulatory functions for any other development permit.

Analysis

Changes to 13-4-2 Definitions

Proposed amendments to definitions are:

- The update of "Applicant".
- The addition of "Immediate Threat".
- The addition of "Imminent Threat".

Changes to 13-4-4 Work Permit

Proposed amendments are related to the requirement from SB220 stating: *The City has five business days after the day on which the applicant submits the information or modification to complete the review of the SWPPP.*

- Previously there was no timeframe outlined.

Changes to 13-4-6 Inspection and Entry

Proposed amendments are related to the requirement from SB220 stating: *Photographs submitted for Electronic Site Inspection shall:*

1. *Include meta data verifying the date, time, and GPS location corresponding to the construction site; and*
2. *Be of sufficient resolution and clarity to assess compliance with general BMPs.*

- These specifications for photo submission concerning electronic site inspections were not part of HB507 and are not in our code. This update provides clarity for the operator/contractor when submitting photos for City oversite inspections.

The proposed amendments are related to the requirement from SB220 stating: *The City may conduct an onsite inspection if the City:*

1. *Has a documented reason for justifying an onsite oversite inspection, which may include:*
    1. *Alterations of electronic photographs;*
    2. *Failure to submit an electronic site inspection at the appropriate time; or*
    3. *The construction site is within one-half mile of a river, a stream, or a lake;*
2. *If the Applicant opts out of Electronic Site Inspections.*

- These justifications for City onsite oversight inspections were not included in changes per HB507 and are not in our code. This update provides clarity for the operator/contractor on reasons the City will justify an onsite inspection.

Changes to 13-4-7 Violations of Work Permit

Proposed amendments are related to the requirement from HB507 stating: *The City may impose an administrative fine for each occurrence as allowed under State code…*

- Previously HB507 removed our capability to impose fines for violations. This is now reversed with SB220 and added back into the code.

Exhibit A: *13.4 Regulation and Enforcement of Stormwater Discharges Associated With Construction Activities* Proposed Amendments

Exhibit B: Ordinance No. 2025-16

13-4 Regulation And Enforcement Of Stormwater Discharges Associated With Construction Activities

13-4-1 Purpose
13-4-2 Definitions
13-4-3 Prohibition On Unpermitted Land Disturbance
13-4-4 Work Permit
13-4-5 Proper Operation And Maintenance
13-4-6 Inspection And Entry
13-4-7 Violations Of Work Permit
13-4-8 Penalties
13-4-9 Compliance With Federal And State Law
13-4-10 Perimeter Control Exemptions
13-4-11 Severability
13-4-12 Effective Date

13-4-1 Purpose

The purpose of this Chapter is to prevent the discharge by storm water runoff of sediment and other pollutants from land disturbance activities such as excavating, grading, filling, or grubbing. These activities are a major source of pollution to waterways and storm drain systems located within Park City and the surrounding area. Storm water runoff carries sediment from sites where these activities occur into nearby waterways, lakes, canals, irrigation systems, and storm drain systems. Such sediment clogs storm drain systems, pollutes the water in the streams and lakes, and damages wildlife habitat and water quality.

HISTORY
Adopted by Ord. 2020-44 on 9/17/2020

13-4-2 Definitions

For the purpose of this Chapter, the definitions listed hereunder shall be construed as specified in this section.

1. APPLICANT. The person that applies for an authorization to discharge under a construction storm water permit to conduct or propose to conduct a use of land for a construction site. "Applicant" includes a person granted an authorization to discharge under a construction storm water permit once authorization has been granted.

2. APPLICATION. An Application for a Utah Department of Environmental Quality Construction General Permit or a Common Plan Permit which includes a construction storm water permit.

3. BEST MANAGEMENT PRACTICES (BMPs). Schedules of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the pollution of waters of the City. BMPs also include treatment requirements, operating procedures, and practices to control site runoff, off-site vehicular tracking of Pollutants, spillage or leaks, sludge or waste disposal, or drainage from raw material storage.

4. BEST MANAGEMENT PRACTICES STANDARDS (BMP Standards). In order to provide uniform BMPs and to facilitate the issuance of Work Permits, the City has identified certain sets of BMPs that most effectively or practicably mitigate the discharge of pollutants due to storm water.

5. COMMENCEMENT OF CONSTRUCTION. The initial disturbance of soils associated with clearing, Grubbing, Grading or Excavating activities or other construction activities, excluding activities necessary to install erosion BMPs under a Work Permit.

6. CONTROL MEASURE. Any method used to prevent or reduce the discharge of Pollutants.

7. ELECTRONIC SITE INSPECTION. Geo-located and time-stamped photographs taken, evaluated, and submitted electronically by the applicant to the City.

8. EXCAVATION. The mechanical removal of earth material.

9. FILL. A deposit of earth material placed by artificial means.

10. FINAL STABILIZATION. A point in time at which all Land Disturbance Activities at the site have been completed, and a uniform (e.g. evenly distributed, without large bare areas) perennial vegetative cover with a density of 70% of the native background vegetative cover for the area has been established on all unpaved areas and areas not covered by permanent structures, or equivalent permanent stabilization measures (such as the use of rip rap, gabions, or geotextiles) have been employed. In some parts of the City, background native vegetation will cover less than 100% of the ground (e.g. arid areas). Establishing at least 70% of the natural cover of native vegetation meets the vegetative cover criteria for final stabilization. For example, if the native vegetation covers 50% of the ground, 70% of 50% would require 35% cover for final stabilization.

11. GRADING. “Grading” as used in this Chapter is defined in Section 15-15-1.

12. GRUBBING. “Grubbing” as used in this Chapter is defined in Section 15-15-1.

13. IMMEDIATE THREAT. Contaminants are entering a river, stream, or lake.

14. IMMINENT THREAT. Contaminants are anticipated to be discharged into a river, a stream or a lake within 48 hours.

~~13.~~15. LAND DISTURBANCE ACTIVITY. Any soil disturbances of an acre or more, including less than an acre if it is part of a common plan of development or sale, where the disturbance is caused by construction activity including Excavation, Grading, placement of Fill, clearing or Grubbing.

~~14.~~16. PERSON. Any individual, corporation, partnership, association, public utility, company or body politic, including Park City Municipal Corporation and any agency of the State of Utah and the United States Government.

~~15.~~17. POLLUTANT. Dredged spoil, solid waste, incinerator residue, sewage, garbage, sewage sludge, munitions, chemical wastes, biological materials, radioactive materials, heat, wrecked or discarded equipment, rock, sand, cellar dirt and industrial, municipal, and agricultural waste discharged into water.

~~16.~~18. SITE. Any lot or parcel of land or contiguous combination thereof, under the same ownership, where a Land Disturbance Activity is performed or permitted.

~~17.~~19. STORM WATER. Storm water runoff, snow melt runoff, and surface runoff or drainage.

~~18.~~20. STORM WATER POLLUTION PREVENTION PLAN (SWPPP). A plan for the mitigation of discharge of Pollutants from a Site, conforming to BMP Standards. At a minimum, the SWPPP shall have: a drawing of the location of the intended Land Disturbance Activity; the pertinent dimensions thereof; and the layout, typical sections, and details of the BMPs to be used.

~~19.~~21. WORK PERMIT. A permit issued by the Planning, Engineering or Building Departments authorizing the Applicant to engage in specific Land Disturbance Activities. The permit may require the implementation of a SWPPP or any other conditions to mitigate the discharge of Pollutants.

HISTORY
Adopted by Ord. 2020-44 on 9/17/2020
Amended by Ord. 2024-20 on 12/12/2024

13-4-3 Prohibition On Unpermitted Land Disturbance

1. General Prohibition on Unpermitted Land Disturbance Activities. No Person shall make or cause to occur any Land Disturbance Activity except in compliance with a Work Permit.
2. Emergency Conditions. An emergency Land Disturbance Activity may be made without a Work Permit if the reason for the excavation or grading or placement fill is to prevent imminent loss of life or damage to property. In such emergency situations, the Person making the Land Disturbance Activity shall contact the City to secure a Work Permit at the earliest possible time, but in no case later than the first working day following the emergency work. None of the provisions of this Chapter are waived for emergency situations except for the prior permit requirement.
3. Exemptions. The following activities are exempt from the requirements of this Chapter:

    1. actions by a public agency or utility, Park City, or other governmental agency to remove or alleviate an emergency condition, restore utility service, or reopen to traffic a public thoroughfare;
    2. actions by any Person if the City determines and documents in writing that the actions are necessary to remove or alleviate an emergency condition, restore utility service, or reopen to traffic a public thoroughfare; or
    3. bona fide agricultural and farming operations which constitute the principle use of any parcel or tract of ground located in the City and which meet the requirements of the zoning for that portion of the City in which the operation is located.

HISTORY
Adopted by Ord. 2020-44 on 9/17/2020
Amended by Ord. 2024-20 on 12/12/2024

13-4-4 Work Permit

1. Requirements

    1. The City may issue a Work Permit, in a form to be determined by the City, for the discharge of Pollutants associated with Land Disturbance Activities upon condition that such discharge will meet either:

        1. any BMP Standards identified by the City, or

2. such conditions as the City determines are necessary to fulfill the requirements of this Chapter. A Work Permit shall be required for any project that requires a permit under any other ordinance, development code, or building permit issued by Park City that includes any Land Disturbance Activity. Where required by state law, City permits shall require the submission of a Utah Pollutant Discharge Elimination System permit and Application from the State of Utah Division of Water Quality.

2. The permit holder shall comply with all provisions of the required permits at all times.

2. Work Permit Applications Work Permit applications shall be made using permit forms published by the City. Applications for all permits shall be made to the City and state the purpose therefore; the person, firm, public utility, or corporation performing the work; and the name of the person, firm, public utility, or corporation for whom or by which the work is being done. The application shall contain:

    1. an agreement that the Applicant will comply with all ordinances and laws of Park City, the State of Utah, and the Federal Government relating to the work to be done;

    2. an agreement that the Applicant shall indemnify the City for any loss, liability, or damage that may result from or because of the making, placement, existence, or manner of guarding or constructing any such Land Disturbance Activity; and

    3. if applicable:

        1. a copy of the Applicant's Construction General Permit or Common Plan Permit, if applicable, and

        2. a Storm Water Pollution Prevention Plan (SWPPP).

3. Fees The City Council may adopt a review and inspection fee to provide for the requirements of this Chapter. Such fee, if adopted, shall accompany each application for a permit.

4. Review and Approval of Applications

    1. The City Engineer or their designee will review each application for a Work Permit to determine its conformance with the provisions of this Chapter.

Within 14 days after receiving a complete application, the City shall provide one of the following responses in writing:

1. Approval of the permit application and issuance of the Work Permit;

2. Approval of the permit application, subject to such reasonable conditions as may be necessary to substantially secure the objectives of this Chapter, and issuance of the Work Permit subject to these conditions.

~~2.~~3. A request for more information, or modification to the SWPPP if the request for more information lists specifically why the SWPPP is noncompliant; and for modification includes citations to the permit requirements, local ordinances, state law or federal law that require the modification to the SWPPP. The City has five business days after the day on which the applicant submits the information or modification to complete the review of the SWPPP; or

~~3.~~4. Denial of the permit application, indicating the reason(s) for the denial.

2. If the City has granted conditional approval of the permit, the Applicant shall submit a revised plan that conforms to the conditions established by the City. However, the Applicant shall be allowed to proceed with their Land Disturbance Activities so long as those activities conform to the conditions established by the City.

3. No development plans will be released until the Work Permit has been approved and the Applicant has paid in full all plan review and inspection fees.

5. Content of Permit The Work Permit shall contain all elements required under the SWPPP or the most current Construction General Permit or Common Plan Permit, whichever is applicable to the site.

HISTORY
Adopted by Ord. 2020-44 on 9/17/2020
Amended by Ord. 2024-20 on 12/12/2024

13-4-5 Proper Operation And Maintenance

1. Installation of BMPs The Applicant shall install any BMPs required by the Work Permit before commencing any construction activities on the site to which the Work

Permit applies, or at such time as indicated on the Work Permit. The BMPs shall be properly installed and maintained in accordance with the manufacturer's specifications and good engineering practices. Prior to commencing other construction activities, the Applicant shall contact the Park City Building Department to schedule an inspection of the installed BMPs. This inspection may be performed as part of a Limits of Disturbance inspection under Sections 15-7.3-2(J), 15-7.3-3(H), or 11-15-4(K), if any such inspection is required for the same project.

2. Maintenance of BMPs The Applicant shall maintain such BMPs on the site in good condition until the disturbed areas have achieved Final Stabilization, and the measures are no longer necessary to prevent or minimize, to the maximum extent practicable, the discharge of sediment, debris, and other Pollutants from the site by Storm Water runoff or vehicular tracking. Once any temporary BMPs have been deemed no longer necessary, or once the site is finally stabilized, the temporary BMPs shall be removed from the site in a timely manner.

3. Removal of BMPs Upon completion of Land Disturbance Activities under the Work Permit, the Applicant shall request an inspection from the City's SWPPP Inspector. Once the City inspector deems the site stabilized, the Applicant shall remove in a timely manner any temporary BMPs.

HISTORY
Adopted by Ord. 2020-44 on 9/17/2020
Amended by Ord. 2024-20 on 12/12/2024

13-4-6 Inspection And Entry

1. The Applicant shall provide Electronic Site Inspection photos for monthly oversight inspections conducted by the City until Final Stabilization is reached. The submission must include a photo of each BMP and the general site. The Applicant must also identify any BMP which has failed as well as the corrective action which will be taken. If all photos are not included in the submission, the Applicant shall allow authorized employees and representatives of Park City, State of Utah Division of Water Quality, and the United States Environmental Protection Agency to enter the site for inspection. Photographs submitted for Electronic Site Inspection shall:

    1. Include meta data verifying the date, time, and GPS location corresponding to the construction site; and

    ~~1.~~2. Be of sufficient resolution and clarity to assess compliance with general BMPs.

2. The City may conduct an onsite inspection if the City:

    1. Has a documented reason for justifying an onsite oversite inspection, which may include:

        1. Alterations of electronic photographs;

        2. Failure to submit an electronic site inspection at the appropriate time; or

        3. The construction site is within one-half mile of a river, a stream, or a lake~~;~~.

    2. If the Applicant opts out of Electronic Site Inspections.

~~2.~~3. ~~If the Applicant documents a reason for opting out of Electronic Site Inspections~~If the City will be conducting onsite inspections~~., t~~~~This will be documented during the pre-construction meeting. T~~he Applicant shall allow authorized employees and representatives of Park City, State of Utah Division of Water Quality, and the United States Environmental Protection Agency to enter the site to which the Work Permit applies and to inspect the temporary BMP and permanent Control Measures installed and maintained by the Applicant. Such entry and inspection may be made at any time during or a reasonable time after construction.

~~3.~~4. Inspections During Construction

1. For construction sites requiring a Construction General Permit or Common Plan Permit, inspection frequency and maintenance and repair consistent with BMPs are as defined in such permit. Sites deemed priority by the City shall also be inspected by the Applicant after every rainfall event in accordance with the permit.

2. Applicants at all other construction sites shall at a minimum conduct a bi-weekly visual inspection of BMPs to ensure they are in good condition. Disturbed areas and areas used for storage of materials exposed to precipitation shall be inspected for evidence of, or the potential for, pollutants entering a drainage system.

3. Repair to BMPs shall be made in accordance with the Work Permit or as noted in the inspection report, whichever is more stringent.

HISTORY
Adopted by Ord. 2020-44 on 9/17/2020
Amended by Ord. 2024-20 on 12/12/2024

13-4-7 Violations Of Work Permit

1. A Work Permit is subject to all applicable regulations and procedures described in Title 11 of the Park City Municipal Code with respect to construction regulations, processes, and the general provisions of the City's Administrative Code Enforcement (ACE) program.

2. Reasons for Violations. The City Engineer, their designee, or a Code Enforcement Official may issue a violation on a Work Permit upon the occurrence of any of the following:

    1. failure of the Applicant to comply with any condition of the Work Permit;

    2. failure of the Applicant to comply with any provision of this Chapter or any other applicable law, ordinance, rule or regulation; or

    3. a determination by the City that the BMPs implemented by the Applicant pursuant to the Work Permit are inadequate to prevent or minimize, to the maximum extent practicable, the discharge of sediment, debris or other Pollutants from the construction site by Storm Water runoff or vehicular tracking.

3. Notice. Before issuing a violation of a Work Permit under this Chapter, Park City shall provide the Applicant written notice of non-compliance. The notification process is as follows:

    1. The notice shall state the nature and location of the non-compliance and shall specify what action is required for the Applicant to avoid an order to stop construction and the deadline to correct the issue, which in the absence of exceptional circumstances shall not be less than ~~1~~ one ~~working~~ business day or more than ~~5 working~~five business days. The notice shall be sent to the address listed for the Applicant on the Application or delivered in person to the Applicant on site.

    2. The City may perform an inspection to verify that the violation is corrected.

    3. If an Applicant does not correct the violation described within the deadline, the City will provide notice, in writing, that the violation has not been corrected and issue a warning that ~~construction activity may be stopped~~fines

may be assessed if the violation is not corrected within no less than ~~another 24-hour period~~an additional one business day~~.~~

4. The City may perform another inspection to verify that the violation is corrected.

5. If an Applicant does not correct the violation described within the deadline, the City will provide notice, in writing, that the violation has not been corrected. The City may ~~order the Applicant to stop construction activity until the City performs an inspection to verify that the violation is corrected or the Applicant demonstrates that the violation is corrected through an Electronic Site Inspection.~~ impose an administrative fine for each occurrence as ~~adopted in the Park City Fee Schedule and~~ allowed under State code.

    1. The City may impose the administrative fine:

        1. For each business day the specific violation continues, beginning on the day after the day on which the authority issues the administrative fine; and

        2. Within 30 days after the day on which the applicant corrects the violation.

    2. The City shall:

        1. Impose each fine in writing and clearly document the specific violation in the writing; and

        ~~5.~~2. Deposit collected fines into a restricted account for education and outreach under a program.

6. The City may not impose the process described later than 30 days after the day on which the City provided the required preceding notice of violation or continuing violation.

7. The City may issue an order to stop construction earlier than described if the City clearly documents an ~~immediate~~ Immediate ~~threat~~ Threat to water quality.

8. The City may recoup the costs incurred to correct a violation if the Applicant refuses to correct after the enforcement process described has been exhausted if the City, at the time of clean up, determines there is an Imminent Threat of ~~a~~ significant harm to water quality or the storm water

system ~~is imminent determined the course of action was necessary to resolve~~.

HISTORY
Adopted by Ord. 2020-44 on 9/17/2020
Amended by Ord. 2024-20 on 12/12/2024

13-4-8 Penalties

1. Continuing Offenses Deemed Daily Violation. In all instances where the violation of this Chapter is a continuing violation, a separate offense shall be deemed committed on each day during or on which the violation occurs or continues.
2. Civil Penalties. In addition to criminal actions, Park City may bring for violations of this Chapter civil actions including injunctions, mandamus, abatement, civil damages, and any other remedies provided by law.
3. Additional Penalties Provided by State Law and Federal Law. In addition to municipal penalties, any person violating any provisions of this Chapter may be subject to federal and state penalties, including but not limited to Utah Code § 19-5-115.

HISTORY
Adopted by Ord. 2020-44 on 9/17/2020
Amended by Ord. 2024-20 on 12/12/2024

13-4-9 Compliance With Federal And State Law

Nothing contained in this Chapter is intended to relieve any Person from any obligation to comply with applicable federal and/or state laws and any other regulations pertaining to clean water and/or storm water runoff and erosion control.

HISTORY
Adopted by Ord. 2020-44 on 9/17/2020

13-4-10 Perimeter Control Exemptions

1. Purpose. Exemptions for silt fence or other perimeter controls for construction sites where such controls may be ineffectual, excessive, and/or detrimental to nearby water resources and other natural resources.
2. Definition. Certain construction sites may be exempt from installing silt fences or other temporary perimeter controls if the site meets the following criteria.

3. Criteria. All exemptions must be approved by the City Engineer or their designee and are limited to the following:
    1. projects where:
        1. total disturbance is less than 1 acre;
        2. a 50 foot wide vegetated buffer exists down gradient from the disturbed portion(s) of the site;
        3. a 100 foot wide vegetated buffer exists down gradient between the disturbed potions(s) of the site and any live stream or existing drainage way;
        4. the site and vegetated buffer have less than 5% slope (slope must be documented);
        5. and the vegetated buffer has at least 70% ground cover;
    2. linear construction projects such as pipelines or utility work that do not discharge to waterways; or
    3. Sites bound by natural or man-made features that would prohibit discharge from the Site.

HISTORY
Adopted by Ord. 2020-44 on 9/17/2020
Amended by Ord. 2024-20 on 12/12/2024

13-4-11 Severability

Should any section, paragraph, sentence, clause, or phrase of this Chapter be declared unconstitutional or invalid for any reason, the remainder of this Chapter shall not be affected thereby.

HISTORY
Adopted by Ord. 2020-44 on 9/17/2020

13-4-12 Effective Date

This Chapter shall become effective after publication of such in accordance with applicable state law.

HISTORY
Adopted by Ord. 2020-44 on 9/17/2020

Ordinance No. 2025-16

AN ORDINANCE AMENDING TITLE 13, CHAPTER 4, REGULATION AND ENFORCEMENT OF STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES

WHEREAS, the City has previously been designated as a Municipal Separate Storm Sewer System ("MS4") by the State and must meet the State permit and Code requirements related to this designation; and

WHEREAS, during the 2025 legislative session Senate Bill 220 was adopted, making changes to MS4 management in the State; and

WHEREAS, the City Council desires to adopt changes to the Park City Code to align with State law.

BE IT ORDAINED BY THE CITY COUNCIL OF PARK CITY, UTAH, THAT:

Title 13, Chapter 4 of the Park City Code is hereby amended as shown in Exhibits A. This Ordinance shall become effective upon publication.

PASSED AND ADOPTED this 10th day of July, 2025.

PARK CITY MUNICIPAL CORPORATION

_____
Mayor Nann Worel

Attest:

_____
Michelle Kellogg, City Recorder

Approved as to form:

_____
City Attorney's Office

City Council Staff Report

Subject: City Engineer's Authority and Responsibilities
Author: Becky Gutknecht, P.E. and John Robertson, P.E. City Engineer
Department: Engineering
Date: July 10, 2025

Recommendation

Review and consider approving an ordinance amending section 2-4-11 of the Park City Code to clarify the City Engineer's responsibilities and authority over certain aspects of the right-of-way to clarify responsibilities and provide better levels of customer service.

Executive Summary

The proposed code amendment clarifies the responsibilities and authority of the City Engineer. The proposed code amendment is as follows (the proposed additional language is in red):

> **2-4-11 City Engineer**
> There is hereby created and established the office of City Engineer for the purpose of providing the necessary engineering services required by the City. The City Engineer shall be responsible for coordinating, reviewing, supervising, and accepting construction work in rights-of-way and public thoroughfares. The City Engineer may permit minor private improvements that do not negatively impact the intended use of rights-of-way or public thoroughfares, such as mailboxes, driveways, radiant heating, and landscaping. The City Engineer shall be appointed by the City Manager and shall be an employee of the City. The City Engineer shall be appointed on the basis of administrative and technical qualifications with special reference to actual experience or knowledge of the functions and duties of the office as set forth in this article.

The City Engineer has historically been responsible for ensuring the regulation of the right-of-way. This is a common responsibility of many city engineers in various jurisdictions. The proposed code amendment clarifies the City Engineer's responsibility over the right-of-way in terms of regulating relatively minor construction work in the right-of-way and ensuring the safety of such works within the right-of-way.

The other clarification helps to codify the City Engineer's authority to authorize minor and specific encroachments within the right-of-way. The City Engineer has historically processed certain minor encroachment agreements, such as snowmelt driveways, which have minimal impact and do not adversely impact the intended use of the right-of-way. Currently, the City Engineer's authority to authorize these encroachment agreements is not officially codified. This code amendment officially defines this authority, allowing the City Engineer to continue processing minor encroachment requests.

Background and Analysis
Pursuant to the Council's direction from the work session encroachment discussion on March 20, 2025 (see the staff report here), we reviewed code from other municipalities, including South Salt Lake City, Heber City, Aspen, CO, and St. George (see Exhibit B). It is common to further enumerate the City Engineer's responsibilities over the right-of-way. While our existing code addresses the City Engineer's purpose to provide necessary engineering services, we thought it important to further clarify the City Engineer's responsibility to regulate the right-of-way.

This proposed language also codifies the City Engineer's authority to approve minor encroachments. The City currently uses different processes to analyze and process Encroachment Agreement applications dependent upon differing impacts or levels of exclusivity. Some of these encroachments have been and will continue to be brought before the Council for decision. However, the vast majority (approximately 80%) of encroachment agreement requests that the City receives are minor encroachment requests for snowmelt driveways. These are typically simple requests that do not adversely affect the intended use of the right-of-way.

The encroachment agreement is a helpful tool for the City to use in the case of future roadway modification. With recorded encroachment agreements, the City has better information to identify the locations of a minor encroachment, allowing roadway projects to coordinate work with those owners before construction begins. Since this type of encroachment agreement does not negatively impact the intended use of the right-of-way, we drafted this language to codify the City Engineer's authority to continue approve agreements related to minor encroachments.

Exhibits

Exhibit A: DRAFT Ordinance 2025-17 - Amending 2-4-11 City Engineer
Exhibit B: Comparative Municipalities' Code for City Engineering

ORDINANCE 2025-17

AN ORDINANCE AMENDING TITLE 2, CHAPTER 4, SECTION 11 OF THE PARK CITY CODE, RELATED TO THE RESPONSIBILITIES AND AUTHORITY OF THE CITY ENGINEER

WHEREAS, in order to promote the efficient and beneficial use of the City's rights-of-way and public thoroughfares, City Council finds the City Engineer should have delegated authority over certain regulation of the rights-of-way and public thoroughfares; and

WHEREAS, in order to promote the efficient and beneficial use of the City's rights-of-way and public thoroughfares, the City Council finds the City Engineer should be empowered to permit certain minor private improvements within the City right-of-way and public thoroughfares; and

WHEREAS, the City Council finds good cause for amending the code to further clarify the City Engineer's responsibilities and authority;

NOW, THEREFORE, BE IT ORDAINED by the City Council of Park City, Utah:

Section 1. Section amended. Title 2, Chapter 4, Section 11 of the Park City Code is hereby amended to read:

> **2-4-11 City Engineer**
> There is hereby created and established the office of City Engineer for the purpose of providing the necessary engineering services required by the City. The City Engineer shall be responsible for coordinating, reviewing, supervising, and accepting construction work in rights-of-way and public thoroughfares. The City Engineer may permit minor private improvements that do not negatively impact the intended use of rights-of-way or public thoroughfares, such as mailboxes, driveways, radiant heating, and landscaping. The City Engineer shall be appointed by the City Manager and shall be an employee of the City. The City Engineer shall be appointed on the basis of administrative and technical qualifications with special reference to actual experience or knowledge of the functions and duties of the office as set forth in this article.

Section 2. General Repealer. Ordinances in conflict with this ordinance are hereby repealed to the extent of such conflict.

Section 3. Effective Date. This ordinance shall become effective upon publication.

PASSED AND ADOPTED this 10th day of July, 2025.

PARK CITY MUNICIPAL CORPORATION

_____
Mayor Nann Worel

Attest:

_____
Michelle Kellogg, City Recorder

Approved as to form:

_____
City Attorney's Office

South Salt Lake

- **Chapter 2.28 - CITY ENGINEER'S OFFICE**

Sections:

- **2.28.010 - City engineer's office.**

A. The department head will be the city engineer, appointed with the advice and consent of the city council, by and reporting to the mayor.
B. Functional Responsibilities. This department's function is to provide engineering services to the city.

These services are subject to the limitations of applicable funds' appropriations, statutes and ordinances. These services include, but are not limited to, the following:

1. Reviewing, supervising and accepting of all engineering and architectural design and construction work for the city. Exception can be made when these functions are assigned to other departments or officers of the city.
2. Coordinating and supervising of all construction work done within the public rights-of-way of the city.
3. Maintaining of records of public improvements as prescribed by state statute. These include, but are not limited to, maps, plans, plats, profiles, drawings, final estimates, specifications and contracts.
4. Promoting efficient and safe usage and development of the city's transportation network. This will be done through transportation engineering techniques in accordance with the master street plan of the city.
5. That the city of South Salt Lake has a city engineer's office does not preclude the city from employing private engineers or engineering firms in accordance with city's needs and resources.

(Ord. 96-24 § 1 (5.12))

UCA References: 10-3-903 through 10-3-908.

St George

1-7E-1: POWERS AND DUTIES:

It shall be the duty of the city engineer to locate the lines and grades of all streets, sidewalks, alleys or other public ways, and to determine the position, size and construction of all sewers, waterworks, irrigation or drainage canals, reservoirs, culverts, aqueducts, bridges, viaducts, or other public works or appurtenances, and to prepare plans, maps or profiles of the same, and to make estimates and furnish specifications for any of said work, whenever required to do so by the city council. The city engineer shall, under the direction of the city council, have general charge, supervision and inspection of all public improvements and public works undertaken by or on behalf of the city by contract or otherwise, and shall see that the same are performed in a workmanlike manner, and in accordance with the authorized plans and with the terms and specifications of the contracts. (1962 Code § 1-15-1; amd. 2003 Code)

Heber City

2.28.020 Duties

This Department's function is to provide engineering services to the City. These services are subject to the limitations of applicable funds' appropriations, statutes and ordinances. These services include, but are not limited to the following:

1. Reviewing, supervising and accepting of all engineering and architectural design and construction work for the City. Exception can be made when these functions are assigned to other departments or officers of the City.
2. Coordinating and supervising of all construction work done within the public rights-of-way of the City.
3. Maintaining of records of public improvements as prescribed by state statute. These include, but are not limited to, maps, plans, plats, profiles, drawings, final estimates, specifications and contracts.
4. Promoting efficient and safe usage and development of the City's transportation network. This will be done through transportation engineering techniques in accordance with the master street plan of the City.

The fact Heber City has a City Engineer/Public Works Director's office does not preclude the City from employing private engineers or engineering firms in accordance with the City's needs and resources.

HISTORY
Adopted by Ord. Prior Code §16-2 on 1/1/1900
Amended by Ord. 91-05 on 11/21/1991
Amended by Ord. 2003-25 on 11/20/2003

Aspen City Engineer Definition:

- **Sec. 2.20.050. - Functions and duties of City Engineer.**

The City Engineer shall be a Department head of the City. His functions and duties shall be as follows:

(a) Prepare reports and work programs as required.

(b) Prepare and submit annual departmental budget requests.

(c) Prepare engineering recommendations and reports for administration's consideration.

(d) Prepare specifications and cost estimates for materials to be purchased.

(e) Prepare preliminary plans and feasibility studies for proposed capital improvements.

(f) Establish and prepare plans and specifications for the construction and repair of various City-owned facilities.

(g) Supervise, inspect, review and approve the construction and repairs of all City-owned facilities and improvements.

(h) The City Engineer shall supervise the engineering, surveying and drafting work accomplished by City personnel.

(i) Coordinate, review, inspect and approve all proposed annexations and subdivision plats.

(j) Coordinate the planning and construction of City facilities with consultants, City personnel, subdivision developers and contractors.

(k) Design, plan and supervise traffic engineering studies and projects related to parking, traffic flow and control involving signs, signals and pavement markings.

(l) Purchase and approve the purchase of departmental materials, supplies and equipment.

(m) The City Engineer shall preserve all plans, maps, notes, surveys, books, papers, documents, supplies and equipment pertaining to his or her office. In the event of resignation or removal from office they shall be delivered to his or her successor in office or to the City Manager.

(n) The City Engineer shall perform such other duties as may be prescribed by law or required of him by ordinance or by direction of the City Manager.

(Code 1962, §3-7-5; Ord. No. 7-1969, §6; Code 1971, §2-65)

City Council Staff Report

Subject: Consideration of Proposed Park City Film Lease Amendments
Author: Becca Lael
Department: Library
Date: July 10, 2025

Recommendation

Review a request from Park City Film to amend its Property Lease with Park City Municipal Corporation (PCMC) to offer 70 more film screenings at the Park City Library in a 12-month season, and have exclusive use of the Library's 3rd Floor kitchen pantry during those time periods.

Executive Summary

On October 1, 2021, the City Council awarded Park City Film a five-year contract to provide 130 film screenings per season from June 30, 2022, to June 30, 2027. In a desire to grow programming and in response to the departure of Sundance in 2026, Park City Film has requested to amend its lease to include the following:

1. Increase its annual screening cap from 130 to 200;
2. Extend its season (September 1 – June 30) to cover all 12 months (July 1 – June 30), including the time when Sundance would normally program, starting in 2027; and
3. Obtain exclusive access to the 3rd-floor kitchen pantry during those screenings.

Analysis

Having Park City Film as a tenant in the Park City Public Library is a community-building initiative that enhances the Library's mission, including civic engagement, lifelong learning, and cultural connections. Park City Film has been Park City's local Art House Cinema since 1995, providing a vibrant community amenity in the Library's Santy Auditorium. They also provide maintenance and operational support and oversight over some of the high-tech projection and sound systems in the auditorium, which are crucial to maintaining a high-caliber venue. This benefits the Library and the community.

The Library recommends that the City Council consider increasing the number of film screenings. Per Park City Film, this would enable them to:

- Increase revenue earned through additional ticketed events;
- Strengthen their partnerships with local nonprofits such as Peace House, Recycle Utah, and Summit Pride; and
- Fill the gap left in the local arts ecosystem by Sundance's relocation in 2026 through the presentation of Independent films and post-film discussions.

In addition, Park City Film requested we share the following information to support the lease amendment:

- Independent art house cinemas nationwide, including Park City Film, are facing what many have described as an "existential crisis." Cuts to National, State, and Local grants—particularly those tied to Sundance-related sales tax revenues — jeopardize the financial stability of Park City Film. Moreover, National and State

funding sources are increasingly restricting Diversity, Equity, and Inclusion content.
- Park City Film remains committed to its mission of creating community through film. Park City Film uses the power of storytelling through film and art to uplift and connect the Park City community.
- Park City Film's diverse programming choices are central to their identity, and have a demonstrated track record of cultural impact.

Financial and Benefits Analysis
A full public benefit analysis, including a new market rate analysis, will be conducted during the Park City Film lease renewal discussion in 2026. This lease amendment will rely on the analysis done in 2021 (July 1, 2021 Park City Film's Lease Staff Report) with updates and additional information.

Using the values from the 2021 Market Rate Analysis, and increasing the number of screenings from 130 to 200, results in a market rate increase of $168,000 in value.

Space	Size (sf)	Type of Use	Mkt Value	Total Mkt Value	Notes
Office	160	Exclusive	$20/sf	$3,200	2021 market estimate
Storage	310	Exclusive	$20/sf	$6,200	2021 market estimate
Santy Auditorium		Shared	$200/hr	$240,000	Based on PCMC fee schedule Gp 2- Lib. Fees-6 hours/movie x 200 movies
Santy Auditorium		Shared	$200/hr	$12,000	May add up to 10 additional screenings - 6 hours/movie
Comm Room		Shared	$150/hr	$180,000	Based on PCMC Fee Schedule Gp 2 - Lib Fees-6 hours/movie x 200 movies
Comm Room		Shared	$150/hr	$9,000	May add up to 10 additional screenings - 6 hours/movie
Kitchen	200	Shared	$15/sf	$3,000	Estimate
Pantry	20	Exclusive	$10/sf	$200	Estimate
Total Market Value (maximum)				**$453,600**	

Utah Code section 10-8-2 requires municipalities to appropriate funds for “corporate purposes only.”[1] In the judgment of the municipal legislative body, those purposes are any purpose that “provides for the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of the city.”[2] Although this section does not explicitly state that a municipality must receive consideration for any disposition of real property—such as a lease—it permits municipalities to sell or lease property only “for the benefit of the municipality . . . if the action is in the public interest and complies with other law.”[3]

Generally, courts have interpreted the statute to require property disposition to be “in good faith and for adequate consideration” because “public property is held in trust for the public.”[4] “Adequate consideration” means the municipality “must show that there is a clear present benefit that reflects . . . fair market value” for whatever is given by the municipality.[5]

This amendment would maintain the current lease rate $26,973.55 for the period from July 1, 2025 to June 30, 2026, which would increase the gap between the fair market value and the lease rate with Park City Film, non-profit organization, to support community values and benefits and the continuity of service delivery, including:

1. **Community**: Park City Film is a cornerstone of our community's cultural landscape, operating as a single-screen, non-profit art house cinema since its establishment in 1995. This review includes a summary of the extensive public benefits that Park City Film consistently provides to the community, enriching the lives of residents and visitors alike.

2. **Convenience and Programming:** Since the closure of Holiday Village Theaters, Park City lacks any other movie theater venue, making Park City Film an indispensable resource. Beyond being the sole film venue, it distinguishes itself as the only art house theater in the Wasatch Back, committed to screening important, timely, and high-quality independent films. This provides residents and visitors convenient access to a diverse range of film-related experiences that would otherwise be unavailable.

3. **Enhancing Well-being and Cultural Enrichment:** Park City Film plays a crucial role in enhancing the overall well-being and cultural vibrancy of Park City. Consistently bringing independent films, documentaries, and cinematic events to the community broadens cultural horizons and sparks meaningful conversations. These curated selections offer perspectives and narratives often absent from mainstream cinema.

4. **Job Creation and Equitable Employment:** Park City Film directly contributes to our local economy through job creation. The organization currently employs 10 staff

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[1] Utah Code §10-8-2(1)(a)(i).
[2] Utah Code § 10-8-2(3).
[3] Utah Code §10-8- (1)(a)(iii).
[4] *Price Dev. Co., L.P. v. Orem City*, 2000 UT 26 (citation cleaned up).
[5] *Id.*

members. With the potential for increased screenings and expanded operations, Park City Film anticipates creating additional employment opportunities. It is also important to note that Park City Film is committed to equitable pay for its workers and provides comprehensive benefits for its full-time employees, contributing to a healthy and supportive local workforce.

5. **Economic Impact:** As a vibrant cultural institution, Park City Film acts as a significant catalyst for local economic development. Its operations and programming attract both residents and visitors, increasing foot traffic to surrounding businesses, including restaurants, shops, and other entertainment venues within the City. By drawing audiences for its unique film offerings and events, Park City Film encourages local spending, supports the hospitality sector, and helps foster a thriving, diverse economy beyond traditional tourism peaks. According to the recent Economic Impact Study of Park City Film and Arts in Summit County, nonprofit arts and culture audiences spend an average of $84.09 per person, above and beyond the cost of the event.

Nonprofit Arts and Culture Audiences Spend an Average of $84.09 Per Person, Per Event

Category of Event-Related Expenditure	Local[2] Attendees	Nonlocal[2] Attendees	All Attendees
Food and Drink	$17.52	$25.23	$22.04
Retail Shopping	$19.82	$17.55	$18.49
Overnight Lodging (one night only)	$1.41	$36.08	$21.72
Local Transportation	$3.22	$10.34	$7.39
Clothing and Accessories	$3.55	$7.04	$5.59
Groceries and Supplies	$3.33	$7.06	$5.51
Childcare	$1.04	$1.17	$1.11
Other/Miscellaneous	$1.76	$2.58	$2.24
Overall Average Per Person, Per Event	**$51.65**	**$107.05**	**$84.09**

6. **Promoting Accessibility and Inclusivity:** Park City Film is dedicated to making art accessible and affordable for everyone in our community. It proudly offers the area's most affordable film ticket prices, ensuring that cinematic experiences remain within reach for all residents. Demonstrating a strong commitment to inclusivity, Park City Film is also the *only* film organization in Utah to offer an EBT discount program, allowing EBT cardholders to purchase tickets for a significantly reduced price of just $3. This initiative actively removes financial barriers, ensuring that high-quality, independent cinema is available to all segments of our population. Additionally, Park City Film offers free screenings and events throughout the year.

Lease Amendments

Library staff recommends amending Section 4(a) of the 2021 Property Lease to support an increase from 130 to 200 screenings annually, with a discretionary allowance of up to 5% (or 10 additional screenings) by the Landlord. This added flexibility would allow Park City Film to respond to emerging opportunities, such as their successful Studio Ghibli Film Festival, which featured cultural education components.

The request to amend section 4(a) of the 2021 Property Lease would delete the section in its entirety and replace it with the following:

- Tenant shall conduct the programmed screening of independent, documentary, and foreign films, and film-related events that are unique to the Park City community.
- Tenant is allowed a maximum of 200 screenings per year, from July 1 to June 30, in the Jim Santy Auditorium. Partnership screenings are included in the 200 screenings per year, excluding Park City Library-initiated partnership screenings. Upon the Tenant's request, the Landlord may, in its sole discretion, approve up to an additional 10 screenings per season. No screening may conflict with Sundance Institute Programming before their departure in 2026.
- The Landlord may charge for additional screenings at the standard fee per the City's Fee Schedule.
- Any screening starting at or later than 10:00 p.m. requires the advanced written approval of the Landlord.

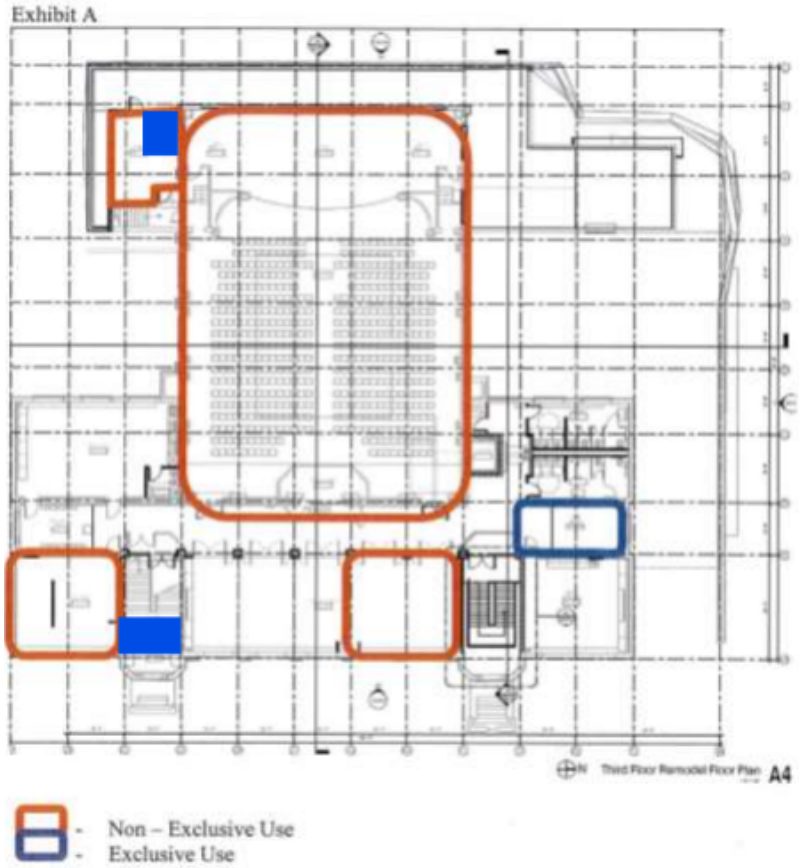
In addition, Park City Film and the Library recommend updates to the lease to clarify and protect the operational needs of the organization. This includes:

- Exclusive use of the 3rd-floor kitchen pantry for concession and supply security, and
- Updated and accurate designation of Park City Film's office and storage spaces.

Park City Film is prepared to invest its funds to improve the pantry.

The request would amend section 1(a) and Exhibit "A" Building Space of the 2021 Property Lease by deleting it entirely and replacing it with the following:

a. Section 1(a): As shown on Exhibit A and subject to the screening schedule defined below in Paragraph 8, Tenant shall have the non-exclusive use of the Santy Auditorium, commercial kitchen, and the Community Room (for concession operations) one and a half hours before scheduled screenings until one and a half hours after a screening concludes. Additionally, the Tenant shall have the exclusive use of:
    i. the northside 3rd-floor office for office space;
    ii. a portion of the area adjacent to the theater stage for storage space; and
    iii. the kitchen pantry adjacent to the 3rd-floor kitchen.
b. Exhibit "A" Building Space:



The request would amend Section 4(c) of the 2021 Property Lease by adding the following to the end of Section 4(c), as recommended by the Planning Department:

- If overflow parking at the Mawhinney Parking Lot is removed, an amendment to the Master Planned Development will be required and this Lease will be amended to comply with that amendment.

The request would amend Section 4 of the 2021 Property Lease by incorporating the following addition to the end of Section 4, as recommended by the Planning Department:

e. Any additional screenings beyond the number allowed in this Lease will require an amendment to the Master Planned Development.
f. Any outdoor screenings on Landlord property will be permitted separately through Special Events, cannot exceed 10 per year, and must be on separate nights from internal screenings in the Santy Auditorium.

Funding

No additional City funding is required to implement the proposed lease amendments. The janitorial vendor's contract requires daily cleaning of the auditorium and community room. While an increase in screenings resulting in a particularly dirty theater could potentially trigger a fine from the janitorial vendor, such occurrences are currently rare.

Additional cleaning costs will be monitored. The Library and Facilities Maintenance teams will track these expenses, and any significant impacts will be addressed during the subsequent lease renewal discussion, which is scheduled to occur in 2026.

Exhibits

A *Current Property Lease between PCMC and Park City Film*
B *Park City Film Letter Requesting Lease Amendments*

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PARK CITY FILM
PARK CITY MUNICIPAL CORPORATION
2021 PROPERTY LEASE

THIS PARK CITY FILM – PARK CITY MUNICIPAL CORPORATION 2021 PROPERTY LEASE (hereinafter referred to as "Agreement"), made and entered into this 10/1/2021 day of 10/1/2021, 2021, with an effective date of July 1, 2021, is made by and between **PARK CITY MUNICIPAL CORPORATION, a Utah municipal corporation**, (hereinafter referred to as "Landlord" or "Park City") and **PARK CITY FILM, a Utah nonprofit corporation**, (hereinafter referred to as "Tenant" or "Park City Film") to set forth the terms and conditions under which Landlord will lease space on the third floor of the Park City Library located at 1255 Park Avenue, Park City Utah, (hereinafter referred to as "Library Building") to Tenant. The parties agree as follows:

1. **Property.** The property leased is the Building Space as described in **Exhibit "A" attached** hereto and made a part hereof, (hereafter referred to as the "Premises") within the Library Building. Tenant shall use the Premises for the Permitted Uses (defined below) subject to the terms and conditions set forth herein.

    a. The Premises include the exclusive use of Room 301 for office space, an area behind the theater stage for storage space (see Exhibit A), and, subject to the screening scheduling defined below in Paragraph 8, non-exclusive use of the Santy Auditorium, commercial kitchen, and the Community Room (for concession operations) one hour and a half prior to screening time until one hour and a half after screening concludes on dates that screenings are booked.
    b. In addition, the Tenant will have the option to rent other spaces within the Library Building four times a year free of charge. Any additional rental of space, whether during a screening or not, must be booked through the normal rental process with the city's Special Events Department and will be subject to normal rental conditions, which shall not include the Sundance Film Festival.

2. **Term.** The Lease term shall commence with a retroactive effective date of July 1, 2021, and shall run for the first year until June 30, 2022, and will then continue for five (5) consecutive twelve-month (12) month terms, each beginning on July 1 and ending on June 30, through June 30, 2027. This Agreement will be reviewed annually by both parties and will automatically renew for each year unless either party provides written notice of its intent not to renew by December 1 prior to the current term's expiration. The Tenant agrees to suspend activity and vacate the Premises through the duration of the term of the Use Area for the Sundance Film Festival each year as defined and approved by the City pursuant to the approval of the Sundance Master Festival License. Rent shall be waived on a pro rata basis for each period of suspension and discounted from the monthly rent amount no later than by March of each year (or refunded in the event of pre-payment in accordance with Paragraph 3).

3. **Rent.** The rent for the Premises within the Library Building shall be as follows:

    a. **Rate:** Rent from July 1, 2021, to June 30, 2022, will be **Twenty Four Thousand Six Hundred Eighty Four Dollars and Sixty Two Cents ($24,684.62)** payable in twelve (12) equal monthly installments of **Two Thousand Fifty Seven Dollars And Five Cents ($2,057.05)** each month. The same rate shall be payable from July 1, 2022, to June 30, 2023.
    b. **Fee Adjustment:** Beginning July 1, 2023, the annual fee shall increase by three percent (3%) each year for the remainder of the lease Term, as reflected in the fee schedule

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attached hereto and incorporated herein as **Exhibit "B."**

c. **Credit for Early Payment:** If Tenant pays the Landlord the annual fee in full by September 30, then the annal fee will be reduced by two percent (2%).
d. **Deposit:** A refundable deposit of **Two Thousand Five Hundred Dollars ($2,500.00)** is required to cover any damage and cleaning/removal of items needed at the end of the Agreement term.

4. **Park City Film Obligation**.

a. Tenant shall conduct the programmed screening of independent, documentary, and foreign films, and film-related events that are unique to the Park City community. Tenant is allowed a maximum of one hundred thirty (130) screenings per year in the Jim Santy Auditorium on Fridays, Saturdays and Sundays, and up to two (2) screenings per month on any week day (Monday to Thursday). Additional screenings will be charged at the normal fee per the City's Fee Schedule and will be subject to availability in Landlord's sole discretion. The screenings will take place from September 1 to June 30. One (1) screening will be allowed in July and one (1) screening will be allowed in August, on dates which have not been previously booked by Special Events and that do not conflict with the Sundance Institute Programming. Any screening starting at or later than 10:00 p.m. on a Friday, Saturday or Sunday, or any screening proposed for another day or night as designated herein, requires the advanced written approval of the City.
b. The Tenant's ownership, use of, and obligation for maintenance and replacement of the film projection equipment are outlined in the Three-Party Agreement further described in Exhibit "C" attached hereto and made a part hereof.
c. As approved by the Master Planned Development on May 30, 2014, access to parking shall be from Park Avenue. 12th Street shall only be used as secondary access. Non-exclusive use of parking shall be at the library parking lot (82 spaces), overflow parking shall be at the Mawhinney Parking Lot across the street.
d. Park City Film agrees to keep and maintain its financial books and records in accordance with generally accepted accounting principles. The Landlord or its independent auditor reserves the right to conduct its own annual audit of the financial books and records at reasonable times and places during ordinary business hours provided that thirty (30) days written notice of the audit is provided to Park City Film and such notice contains a reasonable explanation for the audit. Any audit performed by Landlord pursuant to this Agreement shall be performed at Landlord's sole expense.

5. **Permitted Uses.**

a. Tenant may use the Premises for community based non-profit film screenings [not a commercial theater] consistent with the applicable Master Plan Development approval dated May 30, 2014, and subject to the following:
b. The Tenant shall not have assigned parking and shall park in general parking areas and follow parking rules and regulations as posted and associated with the Library Building. The Landlord will inform the Tenant of any changes to parking rules or regulations for daily use and during Special Events or parking lot closures.
c. Lighting related to the security, emergencies, exits, and evacuation for all of Tenant's use of the Premises is the sole responsibility of the Tenant and Tenant's plan for such lighting shall be reported and kept on file in the Building Department and Special Events Department.
d. Seating and attendance plans during the COVID-19 pandemic are solely the responsibility of the Tenant in compliance with applicable Summit County Health

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Department regulations/emergency orders. A written plan will need to be approved by the Special Events & Facilities Department and kept on file.

6. **Additional Restrictions and Prohibited Uses.** Tenant's use of the Facilities is subject to the following conditions:

    a. Park City Film hereby acknowledges that no event or activity shall exceed the occupancy limit of 486 for the Jim Santy Auditorium or the occupancy limit on any space within the Premises as determined by the Park City Building Department and Planning approvals.
    b. The Tenant shall not interfere with the access to other spaces within the building or obstruct the entrances to those other spaces in any way. The Landlord shall have such access through the Tenant's Premises as reasonably necessary to maintain the structure, service common utility facilities, and program use. With reasonable notice, the Landlord shall have the right to inspect the Premises during the Tenant's normal office hours or during screenings.
    c. Park City Film currently occupies the Premises and accepts the Premises "as is" throughout the Term of this Agreement. The Tenant will not commit any waste on the Premises, nor shall it use or permit the use of the Premises in violation of any state law or country or municipal ordinance or regulations applicable thereto.
    d. Tenant shall not permit said Premises to be used for any purpose which would render the fire insurance on the building or the Premises void or cause cancellation thereof or increase the insurance risk or increase the insurance premium in effect at the time of the terms of this Agreement. Tenant shall not keep, use or sell, or allow to be kept, used or sold in or about the Premises any article or materials which are prohibited by law or by standard fire insurance policies of the kind customarily in force with respect to the Premises and premises of the same general type as those covered by this Agreement. Tenant shall obey all laws, ordinances, and regulations.

7. **Tax-Exempt Status.** In the event Park City Film loses it tax-exempt status, the City shall have the option of terminating the Agreement, or increasing the rental rate to the fair market value of the space occupied by the Park City Film effective on the date that the tax exemption was revoked. Park City Film shall immediately give the Special Events & Facilities Department notice of any change in tax-exempt status.

8. **Scheduling.**

    a. Park City Film agrees to submit a tentative annual schedule of screenings in a form approved by the Special Events & Facilities Department by the first Friday in December each year. Staff will work to review and approve the schedule on a timely basis and will respond with an approved schedule no later than the second Friday of February. Park City Film may make amendments to the screening schedule shifting approved screenings no less than two (2) weeks before any screening date without it counting against annual screening limits as defined in Paragraph 4.
    b. Park City Film will permit one weekend per quarter to be used by the Park City Municipal Corporation for any purpose if such dates are agreed upon bi-annually by the Landlord by January 1st and July 1 of the preceding year.
    c. No Park City Film screening shall occur during the Sundance Film Festival, as scheduled annually. Use of the Santy Auditorium and Community Room the weekends immediately before and after the Festival are subject to approval by Sundance Film Festival annually.

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d. Nothing herein shall allow the City to regulate the content or otherwise censor Park City Film's screenings nor speech.

9. **Utility Service**. Landlord shall be responsible for natural gas, electricity, sewer, security systems, refuse collection and water for the leased space. Tenant will be responsible for any other utilities such as telephone and cable television and shall establish an account with each of these utilities in its own name.

10. **Telephone, Cable, Internet and Microwave.** The Tenant will install its own telephone, television, computer and other communication equipment in the leased space. Except for specialized communication facilities, equipment, wiring, cables or installations necessary to install, run and maintain the digital projector and ancillary equipment necessary under the Three Party Agreement, any other specialized communication facilities, equipment, wiring, cables or installations will be the Tenant's responsibility, with prior approval by Landlord. The remodeled space will include wiring, cables or chases for a wide variety for communications between spaces within the building and externally. Any specialized communication facilities, equipment, wiring, cables or installations beyond that necessary for the Three Party Agreement will be the Tenant's responsibility.

11. **Insurance.** The Tenant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with its use of the Premises. The Tenant shall provide a certificate of insurance evidencing:

    a. General Liability insurance written on an occurrence basis with limits no less than Two Million Dollars ($2,000,000) combined single limit per occurrence and Four Million Dollars ($4,000,000) aggregate for personal injury, bodily injury and property damage. The above can be satisfied by the combination of a primary and excess policy.
    b. The Tenant shall increase the limits of such insurance to at least the amount of the Limitation of Judgments described in section 63G-7-604 of the Governmental Immunity Act of Utah, as calculated by the state risk manager every two years as stated in Utah Admin Code R37-4-3
    c. Automobile Liability insurance as applicable with limits no less than Two Million Dollars ($2,000,000) each accident for bodily injury, death of any person, and property damage arising out of the ownership, maintenance, and use of owned, hired, and non-owned motor vehicles combined single limit per accident for bodily injury and property damage. The above limits can be satisfied by the combination of a primary and excess policy. This policy must not contain any exclusion or limitation with respect to loading or unloading of a covered vehicle.
    d. Proof of Workers Compensation insurance and Employers Liability coverage with Workers Compensation limits complying with statutory requirements, and Employer's Liability Insurance limits of at least One Million Dollars ($1,000,000) each accident, One Million Dollars ($1,000,000) for bodily injury by accident, and One Million Dollars ($1,000,000) each employee for injury by disease.
    e. The Workers Compensation Policy shall be endorsed with a waiver of subrogation in favor of Landlord, its employees, volunteers, agents and subcontractors, with regards to the Lease.

    The Landlord, its officers, officials, employees and volunteers are to be covered as additional insureds on the general liability and auto insurance policies, with respect to work performed by or on behalf of the Tenant including materials, parts or equipment, furnished in connection with

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such work or operations and automobiles owned, leased, hired or borrowed as applicable by or on behalf of the Tenant as applicable and a copy of the endorsement naming Landlord as additional insured shall be attached to the Certificate of Insurance. Should any of the above described policies be cancelled before the expiration date thereof, Tenant shall deliver notice to the Landlord within thirty (30) days of cancellation. The Landlord reserves the right to request certified copies of any required policies.

The Tenant's insurance shall contain a clause stating that coverage shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

For any claims related to this Agreement, the Tenant's insurance coverage shall be primary insurance coverage with respect to Landlord, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by Landlord, its officers, officials, employees or volunteers shall be excess of the Tenant's insurance and shall not contribute to it.

Landlord will carry property insurance covering the structure for casualty loss, and boiler and machinery insurance for boiler and mechanical systems loss.

The Tenant will not store or keep any product or equipment within the space that will, because of its nature, increase the risk of casualty losses to the overall building, or that will require additional premiums or specialty coverage.

12. **Payment of Taxes and Other Assessments.** As a tax exempt entity, the Landlord does not expect to be assessed real estate and personal property taxes and other related assessments or taxes on the Premises. However, should the Tenant change the tax status, or should other circumstances cause taxes or assessments to be imposed on the Premises, then Tenant shall pay a pro-rata share of real estate and other related assessments or taxes for the Tenant's Premises during the term of this Agreement. Tenant is responsible for any personal property tax liability as a result of its occupancy and use of the Premises.

13. **Liens.** Tenant shall not permit any liens to attach to the property for work done at Tenant's request or for Tenant's benefit. If Landlord received notice of any such against the property, Tenant shall promptly discharge the lien at Landlord's request, or post funds sufficient to satisfy the lien during any period of good faith contest of the lien by Tenant. In the event Landlord reasonably feels its title to the property is in jeopardy because of any lien Tenant has elected to attach to the property, Landlord may discharge the lien and collect the amount paid from the Tenant. The Tenant agrees to pay all reasonable costs incurred by the Landlord in the defense or discharge of any liens on the property.

14. **Tenant Improvements.** The Premises are being leased to Tenant in as-is condition. Any additional interior finish or furnishings desired by the Tenant must be approved in advance by the Landlord in writing and are the responsibility of the Tenant, with no allowance made for the costs of the Tenant improvements unless agreed to by Landlord in writing. The Tenant may, with prior written consent of the Landlord, but at its own cost and expense, in a good workmanlike manner, make such alterations and repairs to the Premises as Tenant may require for the conduct of its business; provided, however, Tenant may not materially alter the basic character of the building or fixtures or weaken the structure on the leased Premises. Any permanent alterations or improvements to the Premises shall become the property of the Landlord upon expiration or termination of this Agreement unless specifically exempted in writing prior to commencing work. At the expiration or termination of this Agreement, all

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Tenant improvements that could be deemed fixtures under the law become property of the Landlord unless specifically exempted in writing prior to installation.

15. **Signs.** Landlord shall specifically review and approve or reject proposed signs on or in the building. Landlord's approval for signs will not be unreasonably withheld, so long as the sign is directional rather than promotional, meets the requirements of the Park City Sign Code, and conforms with the historic nature and architectural detailing of the building. Signs shall be removed and any damage resulting from removal shall be repaired when the Tenant vacates the Premises.

16. **Building Security.** The Landlord will install doors with locking hardware on their exclusively leased office space. The Tenant is entitled to put locks on doors to its space, provided the Landlord is given keys for reasonable access and building maintenance. Both parties will attempt to keep the exterior doors locked after their use of the Premise is completed for the day, and the Tenant shall have the obligation of checking all exterior doors and setting of alarm at the conclusion of each day of use to make sure they are locked, and that windows in the rooms used by the Tenant are secured. Lights should be turned off at the conclusion of the Tenant's use each day.

17. **Remedies.** In the event the Tenant fails to pay monthly installment payments when due, or violates or breaches any other term or condition of the Agreement, Landlord shall have the right to exercise the following remedies, and any other remedies available at law or equity:

    a. Landlord may, by written notice to Tenant, demand that Tenant either pay rental installments due within ten (10) days, or quit the Premises within fifteen (15) days;
    b. Landlord may permit the Tenant to remain in possession and sue for the installments that are past due;
    c. Landlord may re-let the Premises for Tenant's account at the rate and on such terms as are commercially reasonable at the time and under the circumstances, and charge Tenant for any difference in the rental received and the rental agreed to herein, provided that any re-letting shall be done in good faith under the circumstances;
    d. Landlord may agree to a payment of damages in such amount as the parties then agree, and release the Tenant from obligations under this Agreement entirely. Unless Landlord has released Tenant's continued performance under this Agreement, Tenant is deemed to be in possession of the Premises, and any re- letting by Landlord shall first be used to mitigate damages from Tenant's breach. Tenant is responsible for all payments and obligations under the Lease until Landlord releases Tenant.

18. **Covenant of Quiet Possession.** Landlord covenants with Tenant that Landlord owns or controls the Premises and that Tenant's possession will not be disturbed by acts or omissions of the Landlord so long as Tenant faithfully performs the obligations of this Agreement. However, Tenant acknowledges the Premises are part of a larger public building. Therefore, Tenant may experience temporary impacts to operations, noise, and parking access customarily found with public buildings.

19. **Maintenance.** The Landlord shall be responsible for all structural maintenance of the Premises, including the roof, foundation, structural members, and exterior wall surfaces. The Landlord will be responsible for janitorial service in areas used in common with the Library Building and other tenants including but not limited to the carpets and theatre seats bi-annually and cleaning the outside of the glass and replacement in the event of damage from an outside source. Tenant shall be responsible for all interior maintenance, including mechanical and electrical fixtures to the

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extent that they are located within the exclusive use area (office) of the Tenant and exclusively benefit the Premises, janitorial service, and glass maintenance (both cleaning the inside and replacement in the event of damage from an inside source) which is within the leased Premises or solely serves the Premises. Landlord shall be responsible for mechanical systems, which serve space as reasonably necessary to maintain the structure and to service common utility facilities. Exterior maintenance of the site and snow removal (including the North Stairs) shall be Landlord's responsibility.

20. **Access to Other Spaces.** Tenant shall not interfere with the access to other spaces within the building or obstruct the entrances to those other spaces in any way. Landlord shall have such access through Tenant's space as reasonably necessary to maintain the structure, service common utility facilities, and program use. With reasonable notice, Landlord shall have the right to inspect the Premises during the Tenant's normal business hours and screenings.

21. **Force Majeure.** Force Majeure: Either party shall be excused for the period of any delay in the performance of any obligations under this Agreement when prevented from doing so by cause or causes beyond its control, including labor disputes, civil commotion, war, governmental regulations or controls, fire or other casualty, weather, inability to obtain any materials or services, or acts of God.

22. **Increased Insurance Risk.** Tenant will not permit said Premises to be used for any purpose which would render the fire insurance on the building or the premises void or cause cancellation thereof or increase the insurance risk or increase the insurance premium in effect at the time of the terms of this Agreement. Tenant will not keep, use or sell, or allow to be kept, used or sold in or about the Premises any article or materials which are prohibited by law or by standard fire insurance policies of the kind customarily in force with respect to the Premises of the same general type as those covered by this Agreement.

23. **Care and Repair of Premises by Tenant.** Tenant will inspect and accept the Premises for the purposes of this Agreement prior to taking occupancy. Tenant will not commit any waste on Premises, nor shall it use or permit the use of the Premises in violation of any state law or county or municipal ordinance or regulation applicable thereto. Tenant may, with the prior written consent of the Landlord, but at its own cost and expense, in a good workmanlike manner, make such alterations and repairs to the leased space as Tenant may require for the conduct of its business without, however, materially altering the basic character for the building or improvements or weakening the structure on the leased Premises. Any permanent alterations or improvements to the Premises shall become the property of the Landlord upon expiration or termination of this Agreement unless specifically exempted in writing prior to commencing work.

24. **Damage or Destruction.** If the Premises or any part thereof shall be damaged or destroyed by fire or other casualty, Landlord shall promptly repair all such damage and restore the Premises without expense to the Tenant subject to delays due to adjustment in insurance claims, strikes and other causes beyond the Landlord's control. If such damage or destruction shall render the Premises uninhabitable in whole or in part, the rent shall be abated wholly or proportionately until the damage shall be repaired and the Premises restored. If the damage or destruction shall require removal of Tenant's operations from the Premises, either Landlord or Tenant may elect to terminate this lease by written notice to the other within thirty (30) days after the occurrence of such damage or destruction. Tenant shall receive permission from Landlord to use space heaters and/or any other electrical equipment which may overload the system.

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25. **Surrender of Premises.** Tenant agrees to surrender the Premises at the expiration or sooner termination of this Agreement or any extension thereof in the same condition or as altered pursuant to the provisions of this Agreement, ordinary wear, tear and damage by the elements or other acts of God excepted.

26. **Holding Over.** Continued possession, beyond the expiration date of the Term of this Agreement or any extension term, by the Tenant (and absent a written agreement by both parties for an extension of this Agreement, or for a new agreement, and absent the written consent of the Landlord) shall constitute a month-to-month extension of this Agreement at a rental of 10% (ten percent) of the previous rental for the Premises (plus payment of all other expenses payable by Tenant as set forth in this Agreement). Such holding over without the Landlord's consent shall not prejudice the Landlord's right to bring an action for the eviction of the Tenant.

27. **Indemnity.** The Tenant shall indemnify and hold the City and its agents, employees, and officers, harmless from and shall process and defend at its own expense any and all claims, demands, suits, at law or equity, actions, penalties, losses, damages, or costs, of whatsoever kind or nature, brought against the City arising out of, in connection with, or incident to the execution of this Agreement and/or the Tenant's defective performance or failure to perform any aspect of this Agreement; provided, however, that if such claims are caused by or result from the concurrent negligence of the City, its agents, employees, and officers, this indemnity provision shall be valid and enforceable only to the extent of the negligence of the Tenant; and provided further, that nothing herein shall require the Tenant to hold harmless or defend the City, its agents, employees and/or officers from any claims arising from the sole negligence of the City, its agents, employees, and/or officers. The Tenant expressly agrees that the indemnification provided herein constitutes the Tenant's limited waiver of immunity as an employer under Utah Code Section 34A-2-105; provided, however, this waiver shall apply only to the extent an employee of Tenant claims or recovers compensation from the City for a loss or injury that Tenant would be obligated to indemnify the City for under this Agreement. This limited waiver has been mutually negotiated by the parties, and is expressly made effective only for the purposes of this Agreement. The provisions of this section shall survive the expiration or termination of this Agreement.

    No liability shall attach to the City by reason of entering into this Agreement except as expressly provided herein.

28. **Landlord Liable only for Negligence.** Except where caused by Landlord's negligence, Landlord shall not be liable for any failure of water supply, natural gas supply or electrical supply; or for any injury or damage to persons or property caused by gasoline, oil, steam, gas or electricity; or hurricane, tornado, flood, earthquake, wind or similar storms or disturbances; or water, rain or snow which may leak or flow from the street, sewer, gas mains or any subsurface area or from any part of the building or buildings or for an interference with light.

29. **Nondiscrimination.** In the performance of this Agreement, Tenant shall not discriminate on account of actual or perceived race; color; sex; pregnancy, childbirth, or pregnancy-related conditions; age, if the individual is 40 years or older; religion; national origin; disability; sexual orientation; gender identity; genetic information; or military status.

30. **Waiver of Covenants.** It is agreed that the waiver of any of the covenants of this Agreement by either party shall be limited to the particular instance and shall not be deemed to waive any other breaches of such covenant or any provisions herein.

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31. **Rights of Successors and Assigns.** The covenants and agreements contained within this Agreement shall apply to the benefit of successors in interest and legal representatives, except as expressly otherwise hereinbefore provided.

32. **Notice Provision.** Any and all notices required by this Agreement shall be in writing and delivered personally to the party to whom the notice is to be given, or mailed by certified mail, postage prepaid, and addressed as follows:

    If to Landlord:
    Special Events & Facilities Department
    Park City Municipal Corporation
    P.O. Box 1480
    Park City, Utah 84060

    And CC to:
    City Attorney's Office
    Park City Municipal Corporation
    P.O. Box 1480
    Park City, Utah 84060

    If to Tenant:
    Katharine Wang, Executive Director
    Park City Film
    1255 Park Avenue
    P.O. Box 683058
    Park City, UT 84060

33. **Entire Agreement.** This Agreement constitutes the entire and only agreement between the parties and it cannot be altered or amended except by written instrument, signed by both parties.

34. **Counterparts.** This Agreement may be executed in counterparts, each of which will be deemed an original and all of which together will constitute one and the same instrument.

35. **Electronic Signatures.** Each party agrees that the signatures of the parties included in this Agreement, whether affixed on an original document manually and later electronically transmitted or whether affixed by an electronic signature through an electronic signature system such as DocuSign, are intended to authenticate this writing and to create a legal and enforceable agreement between the parties hereto.

IN WITNESS WHEROF, the parties have executed this instrument or caused it to be executed by their representative duly authorized, the 10/1/2021 **day of** 10/1/2021 **, 2021.**

TENANT:

PARK CITY FILM, a Utah non-profit corporation
1255 Park Avenue / PO Box 683058
Park City, Utah 84069
PC Business License: B-014110

DocuSigned by:
Katharine Wang
00397A66B22D4E6...

DocuSign Envelope ID: CE8DDE9F-68EB-4389-B544-DE0ABC5DF52B

By: Kathrine Wang
Executive Director

LANDLORD:

PARK CITY MUNICIPAL CORPORATION, a Utah municipal corporation
445 Marsac Avenue
PO Box 1480
Park City, UT 84060

DocuSigned by:
Matt Dias
D5D5222E86E246E...
Matt Dias, City Manager

DS

Approved as to Form:

DocuSigned by:
Tom Daley
E160489C9F144FF...
City Attorney's Office

DocuSign Envelope ID: CE8DDE9F-68EB-4389-B544-DE0ABC5DF52B

EXHIBIT "A"
BUILDING SPACE
1255 Park Avenue, Park City, Utah 84060

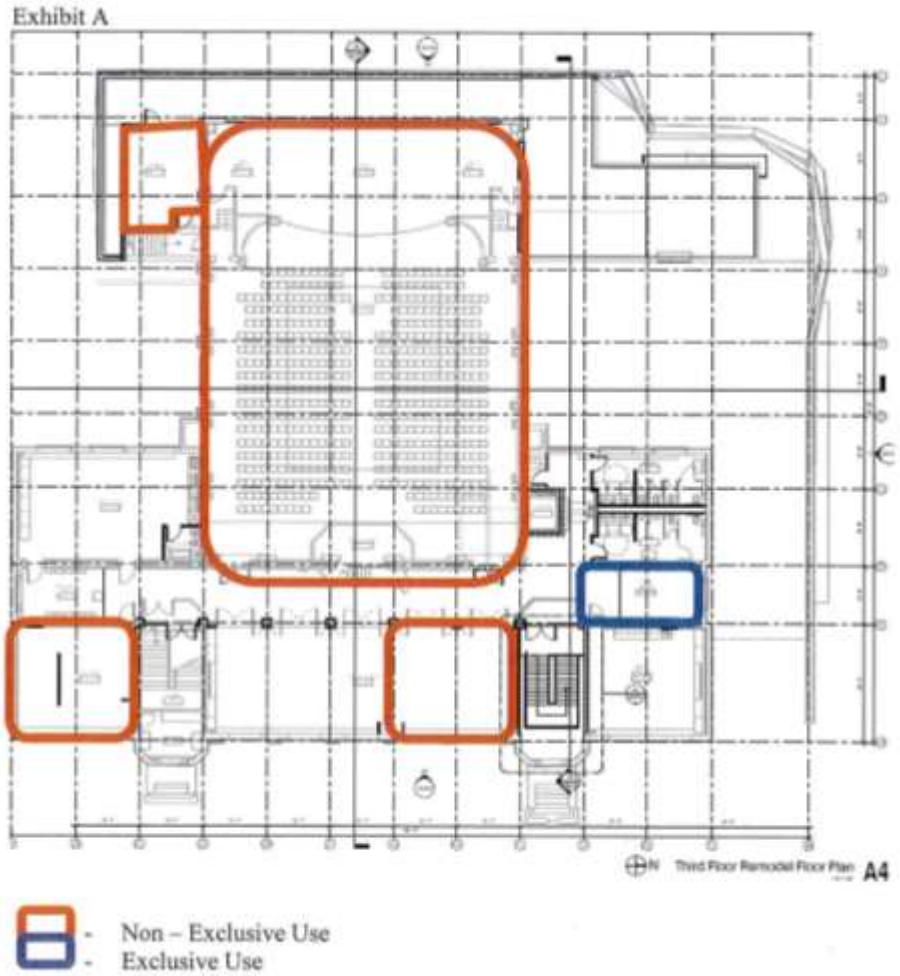

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EXHIBIT "B"

Fee Schedule
1255 Park Avenue, Park City, Utah 84060

PC Film Fee Schedule - Suspension of Increase through 2023, then 3%				
Year	Base Cost	% of Increase	Dollar Increase	Total Lease Fee
2021-22	$24,684.62	0	$0.00	$24,684.62
2022-23	$24,684.62	0	$0.00	$24,684.62
2023-24	$24,684.62	0.03	$740.54	$25,425.16
2024-25	$25,425.16	0.03	$762.75	$26,187.91
2025-26	$26,187.91	0.03	$785.64	$26,973.55
2026-27	$26,973.55	0.03	$809.21	$27,782.76
				$155,738.62

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EXHIBIT “C”
Three Party Agreement
1255 Park Avenue, Park City, Utah 84060

DocuSign Envelope ID: CE8DDE9F-68EB-4389-B544-DE0ABC5DF52B

PARKCIT-13 KEGBERT

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 9/1/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
InfiniTeam Insurance
39 West 9000 S
Sandy, UT 84070

APPROVED

CONTACT NAME: Karen Egbert
PHONE (A/C, No, Ext): (801) 748-2821 FAX (A/C, No):
E-MAIL ADDRESS: Karen.Egbert@infteam.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Philadelphia Indemnity Insurance Company	18058
INSURER B : WCF Mutual Insurance Company	10033
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
Park City Film Series
Park City Film Council dba:
PO Box 683058
Park City, UT 84068

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$ 2,000,000
	CLAIMS-MADE X OCCUR	X	X	PHPK2300131	9/6/2021	9/6/2022	DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 100,000
							MED EXP (Any one person)	$ 5,000
							PERSONAL & ADV INJURY	$ 2,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 4,000,000
	POLICY PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 4,000,000
	OTHER:						LIQUOR LIAB	$ 1,000,000
A	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS			PHPK2300131	9/6/2021	9/6/2022	BODILY INJURY (Per accident)	$
	X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
A	X UMBRELLA LIAB X OCCUR						EACH OCCURRENCE	$ 1,000,000
	EXCESS LIAB CLAIMS-MADE			PHUB777694	9/6/2021	9/6/2022	AGGREGATE	$ 1,000,000
	DED X RETENTION $ 10,000							$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						PER STATUTE OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	N / A	X	3424483	7/12/2021	7/12/2022	E.L. EACH ACCIDENT	$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000
A	General Liability			PHPK2300131	9/6/2021	9/6/2022	Each Common Cause	1,000,000
A	General Liability			PHPK2300131	9/6/2021	9/6/2022	Aggregate Limit	2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
All operations of the insured.
Park City Municipal Corp is additional insured on general liability with written contract and includes waiver of subrogation. Work comp includes coverage for volunteers. Workers compensation also includes waiver of subrogation. Subject to policy terms and conditions.

CERTIFICATE HOLDER

Park City Municipal Corp
PO Box 1480
Park City, UT 84060-1480

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Karen Egbert

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Adriane Juarez, Director
Park City Library
1255 Park Avenue
Park City, UT 84060

April 21, 2025

Dear Adriane,

As Park City Film prepares for the departure of the Sundance Film Festival in February 2026, we would like to request the following modifications to our 2021 Property Lease terms. These changes will enable us to better serve the Park City community, and help to fill the gap in cultural programming created by the departure of the Festival. As you may know, Park City Film was founded 30-years ago by the citizens of Park City who wanted an opportunity to engage with Sundance films year-round. Sundance's departure makes our mission that much more critical, as we are now the last bastion for independent film in Summit County. We are excited to amplify our programming and service to the community and continue to use the art of film as medium to inspire, engage and enlighten our audience members, creating an engaging and affordable arts experience for people of all ages and backgrounds.

Requested changes to Park City Film's 2021 Property Lease:

Section 4: Park City Film Obligation, sub-section a.
"Tenant is allowed a maximum of one hundred thirty (130) screenings per year in the Jim Santy Auditorium on Fridays, Saturdays and Sundays, and up to two (2) screenings per month on any weekday (Monday to Thursday). Additional screenings will be charged at normal fee per the City's Fee Schedule and will be subject to availability in Landlord's sole discretion. The screenings will take place from September 1 to June 30. One (1) screening will be allowed in July and one (1) screening will be allowed in August, on dates which have not been previously booked by Special Events and that do not conflict with Sundance Institute programming."

- In order to make up for the cultural, as well as the financial, loss of Sundance's departure (our SFF concessions operations at the Santy have been a significant source of revenue for the past 30-years), Park City Film respectful requests that the screening cap and timing limitations be updated in our current lease. Specifically, we would like to increase our screening cap from 130 to 200 screening dates per year, extend the time period during which we can show films to cover all 12 months of our season (July 1-June 30), and remove the restrictions on the number of screenings that we are able to offer in a given week or month.

- Since the Sundance Institute will no longer be showing films in City Park during the summer months or, after the 2026 Festival, for the two-weeks previously reserved for the Festival in January/February, we would like to take the opportunity to fill these film programming gaps by extending our season. Historically, through partnerships with

other non-profit organizations (including the Park City Library), we have offered as many as 207 film screenings over our 12-month season. It has always been our philosophy that our non-profit partnerships make us stronger and more relevant to the needs, interests and passions of our community. In a given year we may partner with as many as 47 different non-profit organizations to create compelling content around the films we screen. It is our expectation that these partnerships will not only continue, but that with greater flexibility in programming, and the ability to reserve more screening dates, we will be able to work with an even larger number of organizations and thereby increase the number and diversity of people that we are able to engage in our community. Additionally, increased visibility on screening dates will enable us to expand our programming to include more films and film-based events with speakers and post-film panels throughout the year and thereby will lessen the cultural impact of Sundance's departure on Park City's residents and guests to our town. Park City Film has been Summit County's only non-profit Art House Cinema for 30-years, and we are currently the only movie theater within City limits.

- Given that we operate out of a shared space, and have to "pop-up" our operations for every show, there should be no concern that Park City Film will ever offer daily film screenings, or in any way replicate the operations of a commercial theater either through scheduling or program offerings.

<u>Section 1: Property, sub-section a.</u>
"The Premises include…non-exclusive use of the Santy Auditorium, commercial kitchen and the Community Room (for concession operations) one hour and a half prior to screening time until one hour and a half after screening concludes on dates that screenings are booked."

- After the 2014 Library renovation, Park City Film was given non-exclusive access to a small room located in the back of the kitchen area ("the pantry") to store our popcorn machines, freezer and other concession supplies. Initially, PCMC and Lucky Ones also used a small portion of this room to store supplies for their events. But since 2020, after Lucky Ones expanded their storage space in the café and the Library installed equipment and cabinets in the main kitchen area, Park City Film has become the sole user of the pantry space.
- We would like to make some improvements to the pantry space so that we can maximize our use of this small space to store our concession supplies and increase efficiency. Additionally, we have recently had a couple of instances of theft of our concession supplies by other renters and members of the public, and so would like to be able to restrict public access to the pantry. We respectfully request that our current lease be amended to include exclusive use of the pantry area so that when our lease is renewed in 2027 we can be assured that our level of access to the space will not change.

We greatly appreciate the support that we have received from Park City Municipal and Park City Library over the past 30-years. While Sundance has been our guiding star for over three decades, we embrace the opportunity to reimagine and expand how we serve our community

through the art of independent film. We hope that we can count on your continued support of Park City Film and our mission to Create Community Through Film.

Thank you for your time and consideration of this request.

Sincerely,
Katharine Wang
Executive Director, Park City Film

City Council Staff Report

Subject: **Engineering Services for Historic Commercial Business District Pedestrian and Street Design**
Author: **Matthew Lee, Project Manager**
Department: **Economic Development**
Date: **July 10, 2025**

Recommendation

Authorize the City Manager to execute a Design Professional Services Agreement with Kimley-Horn and Associates, Inc. in a form approved by the City Attorney's Office, to provide feasibility and concept design services that address pedestrian improvements, utility impacts, drainage, landscape architecture, and ADA requirements for the Historic Commercial Business District in an amount not to exceed $275,000.

Executive Summary

The construction of traffic and circulation improvements within the Historic Commercial Business District, specifically on Main Street and Swede Alley, was the Council's primary consensus direction following the presentation of the Main Street Area Plan in December 2024 and its ensuing discussion at the February 2025 work session. Specific concepts supported by Council for feasbility analysis include:

1) Curbless Pedestrian-oriented street (car-lite)
2) One-way vehicle travel on Main Street
3) Bi-directional Trolley Circulator Lane
4) Reduced On-street parking on Main Street, in conjunction with potential additional parking on Swede Alley and China Bridge re-development
5) Intersection improvements at Heber & Main and Heber & Swede
6) Additional bus stops on Heber
7) Roundabout at the South End of Main Street (Swede/Main Intersection)

Analysis

A Request for Statements of Qualifications for a feasibility analysis was released April 2025, and Kimley-Horn was selected to prepare a feasibility analysis related to Main Street and Swede Alley, prioritizing improvements to the pedestrian experience, and including items identified within the transportation and circulation recommendations presented at the February 13th City Council Retreat Work Session. The feasibility analysis and concept design development scope includes the following:

- Collect topographical survey, right of way, and existing utility (wet/dry) horizontal/vertical data; and
- Prepare concept-level plans for street design

The analysis and concept design scope described above will determine technical feasibility for the favored concepts presented as part of the Main Street Area Plan, and identify challenges and limitations that would be encountered during implementation. This scope will provide visual representation of potential designs, identify benefits and

associated costs to enable public feedback and Council direction to determine the best possible solution.

Funding

- Funds for the engineering services will come from the CP0270 *Downtown Enhancements Phase II* capital budget. We propose tackling this project in multiple phases rather than authorizing everything at once. This will provide the City Council with multiple opportunities to provide direction and authorize additional phases if desired.

City Council Staff Report

Subject: Clark Ranch Access Road Design Professional Services Agreement
Author: Steven Dennis PE, PMP
Department: Engineering
Date: July 10, 2025

Recommendation

Pursuant to City Council direction to pursue a public private-partnership with the Alexander and Company to create a new affordable housing development, authorize the City Manager to execute a design professional services agreement with WSP, in a form approved by the City Attorney's Office, to provide design and environmental services to create the Clark Ranch access road, not to exceed $725,000.

Executive Summary

Executing a design professional services agreement will advance the access road to Clark Ranch to provide a separate access point to approximately 160 affordable rental units and 60 for-sale units.

In 2014, Park City purchased 344 acres of land known as Clark Ranch, located along U.S. Highway 40 in the Quinn's Junction area, near Park City Heights, Utah Film Studios, Park City Hospital, and the National Ability Center. The acquisition was intended to preserve open space while allowing for limited future community-serving development In 2016, the Citizens Open Space Advisory Committee (COSAC) recommended a framework for the preservation of Clark Ranch to the City Council. As part of its recommendations, the Committee recommended excluding up to 10 acres in the northwest corner, south of Park City Heights, from a conservation easement. This area was identified for potential senior or affordable housing and/or essential services, such as a fire station, to meet evolving community needs.

The property was formally annexed into Park City in 2022. Following annexation, the City Council conducted extensive feasibility studies evaluating infrastructure capacity, environmental suitability, and long-term community needs. These studies informed the development of a Request for Proposals (RFP) to identify a qualified public-private development partner. The Alexander Company was selected in November 2024 to lead the master planning and development of the site as part of a public-private partnership (P3).

Finally, in October 2024, Park City solicited proposals from engineering firms to assist the Engineering and Housing teams in identifying and evaluating different connection options. In conjunction with the other agency stakeholders, we narrowed a list of 17 road and connection alternatives down to 1 preferred alternative. The preferred alternative aims to strike a balance of the level of capital investment, necessary infrastructure, neighborhood mitigation, alignment with community character, and the

policy direction to pursue an affordable housing development adjacent to the mixed-income Park City Heights neighborhood.

Analysis
On December 9, 2024, a design professional services agreement with WSP was executed to evaluate alternatives to connect the future development and Richardson Flat Road. After 2 months and 17 alternatives, the project team identified an irregular roundabout on Richardson Flat Road and a new access road, parallel to US40, as the preferred alternative, see Exhibit A, instead of relying upon already constructed neighborhood roads for access.

There are considerable additional costs as a result of not relying on existing roads and moving a new road away from the neighborhood and closer to the existing State Highway 40. For example, a new road will:

- Divert traffic from the new development around, not through, the Park City Heights neighborhood.
- A new roundabout should improve performance at the Richardson Flat Road/Piper Way intersection, rather than the installation of a traffic signal.
- A new roundabout acts as a traffic calming measure on Richardson Flat Road, which would benefit from speeding mitigations, some of which were identified through the Neighborhood's First Streets First program.
- The new road does not require right-of-way acquisition, which reduces the risk of delivering the project to meet the Clark Ranch Affordable Housing Development timeline, breaking ground in September 2026.
- The new access road is projected to be at least 150 feet away from the nearest home and has the potential to be shielded from view with additional landscaping. These homes overlook State Highway 40

Following the evaluation process with WSP, we examined another simpler, value-engineered option to see if it could reduce the level of capital investment while still achieving many project goals. We concluded that the preferred alternative is the right-sized solution, addressing the near-term desires to be unimpacted and at the same time accommodate affordable housing development.

Pursuant to a City Council request for a high-level cost evaluation for a crossing of US-40 and connecting to Richardson Flat Road, we consulted with UDOT. UDOT shared high-level cost information for three similar projects (two completed and one at 30% design). The estimated cost of designing and constructing a new access to cut under State Highway 40 is approximately $30M to $45M. An overpass would cost substantially more because of its length and require substantially more permitting and regulation. Both of these options would also require additional right-of-way acquisition, as the City does not own the land that abuts Richardson Flat Road east of US-40, as well as additional soils remediation.

We recommend entering into a new design professional services agreement with WSP to continue their work and advance the preferred alternative through design to

construction documents. If approved, the project team will push WSP to meet the aggressive schedule outlined below:

July 2025 – Design Professional Services Contract Approval
August 2025 – Land and Topography Survey
September 2025 to February 2026 – Refine and Complete Design
March 2026 – Advertise for a Contractor
April 2026 – Construction Agreement Approval
May 2026 – Begin Construction of Access Road

Funding
The project budget is $200,000, which is intended to cover the design costs only. If approved, this contract also includes environmental services such as materials testing, specifically for soil contaminants. Contracting for the additional services simultaneously allows WSP to comprehensively address required environmental mitigation as part of a design.

To compensate for the initial budget shortage, we recommend leveraging some of the $8M from the Housing Fund earmarked for this P3 until the next budget season, when there will be more clarity on the overall funding strategy, and refined construction estimates for the access road. For example, we recommend:

Table 1

Scope of Work	Estimated Cost
Design Services	$725,000
Construction of Access Road/Roundabout	$2,800,000
Construction of New Pathway	$1,300,000[1]

[1] The New Pathway designed concurrently with access road, and advertised as a separate bid schedule, allowing Council to approve construction based on available funding at a later date.

Exhibits
A. Preferred Alternative
B. Conceptual Visualizations

Exhibit A – Preferred Alternative

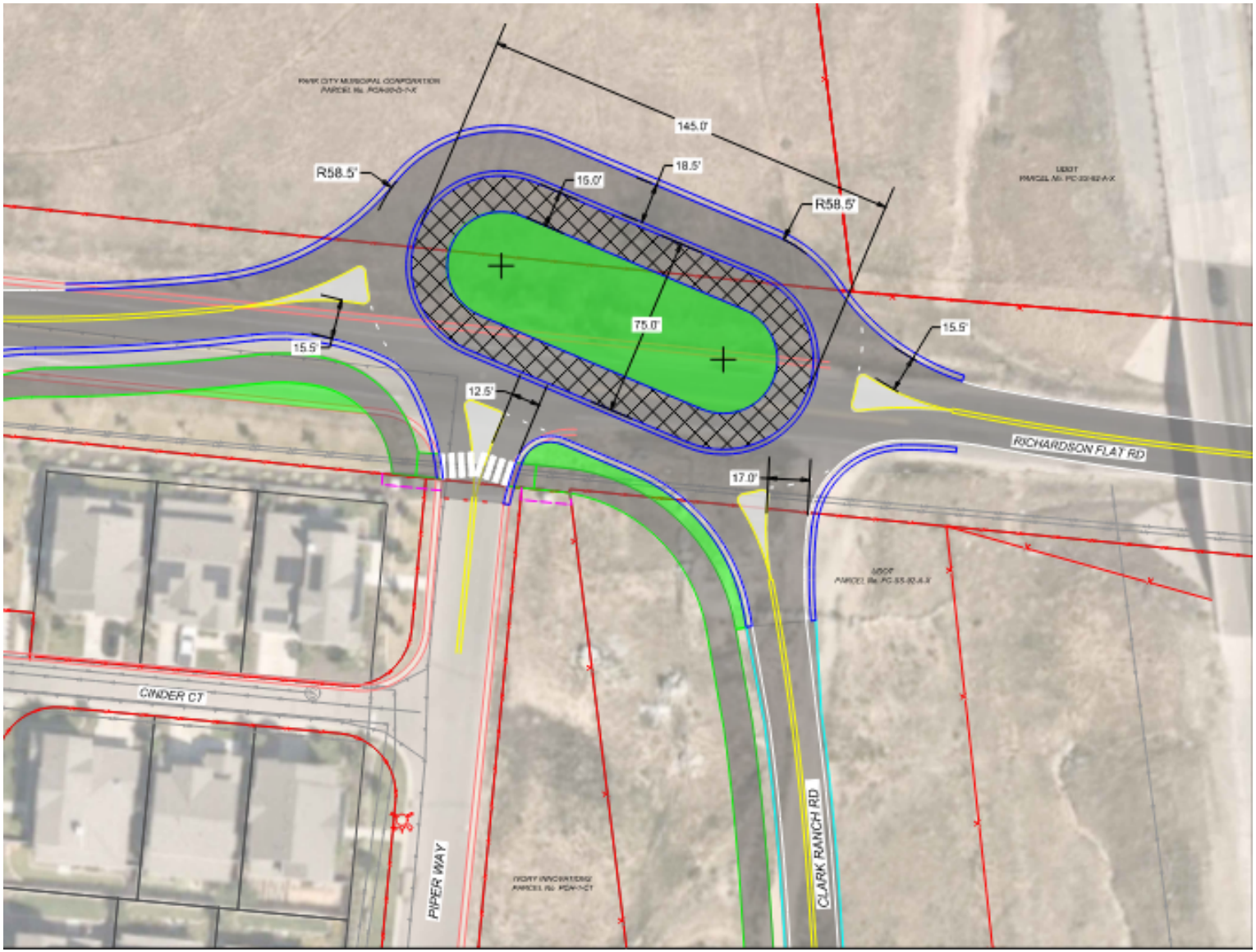

Exhibit B – Conceptual Visualizations

City Council Staff Report

Subject: Community Center Contract & Fee Waiver
Author: Ken Fisher, Recreation Director
Department: Recreation
Date: July 10, 2025

Recommendation
Consider a request to authorize the City Manager to enter a Construction Manager Agreement Guaranteed Maximum Price Amendment, in a form approved by the City Attorney's Office, with Okland Construction Company Inc., for a Guaranteed Maximum Price (GMP) of $17,380,743.

In addition, per Resolution No. 21-2023, the City Council should consider waiving Park City Building permit and impact fees in the amount of $289,894.97.

After an extensive amount of planning and preparation, the Recreation Team seeks Council support to construct a new community center building in City Park and waive building permit and impact fees to support the timely and cost-effective delivery of Park City's next major recreation facility. As a publicly funded initiative, this project aligns with the City's strategic goals and delivers broad public purpose and benefits.

Background
Guaranteed Maximum Price (GMP)
In March 2025, after a competitive procurement process, Okland Construction was selected as the Construction Manager for the Community Center. As part of their scope, they provide detailed cost estimates at 50% construction document (CD) review and again at 90-100% CD. At the June 5, 2025, Council meeting (Staff Report), the project team presented the estimates, value engineering, and budget for the project. The City Council proceeded with the project, bridging the budget shortfall of $4,086,704. The Team informed the Council that they will return on July 10th for the Okland construction contract (GMP) award.

In accordance with the Utah Code and the Park City Municipal Procurement Rules, Okland posted the Invitation to Bid on the U3P, the state of Utah public notice website, and the Park City website. Bids were noticed to be submitted electronically to the Okland website on June 19, 2025. Multiple bids were submitted for all sections of work, and the qualified low bids make up the subcontracted portion of the GMP (Exhibit C).

The Community Center Project has been before the City Council multiple times over the past two years. The most recent discussion occurred at the June 5 Council meeting (Staff Report).

Waiver of Fees:
The City Council approved **Resolution No. 21-2023** (Exhibit A) on November 30, 2023, which set a policy to waive or adjust construction, development, and impact fees. The Administrative Policy states the following about City projects:

Fee Adjustments shall be considered for all PCMC Construction, Development, and Impact related fees for:

1. All City projects which generally have a broad public purpose. The City Manager may choose to not waive fees where fees are reimbursable through a grant. The City may waive, adjust, or meet the requirements for guarantees for public improvements or limits of disturbance on City Projects through written agreements between departments. City projects may only be considered for impact fee adjustments if the project provides a broad public purpose. When in accordance with this administrative policy, the waiver of all Building, Planning and Engineering fees (totaling up to $25,000) will be automatic;

1. Project Managers for all City construction projects with fees in excess of $25,000 shall obtain City Council approval for budget allocation and the fees will be addressed in the Staff Report

1. Project managers will receive an estimate of the required fees prior to submitting plans to the Building Department. The Building Department will calculate the estimate from the valuation of the project in accordance with the adopted fee schedule.

2. Project managers will request the waiver of fees by action of the City Council prior to or at the time of authorization of the construction agreement for any project.

We recommend the City Council waives Park City building permit and impact fees in the amount of $289,894.97.

Analysis
Over the past several months, Okland Construction has been working to assemble the most competitive pricing from the various trades (Exhibit C). As a result, the project team is confident that the GMP of $17,380,743 reflects current market conditions. However, due to fluctuating market conditions resulting from tariffs, Okland has added a “materials escalation” clause to Section 3.1.13 of the Construction Manager Agreement, if tariffs lead to unforeseen material price increases.

While becoming increasingly common in the construction industry, the riskiest period is during the submittal review and approval process, as well as the manufacturing process before contracts and purchases can be made based on approved submittals. Any increases under this section would be documented through change orders, and the change must be justified. Additionally, the City has included language in the agreement to account for potential savings if increased costs from tariffs are not realized (de-escalation).

As stated, materials escalation clauses have become more common as contractors seek to protect themselves from unpredictable material cost increases that are out of their control. These clauses have the potential to result in price increases that the City would be obligated to pay to complete the projects.

The rest of the contract largely follows an industry-standard contract from the American Institute of Architects, with relatively minor changes made by the City and Okland. See Exhibit A & B.

There is currently sufficient funding in the FY26 project budget, pursuant to the Council's previous direction to proceed. The project will pay the following fees to other government entities:

- **PC Fire District:** Impact fees of $5,567.71.

- **SBWRD:** $13,943.22 Engineering Fees; $32,857 Impact Fees.

According to the Park City Administrative Policy, the fee waiver request does not require review by the Fee Adjustment Committee as it is a City project.

Construction on the Community Center is planned to begin on August 18, with site work and utilities being one of the first items on the construction schedule.

Exhibits
Exhibit A: Standard Form of Agreement Between Owner and Construction Manager as Constructor
Exhibit B: Guaranteed Maximum Price Amendment
Exhibit C: Cost Breakdown

DRAFT

AIA® Document A133® – 2019

Standard Form of Agreement Between Owner and Construction Manager as Constructor where the basis of payment is the Cost of the Work Plus a Fee with a Guaranteed Maximum Price

AGREEMENT made as of the « » day of « July » in the year « 2025 »
(In words, indicate day, month, and year.)

BETWEEN the Owner:
(Name, legal status, address, and other information)

«Park City Municipal Corporation »«a Utah municipal corporation »
« P.O. Box 1480 »
« 445 Marsac Avenue »
« Park City, UT 84060 »

and the Construction Manager:
(Name, legal status, address, and other information)

« Okland Construction Company Inc., »« a Utah corporation »
« 1978 South West Temple »
« Salt Lake City, UT 84115 »
« »

for the following Project:
(Name, location, and detailed description)

« Park City Community Center »
« 1400 Sullivan Road, Park City, UT 84060 »
« Provide pre-construction services, construction management, and general contractor services for the construction of the proposed Park City Community Center, a new single-story building of approximately 15,000 square feet that will replace the existing City Park Recreation Building located at City Park in Park City, UT. »

The Architect:
(Name, legal status, address, and other information)

« SPARANO + MOONEY ARCHITECTURE dba Sparano Mooney » « a Utah Corporation »
« 57 West 2100 South »
« Salt Lake City, UT 84115 »

The Owner and Construction Manager agree as follows.

ADDITIONS AND DELETIONS: The author of this document has added information needed for its completion. The author may also have revised the text of the original AIA standard form. An *Additions and Deletions Report* that notes added information as well as revisions to the standard form text is available from the author and should be reviewed.

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

AIA Document A201™–2017, General Conditions of the Contract for Construction, is adopted in this document by reference. Do not use with other general conditions unless this document is modified.

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ARTICLE 1 INITIAL INFORMATION

§ 1.1 This Agreement is based on the Initial Information set forth in this Section 1.1.
(For each item in this section, insert the information or a statement such as "not applicable" or "unknown at time of execution.")

§ 1.1.1 The Owner's program for the Project, as described in Section 4.1.1:
(Insert the Owner's program, identify documentation that establishes the Owner's program, or state the manner in which the program will be developed.)

The project program includes recreational and multipurpose classroom and event space; catering kitchen; staff offices and support rooms; and associated storage and building support spaces. In addition, the building program includes outdoor accessed park restrooms, and a maintenance area under separate entrance. Outdoor program includes an entry plaza, outdoor community event patio, basketball court, (2) sand volleyball courts, fenced playground, bicycle and vehicular parking; and associated utility and landscape improvements. Total building square footage is 15,000 GSF and total project site area is 105,000 SF (2.4 acres).

§ 1.1.2 The Project's physical characteristics:
(Identify or describe pertinent information about the Project's physical characteristics, such as size; location; dimensions; geotechnical reports; site boundaries; topographic surveys; traffic and utility studies; availability of public and private utilities and services; legal description of the site, etc.)

The project site area is approximately 2.4 acres and is located within City Park in Park City, Utah. The building site is located approximately 250' north of the existing Miners Hospital, at an elevation of 6880 feet. The site gently slopes

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from north to south and is bordered by sports fields to the north, Silver Creek to the east, Miners hospital to the south, and condominium and residential development to the west.

§ 1.1.3 The Owner's budget for the Guaranteed Maximum Price, as defined in Article 6:
(Provide total and, if known, a line item breakdown.)

« $13.7 Million »

§ 1.1.4 The Owner's anticipated design and construction milestone dates:

.1 Design phase milestone dates, if any:

« 05/16/2025 50% CD Estimate »
« 06/19/2025 90% CD Estimate »
« 07/10/2025 GMP Proposal »

.2 Construction commencement date:

- August 18, 2025

.3 Substantial Completion date or dates:

- December 16, 2026

.4 Other milestone dates:

« TBD with GMP »

§ 1.1.5 The Owner's requirements for accelerated or fast-track scheduling, or phased construction, are set forth below:
(Identify any requirements for fast-track scheduling or phased construction.)

« »

§ 1.1.6 The Owner's anticipated Sustainable Objective for the Project:
(Identify and describe the Owner's Sustainable Objective for the Project, if any.)

« The project shall be highly energy efficient, with an EUI target of 35, and shall be at minimum of 10% more efficient than ASHRAE 90.1 for whole building energy use. The Owner will contract with a third-party Building Envelope Commissioning Agent (BECxA) and Mechanical Engineer/Commissioning Agent (CxA) to verify that the project meets the Sustainable Objectives. »

§ 1.1.6.1 Intentionally deleted.

§ 1.1.7 Other Project information:
(Identify special characteristics or needs of the Project not provided elsewhere.)

« »

§ 1.1.8 The Owner identifies the following representative in accordance with Section 4.2:
(List name, address, and other contact information.)

« Matthew A. Twombly »
« Senior Project Manager »
« Park City Municipal Corporation »
« P.O. Box 1480 »
« 445 Marsac Avenue »
« Park City, UT 84060 »

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§ 1.1.9 The persons or entities, in addition to the Owner's representative, who are required to review the Construction Manager's submittals to the Owner are as follows:
(List name, address and other contact information.)

« Seth Striefel »
« SPARANO + MOONEY ARCHITECTURE dba Sparano Mooney » « a Utah Corporation »
« 57 West 2100 South »
« Salt Lake City, UT 84115 »

§ 1.1.10 The Owner shall retain the following consultants and contractors:
(List name, legal status, address, and other contact information.)

.1 Geotechnical Engineer:

« Applied Geotechnical Engineering Consultants, Inc. »« »
« 600 W Sandy Parkway »
« Sandy, UT 84070 »
« Scott Anderson »
« (801) 566-6399 »

.2 Civil Engineer:

« N/A »« Subconsultant to the Architect »

.3 Other, if any:
(List any other consultants retained by the Owner, such as a Project or Program Manager.)

« »

§ 1.1.11 The Architect's representative:
(List name, address, and other contact information.)

« Seth Striefel »
« SPARANO + MOONEY ARCHITECTURE dba Sparano Mooney »
« 57 West 2100 South »
« Salt Lake City, UT 84115 »

§ 1.1.12 The Construction Manager identifies the following representative in accordance with Article 3:
(List name, address, and other contact information.)

« Kevin Beeston, Dave Francom »
« Okland Construction Company Inc. »« a Utah corporation »
« 1978 South West Temple »
« Salt Lake City, UT 84113 »
« Ambar.Gardner@okland.com »

§ 1.1.13 The Owner's requirements for the Construction Manager's staffing plan for Preconstruction Services, as required under Section 3.1.9:
(List any Owner-specific requirements to be included in the staffing plan.)
»

§ 1.1.14 The Owner's requirements for subcontractor procurement for the performance of the Work:
(List any Owner-specific requirements for subcontractor procurement.)

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« The Construction Manager shall establish a process, to be reviewed and approved by the Owner, to procure subcontractors, which should generally utilize competitive bidding practices in accordance with the Utah Procurement Code, Utah Code Title 63G, Chapter 6a, and the Park City Municipal Corporation Procurement Rules.»

§ 1.1.15 Other Initial Information on which this Agreement is based:

« »

§ 1.2 The Owner and Construction Manager may rely on the Initial Information. Both parties, however, recognize that such information may materially change and, in that event, the Owner and the Construction Manager shall appropriately adjust the Project schedule, the Construction Manager's services, and the Construction Manager's compensation. The Owner shall adjust the Owner's budget for the Guaranteed Maximum Price and the Owner's anticipated design and construction milestones, as necessary, to accommodate material changes in the Initial Information.

§ 1.3 Neither the Owner's nor the Construction Manager's representative shall be changed without ten days' prior notice to the other party.

ARTICLE 2 GENERAL PROVISIONS

§ 2.1 The Contract Documents

The Contract Documents consist of this Agreement, Conditions of the Contract (General, Supplementary and other Conditions), Drawings, Specifications, Addenda issued prior to execution of this Agreement, other documents listed in this Agreement, and Modifications issued after execution of this Agreement, all of which form the Contract and are as fully a part of the Contract as if attached to this Agreement or repeated herein. Upon the Owner's acceptance of the Construction Manager's Guaranteed Maximum Price proposal, the Contract Documents will also include the documents described in Section 3.2.3 and identified in the Guaranteed Maximum Price Amendment and revisions prepared by the Architect and furnished by the Owner as described in Section 3.2.8. The Contract represents the entire and integrated agreement between the parties hereto and supersedes prior negotiations, representations or agreements, either written or oral. If anything in the other Contract Documents, other than a Modification, is inconsistent with this Agreement, this Agreement shall govern. An enumeration of the Contract Documents, other than a Modification, appears in Article 15.

§ 2.2 Relationship of the Parties

The Construction Manager accepts the relationship of trust and confidence established by this Agreement and covenants with the Owner to cooperate with the Architect and exercise the Construction Manager's skill and judgment in furthering the interests of the Owner to furnish efficient construction administration, management services, and supervision; to furnish at all times an adequate supply of workers and materials; and to perform the Work in an expeditious and economical manner consistent with the Owner's interests. The Owner agrees to furnish or approve, in a timely manner, information required by the Construction Manager and to make payments to the Construction Manager in accordance with the requirements of the Contract Documents.

§ 2.3 General Conditions

§ 2.3.1 For the Preconstruction Phase, AIA Document A201™–2017, General Conditions of the Contract for Construction, shall apply as follows: Section 1.5, Ownership and Use of Documents; Section 1.7, Digital Data Use and Transmission; Section 1.8, Building Information Model Use and Reliance; Section 2.2.4, Confidential Information; Section 3.12.10, Professional Services; Section 10.3, Hazardous Materials; Section 13.1, Governing Law. The term "Contractor" as used in A201–2017 shall mean the Construction Manager.

§ 2.3.2 For the Construction Phase, the general conditions of the contract shall be as set forth in A201–2017, which document is incorporated herein by reference. The term "Contractor" as used in A201–2017 shall mean the Construction Manager.

ARTICLE 3 CONSTRUCTION MANAGER'S RESPONSIBILITIES

The Construction Manager's Preconstruction Phase responsibilities are set forth in Sections 3.1 and 3.2, and in the applicable provisions of A201-2017 referenced in Section 2.3.1. The Construction Manager's Construction Phase responsibilities are set forth in Section 3.3. The Owner and Construction Manager may agree, in consultation with the Architect, for the Construction Phase to commence prior to completion of the Preconstruction Phase, in which case, both phases will proceed concurrently. The Construction Manager shall identify a representative authorized to act on behalf of the Construction Manager with respect to the Project.

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§ 3.1 Preconstruction Phase

§ 3.1.1 Extent of Responsibility

The Construction Manager shall exercise reasonable care in performing its Preconstruction Services. The Owner and Architect shall be entitled to rely on, and shall not be responsible for, the accuracy, completeness, and timeliness of services and information furnished by the Construction Manager. The Construction Manager, however, does not warrant or guarantee estimates and schedules except as may be included as part of the Guaranteed Maximum Price. The Construction Manager is not required to ascertain that the Drawings and Specifications are in accordance with applicable laws, statutes, ordinances, codes, rules and regulations, or lawful orders of public authorities, but the Construction Manager shall promptly report to the Architect and Owner any nonconformity discovered by or made known to the Construction Manager as a request for information in such form as the Architect may require.

§ 3.1.2 The Construction Manager shall provide a preliminary evaluation of the Owner's program, schedule and construction budget requirements, each in terms of the other.

§ 3.1.3 Consultation

§ 3.1.3.1 The Construction Manager shall schedule and conduct meetings with the Architect and Owner to discuss such matters as procedures, progress, coordination, and scheduling of the Work.

§ 3.1.3.2 The Construction Manager shall advise the Owner and Architect on proposed site use and improvements, selection of materials, building systems, and equipment. The Construction Manager shall also provide recommendations to the Owner and Architect, consistent with the Project requirements, on constructability; availability of materials and labor; time requirements for procurement, installation and construction; prefabrication; and factors related to construction cost including, but not limited to, costs of alternative designs or materials, preliminary budgets, life-cycle data, and possible cost reductions. The Construction Manager shall consult with the Architect regarding professional services to be provided by the Construction Manager during the Construction Phase.

§ 3.1.3.3 The Construction Manager shall assist the Owner and Architect in establishing written protocols for the development, use, transmission, reliance, and exchange of digital data, including building information models for the Project.

§ 3.1.4 Project Schedule

When Project requirements in Section 4.1.1 have been sufficiently identified, the Construction Manager shall prepare and periodically update a Project schedule for the Architect's review and the Owner's acceptance. The Construction Manager shall obtain the Architect's approval for the portion of the Project schedule relating to the performance of the Architect's services. The Project schedule shall coordinate and integrate the Construction Manager's services, the Architect's services, other Owner consultants' services, and the Owner's responsibilities; and identify items that affect the Project's timely completion. The updated Project schedule shall include the following: submission of the Guaranteed Maximum Price proposal; components of the Work; times of commencement and completion required of each Subcontractor; ordering and delivery of products, including those that must be ordered in advance of construction; and the occupancy requirements of the Owner.

§ 3.1.5 Phased Construction

The Construction Manager, in consultation with the Architect, shall provide recommendations with regard to accelerated or fast-track scheduling, procurement, and sequencing for phased construction. The Construction Manager shall take into consideration cost reductions, cost information, constructability, provisions for temporary facilities, and procurement and construction scheduling issues.

§ 3.1.6 Cost Estimates

§ 3.1.6.1 Based on the preliminary design and other design criteria prepared by the Architect, the Construction Manager shall prepare, for the Architect's review and the Owner's approval, preliminary estimates of the Cost of the Work or the cost of program requirements using area, volume, or similar conceptual estimating techniques. If the Architect or Construction Manager suggests alternative materials and systems, the Construction Manager shall provide cost evaluations of those alternative materials and systems.

§ 3.1.6.2 As the Architect progresses with the preparation of the Schematic Design, Design Development and Construction Documents, the Construction Manager shall prepare and update, at appropriate intervals agreed to by the Owner, Construction Manager and Architect, an estimate of the Cost of the Work with increasing detail and refinement. The Construction Manager shall include in the estimate those costs to allow for the further development of the design,

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price escalation, and market conditions, until such time as the Owner and Construction Manager agree on a Guaranteed Maximum Price for the Work. The estimate shall be provided for the Architect's review and the Owner's approval. The Construction Manager shall inform the Owner and Architect in the event that the estimate of the Cost of the Work exceeds the latest approved Project budget, and make recommendations for corrective action.

§ 3.1.6.3 If the Architect is providing cost estimating services as a Supplemental Service, and a discrepancy exists between the Construction Manager's cost estimates and the Architect's cost estimates, the Construction Manager and the Architect shall work together to reconcile the cost estimates.

§ 3.1.7 As the Architect progresses with the preparation of the Schematic Design, Design Development and Construction Documents, the Construction Manager shall consult with the Owner and Architect and make recommendations regarding constructability and schedules, for the Architect's review and the Owner's approval.

§ 3.1.8 The Construction Manager shall provide recommendations and information to the Owner and Architect regarding equipment, materials, services, and temporary Project facilities.

§ 3.1.9 The Construction Manager shall provide a staffing plan for Preconstruction Phase services for the Owner's review and approval.

§ 3.1.10 Intentionally deleted.

§ 3.1.11 Subcontractors and Suppliers

§ 3.1.11.1 If the Owner has provided requirements for subcontractor procurement in section 1.1.14, the Construction Manager shall provide a subcontracting plan, addressing the Owner's requirements, for the Owner's review and approval.

§ 3.1.11.2 The Construction Manager shall develop bidders' interest in the Project.

§ 3.1.11.3 The processes described in Article 9 shall apply if bid packages will be issued during the Preconstruction Phase.

§ 3.1.12 Procurement

The Construction Manager shall prepare, for the Architect's review and the Owner's acceptance, a procurement schedule for items that must be ordered in advance of construction. The Construction Manager shall expedite and coordinate the ordering and delivery of materials that must be ordered in advance of construction. If the Owner agrees to procure any items prior to the establishment of the Guaranteed Maximum Price, the Owner shall procure the items on terms and conditions acceptable to the Construction Manager. Upon the establishment of the Guaranteed Maximum Price, the Owner shall assign all contracts for these items to the Construction Manager and the Construction Manager shall thereafter accept responsibility for them.

§ 3.1.13 Compliance with Laws

The Construction Manager shall comply with applicable laws, statutes, ordinances, codes, rules and regulations, and lawful orders of public authorities applicable to its performance under this Contract, and with equal employment opportunity programs, and other programs as may be required by governmental and quasi-governmental authorities and are applicable to the Construction Manager's scope of Work (collectively "Legal Requirements"). To the extent that there is a material change to Legal Requirements that occurs after the Construction Manager's submission of a Guaranteed Maximum Price proposal and/or execution of a Guaranteed Maximum Price Amendment, such change shall be administered as a Change in Work under Article 7 of the General Conditions and Construction Manager shall be entitled to an adjustment of the Contract Time and/or Guaranteed Maximum Price to address the demonstrable impacts of such change. For avoidance of doubt, the enactment or announcement of a new tariff (or proposed modification to an existing tariff) applicable to materials to be used in the Project will be considered as a change in Legal Requirements for purposes of this Section 3.1.13. To the extent that there are material reductions in the tariffs applicable to Project materials and equipment purchased for the Project, Construction Manager will use reasonable efforts to recover budgeted but unpaid tariff amounts as Project savings.

§ 3.1.14 Other Preconstruction Services

Insert a description of any other Preconstruction Phase services to be provided by the Construction Manager, or reference an exhibit attached to this document

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(Describe any other Preconstruction Phase services, such as providing cash flow projections, development of a project information management system, early selection or procurement of subcontractors, etc.)

« »

§ 3.2 Guaranteed Maximum Price Proposal

§ 3.2.1 At a time to be mutually agreed upon by the Owner and the Construction Manager, the Construction Manager shall prepare a Guaranteed Maximum Price proposal for the Owner's and Architect's review, and the Owner's acceptance. The Guaranteed Maximum Price in the proposal shall be the sum of the Construction Manager's estimate of the Cost of the Work, the Construction Manager's contingency described in Section 3.2.4, and the Construction Manager's Fee described in Section 6.1.2.

§ 3.2.2 To the extent that the Contract Documents are anticipated to require further development, the Guaranteed Maximum Price includes the costs attributable to such further development consistent with the Contract Documents and reasonably inferable therefrom. Such further development does not include changes in scope, systems, kinds and quality of materials, finishes, or equipment, all of which, if required, shall be incorporated by Change Order.

§ 3.2.3 The Construction Manager shall include with the Guaranteed Maximum Price proposal a written statement of its basis, which shall include the following:

.1 A list of the Drawings and Specifications, including all Addenda thereto, and the Conditions of the Contract;

.2 A list of the clarifications and assumptions made by the Construction Manager in the preparation of the Guaranteed Maximum Price proposal, including assumptions under Section 3.2.2;

.3 A statement of the proposed Guaranteed Maximum Price, including a statement of the estimated Cost of the Work organized by trade categories or systems, including allowances; the Construction Manager's contingency set forth in Section 3.2.4; and the Construction Manager's Fee;

.4 The anticipated date of Substantial Completion upon which the proposed Guaranteed Maximum Price is based; and

.5 A date by which the Owner must accept the Guaranteed Maximum Price.

§ 3.2.4 In preparing the Construction Manager's Guaranteed Maximum Price proposal, the Construction Manager shall include a contingency for the Construction Manager's exclusive use to cover those costs that are included in the Guaranteed Maximum Price but not otherwise allocated to another line item or included in a Change Order.

§ 3.2.5 The Construction Manager shall meet with the Owner and Architect to review the Guaranteed Maximum Price proposal. In the event that the Owner or Architect discover any inconsistencies or inaccuracies in the information presented, they shall promptly notify the Construction Manager, who shall make appropriate adjustments to the Guaranteed Maximum Price proposal, its basis, or both.

§ 3.2.6 If the Owner notifies the Construction Manager that the Owner has accepted the Guaranteed Maximum Price proposal in writing before the date specified in the Guaranteed Maximum Price proposal, the Guaranteed Maximum Price proposal shall be deemed effective without further acceptance from the Construction Manager. Following acceptance of a Guaranteed Maximum Price, the Owner and Construction Manager shall execute the Guaranteed Maximum Price Amendment amending this Agreement, a copy of which the Owner shall provide to the Architect. The Guaranteed Maximum Price Amendment shall set forth the agreed upon Guaranteed Maximum Price with the information and assumptions upon which it is based.

§ 3.2.7 The Construction Manager shall not incur any cost to be reimbursed as part of the Cost of the Work prior to the execution of the Guaranteed Maximum Price Amendment, unless the Owner provides prior written authorization for such costs.

§ 3.2.8 The Owner shall authorize preparation of revisions to the Contract Documents that incorporate the agreed-upon assumptions and clarifications contained in the Guaranteed Maximum Price Amendment. The Owner shall promptly furnish such revised Contract Documents to the Construction Manager. The Construction Manager shall notify the Owner and Architect of any inconsistencies between the agreed-upon assumptions and clarifications contained in the Guaranteed Maximum Price Amendment and the revised Contract Documents.

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§ 3.2.9 The Construction Manager shall include in the Guaranteed Maximum Price all sales, consumer, use and similar taxes for the Work provided by the Construction Manager that are legally enacted, whether or not yet effective, at the time the Guaranteed Maximum Price Amendment is executed.

§ 3.3 Construction Phase

§ 3.3.1 General

§ 3.3.1.1 For purposes of Section 8.1.2 of A201–2017, the date of commencement of the Work shall mean the date of commencement of the Construction Phase.

§ 3.3.1.2 The Construction Phase shall commence upon the Owner's execution of the Guaranteed Maximum Price Amendment or, prior to acceptance of the Guaranteed Maximum Price proposal, by written agreement of the parties. The written agreement shall set forth a description of the Work to be performed by the Construction Manager, and any insurance and bond requirements for Work performed prior to execution of the Guaranteed Maximum Price Amendment.

§ 3.3.2 Administration

§ 3.3.2.1 The Construction Manager shall schedule and conduct meetings to discuss such matters as procedures, progress, coordination, scheduling, and status of the Work. The Construction Manager shall prepare and promptly distribute minutes of the meetings to the Owner and Architect.

§ 3.3.2.2 Upon the execution of the Guaranteed Maximum Price Amendment, the Construction Manager shall prepare and submit to the Owner and Architect a construction schedule for the Work and a submittal schedule in accordance with Section 3.10 of A201–2017.

§ 3.3.2.3 Monthly Report

The Construction Manager shall record the progress of the Project. On a monthly basis, or otherwise as agreed to by the Owner, the Construction Manager shall submit written progress reports to the Owner and Architect, showing percentages of completion and other information required by the Owner.

§ 3.3.2.4 Daily Logs

The Construction Manager shall keep, and make available to the Owner and Architect, a daily log containing a record for each day of weather, portions of the Work in progress, number of workers on site, identification of equipment on site, problems that might affect progress of the work, accidents, injuries, and other information required by the Owner.

§ 3.3.2.5 Cost Control

The Construction Manager shall develop a system of cost control for the Work, including regular monitoring of actual costs for activities in progress and estimates for uncompleted tasks and proposed changes. The Construction Manager shall identify variances between actual and estimated costs and report the variances to the Owner and Architect, and shall provide this information in its monthly reports to the Owner and Architect, in accordance with Section 3.3.2.3 above.

ARTICLE 4 OWNER'S RESPONSIBILITIES

§ 4.1 Information and Services Required of the Owner

§ 4.1.1 The Owner shall provide information with reasonable promptness, regarding requirements for and limitations on the Project.

§ 4.1.2 Prior to the execution of the Guaranteed Maximum Price Amendment, the Construction Manager may request in writing that the Owner provide reasonable evidence that the Owner has made financial arrangements to fulfill the Owner's obligations under the Contract. After execution of the Guaranteed Maximum Price Amendment, the Construction Manager may request such information as set forth in A201-2017 Section 2.2.

§ 4.1.3 The Owner shall establish and periodically update the Owner's budget for the Project, including (1) the budget for the Cost of the Work as defined in Article 7, (2) the Owner's other costs, and (3) reasonable contingencies related to all of these costs. If the Owner significantly increases or decreases the Owner's budget for the Cost of the Work, the Owner shall notify the Construction Manager and Architect. The Owner and the Architect, in consultation with the Construction Manager, shall thereafter agree to a corresponding change in the Project's scope and quality.

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§ 4.1.4 Structural and Environmental Tests, Surveys and Reports. During the Preconstruction Phase, the Owner shall furnish the following information or services with reasonable promptness. The Owner shall also furnish any other information or services under the Owner's control and relevant to the Construction Manager's performance of the Work with reasonable promptness after receiving the Construction Manager's written request for such information or services. The Construction Manager shall be entitled to rely on the accuracy of information and services furnished by the Owner but shall exercise proper precautions relating to the safe performance of the Work.

§ 4.1.4.1 The Owner shall furnish tests, inspections, and reports, required by law and as otherwise agreed to by the parties, such as structural, mechanical, and chemical tests, tests for air and water pollution, and tests for hazardous materials.

§ 4.1.4.2 The Owner shall furnish surveys describing physical characteristics, legal limitations and utility locations for the site of the Project, and a written legal description of the site. The surveys and legal information shall include, as applicable, grades and lines of streets, alleys, pavements and adjoining property and structures; designated wetlands; adjacent drainage; rights-of-way, restrictions, easements, encroachments, zoning, deed restrictions, boundaries and contours of the site; locations, dimensions and other necessary data with respect to existing buildings, other improvements and trees; and information concerning available utility services and lines, both public and private, above and below grade, including inverts and depths. All the information on the survey shall be referenced to a Project benchmark.

§ 4.1.4.3 The Owner, when such services are requested, shall furnish services of geotechnical engineers, which may include test borings, test pits, determinations of soil bearing values, percolation tests, evaluations of hazardous materials, seismic evaluation, ground corrosion tests and resistivity tests, including necessary operations for anticipating subsoil conditions, with written reports and appropriate recommendations.

§ 4.1.5 During the Construction Phase, the Owner shall furnish information or services required of the Owner by the Contract Documents with reasonable promptness. The Owner shall also furnish any other information or services under the Owner's control and relevant to the Construction Manager's performance of the Work with reasonable promptness after receiving the Construction Manager's written request for such information or services.

§ 4.1.6 Intentionally deleted.

§ 4.2 Owner's Designated Representative

The Owner shall identify a representative authorized to act on behalf of the Owner with respect to the Project. The Owner's representative shall render decisions promptly and furnish information expeditiously, so as to avoid unreasonable delay in the services or Work of the Construction Manager. Except as otherwise provided in Section 4.2.1 of A201–2017, the Architect does not have such authority. The term "Owner" means the Owner or the Owner's authorized representative.

§ 4.2.1 Legal Requirements. The Owner shall furnish all legal, insurance and accounting services, including auditing services, that may be reasonably necessary at any time for the Project to meet the Owner's needs and interests.

§ 4.3 Architect

The Owner shall provide the Construction Manager with a copy of the scope of services in the executed agreement between the Owner and the Architect, and any further modifications to the Architect's scope of services in the agreement.

ARTICLE 5 COMPENSATION AND PAYMENTS FOR PRECONSTRUCTION PHASE SERVICES

§ 5.1 Compensation

§ 5.1.1 For the Construction Manager's Preconstruction Phase services described in Sections 3.1 and 3.2, the Owner shall compensate the Construction Manager as follows:

(Insert amount of, or basis for, compensation and include a list of reimbursable cost items, as applicable.)

« In an amount not to exceed $75,433.00. »

§ 5.1.2 The hourly billing rates for Preconstruction Phase services of the Construction Manager and the Construction Manager's Consultants and Subcontractors, if any, are set forth below.

(If applicable, attach an exhibit of hourly billing rates or insert them below.)

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« See Attachment A »

Individual or Position	Rate

§ 5.1.2.1 Hourly billing rates for Preconstruction Phase services include all costs to be paid or incurred by the Construction Manager, as required by law or collective bargaining agreements, for taxes, insurance, contributions, assessments and benefits and, for personnel not covered by collective bargaining agreements, customary benefits such as sick leave, medical and health benefits, holidays, vacations and pensions, and shall remain unchanged unless the parties execute a Modification.

§ 5.1.3 If the Preconstruction Phase services covered by this Agreement have not been completed within « » (« ») months of the date of this Agreement, through no fault of the Construction Manager, the Construction Manager's compensation for Preconstruction Phase services shall be equitably adjusted.

§ 5.2 Payments

§ 5.2.1 Unless otherwise agreed, payments for services shall be made monthly in proportion to services performed.

§ 5.2.2 Payments are due and payable upon presentation of the Construction Manager's invoice. Amounts unpaid « 60 » (« ») days after the invoice date shall bear interest at the rate entered below, or in the absence thereof at the legal rate prevailing from time to time at the principal place of business of the Construction Manager.
(Insert rate of monthly or annual interest agreed upon.)

« » % « »

ARTICLE 6 COMPENSATION FOR CONSTRUCTION PHASE SERVICES

§ 6.1 Contract Sum

§ 6.1.1 The Owner shall pay the Construction Manager the Contract Sum in current funds for the Construction Manager's performance of the Contract after execution of the Guaranteed Maximum Price Amendment. The Contract Sum is the Cost of the Work as defined in Article 7 plus the Construction Manager's Fee.

§ 6.1.2 The Construction Manager's Fee:
(State a lump sum, percentage of Cost of the Work or other provision for determining the Construction Manager's Fee.)

« 4% of the Cost of the Work »

§ 6.1.3 The method of adjustment of the Construction Manager's Fee for changes in the Work:

« 4% of the Cost of the Work »

§ 6.1.4 Limitations, if any, on a Subcontractor's overhead and profit for increases in the cost of its portion of the Work:

« 10% overhead plus 5% profit. »

§ 6.1.5 Rental rates for Construction Manager-owned equipment shall not exceed « one hundred » percent (« 100 » %) of the standard rental rate paid at the place of the Project.

§ 6.1.6 Liquidated damages, if any:
(Insert terms and conditions for liquidated damages, if any.)

« $200/day »

§ 6.1.7 Other:
(Insert provisions for bonus, cost savings or other incentives, if any, that might result in a change to the Contract Sum.)

« »

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§ 6.2 Guaranteed Maximum Price

The Construction Manager guarantees that the Contract Sum shall not exceed the Guaranteed Maximum Price set forth in the Guaranteed Maximum Price Amendment, subject to additions and deductions by Change Order as provided in the Contract Documents. This Contract is not a line-item guaranteed maximum price contract and any overages in a specific line-item of the Guaranteed Maximum Price can be addressed by savings in other line items or through the contingency line item (as set forth in the following paragraph). The Construction Manager shall be not be entitled to payment for any portion of the Contract Sum that exceeds the Guaranteed Maximum Price (inclusive of any adjustments made or required pursuant to the terms of the Contract Documents). The Guaranteed Maximum Price includes a budgeted contingency for the exclusive use of the Construction Manager as identified in the specific Amendments to this Agreement. The Construction Manager is authorized to use the contingency as follows:

1. To carry out the full original intent of the documents, including Architect's supplemental instructions, request for information responses, or other design coordination that may generate extra costs from time to time. This would not include any change in scope or other items that the Construction Manager could not have reasonably inferred from the Contract Documents.
2. Pay for performance of work within the scope of the contract including work that was unallocated or not included in the scope of the subcontracts.
3. Unforeseen delays.
4. Weather protection and repairing damage done by weather.
5. Payment of deductibles under any builder's risk policies maintained by Construction Manager.
6. Other Cost of the Work included in Section 6.1 that has not been included as a specific item in the Guaranteed Maximum Price.
7. Other unforeseen costs related to the project.

Any balance remaining in the Contingency line item will be used in the calculation in Savings (as such term is defined in Section 6.3 below) against the Guaranteed Maximum Price.

§ 6.3 Savings Relative to Guaranteed Maximum Price

To the extent the Contract Sum is less than the Guaranteed Maximum Price, then the difference (herein called "Savings") shall be shared Seventy-Five percent (75%) to Owner and Twenty-Five percent (25%) to Construction Manager. Savings shall be paid at the time of Final Payment on the Contract.

§ 6.4 Changes in the Work

§ 6.4.1 The Owner may, without invalidating the Contract, order changes in the Work within the general scope of the Contract consisting of additions, deletions or other revisions. The Owner shall issue such changes in writing. The Construction Manager may be entitled to an equitable adjustment in the Contract Time as a result of changes in the Work.

§ 6.4.1.1 The Architect may order minor changes in the Work as provided in Article 7 of AIA Document A201–2017, General Conditions of the Contract for Construction.

§ 6.4.2 Adjustments to the Guaranteed Maximum Price on account of changes in the Work subsequent to the execution of the Guaranteed Maximum Price Amendment may be determined by any of the methods listed in Article 7 of AIA Document A201–2017, General Conditions of the Contract for Construction.

§ 6.4.3 Adjustments to subcontracts awarded on the basis of a stipulated sum shall be determined in accordance with Article 7 of A201–2017, as they refer to "cost" and "fee," and not by Articles 6 and 7 of this Agreement. Adjustments to subcontracts awarded with the Owner's prior written consent on the basis of cost plus a fee shall be calculated in accordance with the terms of those subcontracts.

§ 6.4.4 In calculating adjustments to the Guaranteed Maximum Price, the terms "cost" and "costs" as used in Article 7 of AIA Document A201–2017 shall mean the Cost of the Work as defined in Article 7 of this Agreement and the term "fee" shall mean the Construction Manager's Fee as defined in Section 6.1.2 of this Agreement.

§ 6.4.5 If no specific provision is made in Section 6.1.3 for adjustment of the Construction Manager's Fee in the case of changes in the Work, or if the extent of such changes is such, in the aggregate, that application of the adjustment provisions of Section 6.1.3 will cause substantial inequity to the Owner or Construction Manager, the Construction

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Manager's Fee shall be equitably adjusted on the same basis that was used to establish the Fee for the original Work, and the Guaranteed Maximum Price shall be adjusted accordingly.

ARTICLE 7 COST OF THE WORK FOR CONSTRUCTION PHASE

§ 7.1 Costs to Be Reimbursed

§ 7.1.1 The term Cost of the Work shall mean costs necessarily incurred by the Construction Manager in the proper performance of the Work. The Cost of the Work shall include only the items set forth in Sections 7.1 through 7.7.

§ 7.1.2 Where, pursuant to the Contract Documents, any cost is subject to the Owner's prior approval, the Construction Manager shall obtain such approval in writing prior to incurring the cost.

§ 7.2 Labor Costs

§ 7.2.1 Wages or salaries of construction workers directly employed by the Construction Manager to perform the construction of the Work at the site or, with the Owner's prior approval, at off-site workshops. Wages and salaries shall be determined in accordance with the fixed unit rates identified in the wage rate schedule attached as Attachment B.

§ 7.2.2 Wages or salaries of the Construction Manager's supervisory and administrative personnel, with Owner's prior approval, whether or not they are stationed at the site but only for the time they actually spend related to the Project. Wages and salaries shall be determined in accordance with the fixed unit rates identified in the wage rate schedule attached as Attachment B. Construction Manager's supervisory and administrative personnel who are assigned full-time to the Project shall be billed at the weekly rate.

§ 7.2.3 Wages and salaries of the Construction Manager's supervisory or administrative personnel engaged at factories, workshops or while traveling, in expediting the production or transportation of materials or equipment required for the Work, but only for that portion of their time required for the Work. Wages and salaries shall be determined in accordance with the fixed unit rates identified in the wage rate schedule attached as Attachment B. Construction Manager's supervisory and administrative personnel who are assigned full-time to the Project shall be billed at the weekly rate.

§ 7.2.4 Costs paid or incurred by the Construction Manager for taxes, insurance, contributions, assessments and benefits required by law or collective bargaining agreements and, for personnel not covered by such agreements, customary benefits such as sick leave, medical and health benefits, holidays, vacations retirement plans, training, costs, and safety incentives are included in in the fixed unit rates included in Exhibit B.

§ 7.2.5 The fixed unit rates included in Attachment B will be increased at a four percent (4%) rate, on an annual basis, in January of each calendar year during which the Project continues.

§ 7.3 Subcontract Costs

Payments made by the Construction Manager to Subcontractors in accordance with the requirements of the subcontracts and this Agreement, plus the subcontract default insurance at a premium rate of one and one-tenth percent (1.1%) of the Guaranteed Maximum Price,.

§ 7.4 Costs of Materials and Equipment Incorporated in the Completed Construction

§ 7.4.1 Costs, including transportation and storage at the site, of materials and equipment incorporated, or to be incorporated, in the completed construction.

§ 7.4.2 Costs of materials described in the preceding Section 7.4.1 in excess of those actually installed to allow for reasonable waste and spoilage. Unused excess materials, if any, shall become the Owner's property at the completion of the Work or, at the Owner's option, shall be sold by the Construction Manager. Any amounts realized from such sales shall be credited to the Owner as a deduction from the Cost of the Work.

§ 7.5 Costs of Other Materials and Equipment, Temporary Facilities and Related Items

§ 7.5.1 Costs of transportation, storage, installation, dismantling, maintenance, and removal of materials, supplies, temporary facilities, machinery, equipment and hand tools not customarily owned by construction workers that are provided by the Construction Manager at the site and fully consumed in the performance of the Work. Costs of materials, supplies, temporary facilities, machinery, equipment, and tools, that are not fully consumed, shall be based on

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the cost or value of the item at the time it is first used on the Project site less the value of the item when it is no longer used at the Project site. Costs for items not fully consumed by the Construction Manager shall mean fair market value.

§ 7.5.2 Rental charges for temporary facilities, machinery, equipment, and hand tools not customarily owned by construction workers that are provided by the Construction Manager at the site, and the costs of transportation, installation, dismantling, minor repairs, and removal of such temporary facilities, machinery, equipment, and hand tools. Rates and quantities of equipment owned by the Construction Manager or a related party as defined in Section 7.8, shall be charged at the rates identified in Exhibit C. If Exhibit C does not exist or does not contain the item being rented, the rental charges shall be at rates not higher than the standard paid at the location of the Project. Rental charges for items provided by others shall be at the invoiced cost. Damage and replacement insurance for rented items will be billed to the Project at a premium rate of eight percent (8%) of the invoiced rental rate whether provided by the Construction Manager or others.

§ 7.5.3 Costs of removal of debris from the site of the Work and its proper and legal disposal.

§ 7.5.4 Costs of the Construction Manager's site office, including general office equipment and supplies.

§ 7.5.5 Costs of materials and equipment suitably stored off the site at a mutually acceptable location, subject to the Owner's prior approval.

§ 7.6 Miscellaneous Costs

§ 7.6.1 Premiums for that portion of insurance and bonds required by the Contract Documents that can be directly attributed to this Contract.

§ 7.6.1.1 Premiums for liability insurance costs will be billed at a fixed percentage rate of ninety-four one hundredths of one percent (0.94%) of the Guaranteed Maximum Price.

§ 7.6.1.2 Premiums for builder's risk property insurance at a fixed percentage rate of three-tenths of one percent (0.30%) of the Guaranteed Maximum Price.

§ 7.6.2 Sales, use, or similar taxes, imposed by a governmental authority, that are related to the Work and for which the Construction Manager is liable.

§ 7.6.3 Fees and assessments for the building permit, and for other permits, licenses, and inspections, for which the Construction Manager is required by the Contract Documents to pay.

§ 7.6.4 Fees of laboratories for tests required by the Contract Documents; except those related to defective or nonconforming Work for which reimbursement is excluded under Article 13 of AIA Document A201–2017 or by other provisions of the Contract Documents, and which do not fall within the scope of Section 7.7.3.

§ 7.6.5 Royalties and license fees paid for the use of a particular design, process, or product, required by the Contract Documents.

§ 7.6.5.1 The cost of defending suits or claims for infringement of patent rights arising from requirements of the Contract Documents, payments made in accordance with legal judgments against the Construction Manager resulting from such suits or claims, and payments of settlements made with the Owner's consent, unless the Construction Manager had reason to believe that the required design, process, or product was an infringement of a copyright or a patent, and the Construction Manager failed to promptly furnish such information to the Architect as required by Article 3 of AIA Document A201–2017. The costs of legal defenses, judgments, and settlements shall not be included in the Cost of the Work used to calculate the Construction Manager's Fee or subject to the Guaranteed Maximum Price.

§ 7.6.6 Costs for all electronic equipment, connectivity, email services, data storage, data back-up, maintenance, support, data security, data recovery, disaster mitigation/recovery and software used in the performance of the Work at a rate of $6.23 per employee hour for those employees identified in Section 7.2.2 and 7.2.3 above and $15.12 per employee hour for those employees performing integrated construction technology services including, without limitation, building information modeling, clash detection, trade coordination and as-built modeling.

§ 7.6.7 Costs of document reproductions and delivery charges.

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§ 7.6.8 Deposits lost for causes other than the Construction Manager's negligence or failure to fulfill a specific responsibility in the Contract Documents.

§ 7.6.9 Legal, mediation and arbitration costs, including attorneys' fees, other than those arising from disputes between the Owner and Construction Manager, reasonably incurred by the Construction Manager after the execution of this Agreement in the performance of the Work and with the Owner's prior approval, which shall not be unreasonably withheld.

§ 7.6.10 Expenses incurred in accordance with the Construction Manager's standard written personnel policy for relocation and temporary living allowances of the Construction Manager's personnel required for the Work, with the Owner's prior approval.

§ 7.6.11 That portion of the reasonable expenses of the Construction Manager's supervisory or administrative personnel incurred while traveling in discharge of duties connected with the Work.

§ 7.6.12 Costs for cellular smart phone equipment and service at $143.00 per month.

§ 7.6.13 Costs for warranty management at a fixed percentage of one-tenth of one percent (0.1%) of the Guaranteed Maximum Price, billed as part of the final retention billing of the project.

§ 7.6.14 Costs for project management systems and software at a fixed percentage of twenty-three one hundredths of one percent (0.23%) of the Guaranteed Maximum Price.

§ 7.7 Other Costs and Emergencies

§ 7.7.1 Other costs incurred in the performance of the Work, with the Owner's prior approval.

§ 7.7.2 Costs incurred in taking action to prevent threatened damage, injury, or loss, in case of an emergency affecting the safety of persons and property, as provided in Article 10 of AIA Document A201–2017.

§ 7.7.3 Costs of repairing or correcting damaged or nonconforming Work executed by the Construction Manager, Subcontractors, or suppliers, provided that such damaged or nonconforming Work was not caused by the negligence of, or failure to fulfill a specific responsibility by, the Construction Manager, and only to the extent that the cost of repair or correction is not recovered by the Construction Manager from insurance, sureties, Subcontractors, suppliers, or others.

§ 7.7.4 The costs described in Sections 7.1 through 7.7 shall be included in the Cost of the Work, notwithstanding any provision of AIA Document A201–2017 or other Conditions of the Contract which may require the Construction Manager to pay such costs, unless such costs are excluded by the provisions of Section 7.9.

§ 7.8 Related Party Transactions

§ 7.8.1 For purposes of this Section 7.8, the term "related party" shall mean (1) a parent, subsidiary, affiliate, or other entity having common ownership of, or sharing common management with, the Construction Manager; (2) any entity in which any stockholder in, or management employee of, the Construction Manager holds an equity interest in excess of ten percent in the aggregate; (3) any entity which has the right to control the business or affairs of the Construction Manager; or (4) any person, or any member of the immediate family of any person, who has the right to control the business or affairs of the Construction Manager.

§ 7.8.2 If any of the costs to be reimbursed arise from a transaction between the Construction Manager and a related party, the Construction Manager shall notify the Owner of the specific nature of the contemplated transaction, including the identity of the related party and the anticipated cost to be incurred, before any such transaction is consummated or cost incurred. If the Owner, after such notification, authorizes the proposed transaction in writing, then the cost incurred shall be included as a cost to be reimbursed, and the Construction Manager shall procure the Work, equipment, goods, or service, from the related party, as a Subcontractor, according to the terms of Article 9. If the Owner fails to authorize the transaction in writing, the Construction Manager shall procure the Work, equipment, goods, or service from some person or entity other than a related party according to the terms of Article 9.

§ 7.9 Costs Not To Be Reimbursed

§ 7.9.1 The Cost of the Work shall not include the items listed below:

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.1 Salaries and other compensation of the Construction Manager's personnel stationed at the Construction Manager's principal office or offices other than the site office, except as specifically provided in Section 7.2, or as may be provided in Article 14;

.2 Bonuses, profit sharing, incentive compensation, and any other discretionary payments, paid to anyone hired by the Construction Manager or paid to any Subcontractor or vendor, unless the Owner has provided prior approval;

.3 Expenses of the Construction Manager's principal office and offices other than the site office;

.4 Overhead and general expenses, except as may be expressly included in Sections 7.1 to 7.7;

.5 The Construction Manager's capital expenses, including interest on the Construction Manager's capital employed for the Work;

.6 Except as provided in Section 7.7.3 of this Agreement, costs due to the negligence of, or failure to fulfill a specific responsibility of the Contract by, the Construction Manager, Subcontractors, and suppliers, or anyone directly or indirectly employed by any of them or for whose acts any of them may be liable;

.7 Any cost not specifically and expressly described in Sections 7.1 to 7.7;

.8 Costs, other than costs included in Change Orders approved by the Owner, that would cause the Guaranteed Maximum Price to be exceeded; and

.9 Costs for services incurred during the Preconstruction Phase.

ARTICLE 8 DISCOUNTS, REBATES, AND REFUNDS

§ 8.1 Cash discounts obtained on payments made by the Construction Manager shall accrue to the Owner if (1) before making the payment, the Construction Manager included the amount to be paid, less such discount, in an Application for Payment and received payment from the Owner, or (2) the Owner has deposited funds with the Construction Manager with which to make payments; otherwise, cash discounts shall accrue to the Construction Manager. Trade discounts, rebates, refunds, and amounts received from sales of surplus materials and equipment shall accrue to the Owner, and the Construction Manager shall make provisions so that they can be obtained.

§ 8.2 Amounts that accrue to the Owner in accordance with the provisions of Section 8.1 shall be credited to the Owner as a deduction from the Cost of the Work.

ARTICLE 9 SUBCONTRACTS AND OTHER AGREEMENTS

§ 9.1 Those portions of the Work that the Construction Manager does not customarily perform with the Construction Manager's own personnel shall be performed under subcontracts or other appropriate agreements with the Construction Manager. The Owner may designate specific persons from whom, or entities from which, the Construction Manager shall obtain bids. The Construction Manager shall obtain bids from Subcontractors, and from suppliers of materials or equipment fabricated especially for the Work, who are qualified to perform that portion of the Work in accordance with the requirements of the Contract Documents. The Construction Manager shall deliver such bids to the Architect and Owner with an indication as to which bids the Construction Manager intends to accept. The Owner then has the right to review the Construction Manager's list of proposed subcontractors and suppliers in consultation with the Architect and, subject to Section 9.1.1, to object to any subcontractor or supplier. Any advice of the Architect, or approval or objection by the Owner, shall not relieve the Construction Manager of its responsibility to perform the Work in accordance with the Contract Documents. The Construction Manager shall not be required to contract with anyone to whom the Construction Manager has reasonable objection.

§ 9.1.1 When a specific subcontractor or supplier (1) is recommended to the Owner by the Construction Manager; (2) is qualified to perform that portion of the Work; and (3) has submitted a bid that conforms to the requirements of the Contract Documents without reservations or exceptions, but the Owner requires that another bid be accepted, then the Construction Manager may require that a Change Order be issued to adjust the Guaranteed Maximum Price by the difference between the bid of the person or entity recommended to the Owner by the Construction Manager and the amount of the subcontract or other agreement actually signed with the person or entity designated by the Owner.

§ 9.2 Subcontracts or other agreements shall conform to the applicable payment provisions of this Agreement, and shall not be awarded on the basis of cost plus a fee without the Owner's prior written approval. If a subcontract is awarded on the basis of cost plus a fee, the Construction Manager shall provide in the subcontract for the Owner to receive the same audit rights with regard to the Subcontractor as the Owner receives with regard to the Construction Manager in Article 10.

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ARTICLE 10 ACCOUNTING RECORDS

The Construction Manager shall keep full and detailed records and accounts related to the Cost of the Work, and exercise such controls, as may be necessary for proper financial management under this Contract and to substantiate all costs incurred. The accounting and control systems shall be satisfactory to the Owner. The Owner and the Owner's auditors shall, during regular business hours and upon reasonable notice, be afforded access to, and shall be permitted to audit and copy, the Construction Manager's records and accounts, including complete documentation supporting accounting entries, books, job cost reports, correspondence, instructions, drawings, receipts, subcontracts, Subcontractor's proposals, Subcontractor's invoices, purchase orders, vouchers, memoranda, and other data relating to this Contract. The Construction Manager shall preserve these records for a period of three years after final payment, or for such longer period as may be required by law.

ARTICLE 11 PAYMENTS FOR CONSTRUCTION PHASE SERVICES

§ 11.1 Progress Payments

§ 11.1.1 Based upon Applications for Payment submitted to the Architect by the Construction Manager, and Certificates for Payment issued by the Architect, the Owner shall make progress payments on account of the Contract Sum, to the Construction Manager, as provided below and elsewhere in the Contract Documents.

§ 11.1.2 The period covered by each Application for Payment shall be one calendar month ending on the last day of the month, or as follows:

« »

§ 11.1.3 Provided that an Application for Payment is received and certified by the Architect not later than the « first » day of a month, the Owner shall make payment of the amount certified to the Construction Manager not later than the « last » day of the « same » month. If an Application for Payment is received by the Architect after the application date fixed above, payment of the amount certified shall be made by the Owner not later than « thirty » (« 30 ») days after the Architect certifies the Application for Payment.
(Federal, state or local laws may require payment within a certain period of time.)

§ 11.1.4 With each Application for Payment, the Construction Manager shall submit payrolls, petty cash accounts, receipted invoices or invoices with check vouchers attached, and any other evidence required by the Owner or Architect to demonstrate that payments already made by the Construction Manager on account of the Cost of the Work equal or exceed progress payments already received by the Construction Manager, plus payrolls for the period covered by the present Application for Payment, less that portion of the progress payments attributable to the Construction Manager's Fee.

§ 11.1.5 Each Application for Payment shall be based on the most recent schedule of values submitted by the Construction Manager in accordance with the Contract Documents. The schedule of values shall allocate the entire Guaranteed Maximum Price among: (1) the various portions of the Work; (2) any contingency for costs that are included in the Guaranteed Maximum Price but not otherwise allocated to another line item or included in a Change Order; and (3) the Construction Manager's Fee.

§ 11.1.5.1 The schedule of values shall be prepared in such form and supported by such data to substantiate its accuracy as the Architect may require. The schedule of values shall be used as a basis for reviewing the Construction Manager's Applications for Payment.

§ 11.1.5.2 The allocation of the Guaranteed Maximum Price under this Section 11.1.5 shall not constitute a separate guaranteed maximum price for the Cost of the Work of each individual line item in the schedule of values.

§ 11.1.5.3 When the Construction Manager allocates costs from a contingency to another line item in the schedule of values, the Construction Manager shall submit supporting documentation to the Architect.

§ 11.1.6 Applications for Payment shall show the percentage of completion of each portion of the Work as of the end of the period covered by the Application for Payment. The percentage of completion shall be the lesser of (1) the percentage of that portion of the Work which has actually been completed, or (2) the percentage obtained by dividing (a) the expense that has actually been incurred by the Construction Manager on account of that portion of the Work and for which the Construction Manager has made payment or intends to make payment prior to the next Application for Payment, by (b) the share of the Guaranteed Maximum Price allocated to that portion of the Work in the schedule of values.

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§ 11.1.7 In accordance with AIA Document A201–2017 and subject to other provisions of the Contract Documents, the amount of each progress payment shall be computed as follows:

§ 11.1.7.1 The amount of each progress payment shall first include:

.1 That portion of the Guaranteed Maximum Price properly allocable to completed Work as determined by multiplying the percentage of completion of each portion of the Work by the share of the Guaranteed Maximum Price allocated to that portion of the Work in the most recent schedule of values;

.2 That portion of the Guaranteed Maximum Price properly allocable to materials and equipment delivered and suitably stored at the site for subsequent incorporation in the completed construction or, if approved in writing in advance by the Owner, suitably stored off the site at a location agreed upon in writing;

.3 That portion of Construction Change Directives that the Architect determines, in the Architect's professional judgment, to be reasonably justified; and

.4 The Construction Manager's Fee, computed upon the Cost of the Work described in the preceding Sections 11.1.7.1.1 and 11.1.7.1.2 at the rate stated in Section 6.1.2 or, if the Construction Manager's Fee is stated as a fixed sum in that Section, an amount that bears the same ratio to that fixed-sum fee as the Cost of the Work included in Sections 11.1.7.1.1 and 11.1.7.1.2 bears to a reasonable estimate of the probable Cost of the Work upon its completion.

§ 11.1.7.2 The amount of each progress payment shall then be reduced by:

.1 The aggregate of any amounts previously paid by the Owner;

.2 The amount, if any, for Work that remains uncorrected and for which the Architect has previously withheld a Certificate for Payment as provided in Article 9 of AIA Document A201–2017;

.3 Any amount for which the Construction Manager does not intend to pay a Subcontractor or material supplier, unless the Work has been performed by others the Construction Manager intends to pay;

.4 For Work performed or defects discovered since the last payment application, any amount for which the Architect may withhold payment, or nullify a Certificate of Payment in whole or in part, as provided in Article 9 of AIA Document A201–2017;

.5 The shortfall, if any, indicated by the Construction Manager in the documentation required by Section 11.1.4 to substantiate prior Applications for Payment, or resulting from errors subsequently discovered by the Owner's auditors in such documentation; and

.6 Retainage withheld pursuant to Section 11.1.8.

§ 11.1.8 Retainage

§ 11.1.8.1 For each progress payment made prior to Substantial Completion of the Work, the Owner may withhold the following amount, as retainage, from the payment otherwise due:
(Insert a percentage or amount to be withheld as retainage from each Application for Payment. The amount of retainage may be limited by governing law.)

« 5% »

§ 11.1.8.1.1 The following items are not subject to retainage:
(Insert any items not subject to the withholding of retainage, such as general conditions, insurance, etc.)

« »

§ 11.1.8.2 Reduction or limitation of retainage, if any, shall be as follows:
(If the retainage established in Section 11.1.8.1 is to be modified prior to Substantial Completion of the entire Work, insert provisions for such modification.)

« »

§ 11.1.8.3 Except as set forth in this Section 11.1.8.3, upon Substantial Completion of the Work, the Construction Manager may submit an Application for Payment that includes the retainage withheld from prior Applications for Payment pursuant to this Section 11.1.8. The Application for Payment submitted at Substantial Completion shall not include retainage as follows:
(Insert any other conditions for release of retainage, such as upon completion of the Owner's audit and reconciliation, upon Substantial Completion.)

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§ 11.1.9 If final completion of the Work is materially delayed through no fault of the Construction Manager, the Owner shall pay the Construction Manager any additional amounts in accordance with Article 9 of AIA Document A201–2017.

§ 11.1.10 Except with the Owner's prior written approval, the Construction Manager shall not make advance payments to suppliers for materials or equipment which have not been delivered and suitably stored at the site.

§ 11.1.11 The Owner and the Construction Manager shall agree upon a mutually acceptable procedure for review and approval of payments to Subcontractors, and the percentage of retainage held on Subcontracts, and the Construction Manager shall execute subcontracts in accordance with those agreements.

§ 11.1.12 In taking action on the Construction Manager's Applications for Payment the Architect shall be entitled to rely on the accuracy and completeness of the information furnished by the Construction Manager, and such action shall not be deemed to be a representation that (1) the Architect has made a detailed examination, audit, or arithmetic verification, of the documentation submitted in accordance with Section 11.1.4 or other supporting data; (2) that the Architect has made exhaustive or continuous on-site inspections; or (3) that the Architect has made examinations to ascertain how or for what purposes the Construction Manager has used amounts previously paid on account of the Contract. Such examinations, audits, and verifications, if required by the Owner, will be performed by the Owner's auditors acting in the sole interest of the Owner.

§ 11.2 Final Payment

§ 11.2.1 Final payment, constituting the entire unpaid balance of the Contract Sum, shall be made by the Owner to the Construction Manager when

- **.1** the Construction Manager has fully performed the Contract, except for the Construction Manager's responsibility to correct Work as provided in Article 12 of AIA Document A201–2017, and to satisfy other requirements, if any, which extend beyond final payment;
- **.2** the Construction Manager has submitted a final accounting for the Cost of the Work and a final Application for Payment; and
- **.3** a final Certificate for Payment has been issued by the Architect in accordance with Section 11.2.2.2.

§ 11.2.2 Within 30 days of the Owner's receipt of the Construction Manager's final accounting for the Cost of the Work, the Owner shall conduct an audit of the Cost of the Work or notify the Architect that it will not conduct an audit.

§ 11.2.2.1 If the Owner conducts an audit of the Cost of the Work, the Owner shall, within 10 days after completion of the audit, submit a written report based upon the auditors' findings to the Architect.

§ 11.2.2.2 Within seven days after receipt of the written report described in Section 11.2.2.1, or receipt of notice that the Owner will not conduct an audit, and provided that the other conditions of Section 11.2.1 have been met, the Architect will either issue to the Owner a final Certificate for Payment with a copy to the Construction Manager, or notify the Construction Manager and Owner in writing of the Architect's reasons for withholding a certificate as provided in Article 9 of AIA Document A201–2017. The time periods stated in this Section 11.2.2 supersede those stated in Article 9 of AIA Document A201–2017. The Architect is not responsible for verifying the accuracy of the Construction Manager's final accounting.

§ 11.2.2.3 If the Owner's auditors' report concludes that the Cost of the Work, as substantiated by the Construction Manager's final accounting, is less than claimed by the Construction Manager, the Construction Manager shall be entitled to request mediation of the disputed amount without seeking an initial decision pursuant to Article 15 of AIA Document A201–2017. A request for mediation shall be made by the Construction Manager within 30 days after the Construction Manager's receipt of a copy of the Architect's final Certificate for Payment. Failure to request mediation within this 30-day period shall result in the substantiated amount reported by the Owner's auditors becoming binding on the Construction Manager. Pending a final resolution of the disputed amount, the Owner shall pay the Construction Manager the amount certified in the Architect's final Certificate for Payment.

§ 11.2.3 The Owner's final payment to the Construction Manager shall be made no later than 30 days after the issuance of the Architect's final Certificate for Payment, or as follows:

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« »

§ 11.2.4 If, subsequent to final payment, and at the Owner's request, the Construction Manager incurs costs, described in Sections 7.1 through 7.7, and not excluded by Section 7.9, to correct defective or nonconforming Work, the Owner shall reimburse the Construction Manager for such costs, and the Construction Manager's Fee applicable thereto, on the same basis as if such costs had been incurred prior to final payment, but not in excess of the Guaranteed Maximum Price. If adjustments to the Contract Sum are provided for in Section 6.1.7, the amount of those adjustments shall be recalculated, taking into account any reimbursements made pursuant to this Section 11.2.4 in determining the net amount to be paid by the Owner to the Construction Manager.

§ 11.3 Interest

Payments due and unpaid under the Contract shall bear interest from the date payment is due at the rate stated below, or in the absence thereof, at the legal rate prevailing from time to time at the place where the Project is located.
(Insert rate of interest agreed upon, if any.)

« » % « »

ARTICLE 12 DISPUTE RESOLUTION

§ 12.1 Initial Decision Maker

§ 12.1.1 Any Claim between the Owner and Construction Manager shall be resolved in accordance with the provisions set forth in this Article 12 and Article 15 of A201–2017. However, for Claims arising from or relating to the Construction Manager's Preconstruction Phase services, no decision by the Initial Decision Maker shall be required as a condition precedent to mediation or binding dispute resolution, and Section 12.1.2 of this Agreement shall not apply.

§ 12.1.2 The Architect will serve as the Initial Decision Maker pursuant to Article 15 of AIA Document A201–2017 for Claims arising from or relating to the Construction Manager's Construction Phase services, unless the parties appoint below another individual, not a party to the Agreement, to serve as the Initial Decision Maker.
(If the parties mutually agree, insert the name, address and other contact information of the Initial Decision Maker, if other than the Architect.)

« »
« »
« »
« »

§ 12.2 Binding Dispute Resolution

For any Claim subject to, but not resolved by mediation pursuant to Article 15 of AIA Document A201–2017, the method of binding dispute resolution shall be as follows:
(Check the appropriate box.)

[« »] Arbitration pursuant to Article 15 of AIA Document A201–2017

[« X »] Litigation in a court of competent jurisdiction

[« »] Other: *(Specify)*

« »

If the Owner and Construction Manager do not select a method of binding dispute resolution, or do not subsequently agree in writing to a binding dispute resolution method other than litigation, Claims will be resolved by litigation in a court of competent jurisdiction.

ARTICLE 13 TERMINATION OR SUSPENSION

§ 13.1 Termination Prior to Execution of the Guaranteed Maximum Price Amendment

§ 13.1.1 If the Owner and the Construction Manager do not reach an agreement on the Guaranteed Maximum Price, the Owner may terminate this Agreement upon not less than seven days' written notice to the Construction Manager, and the Construction Manager may terminate this Agreement, upon not less than seven days' written notice to the Owner.

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§ 13.1.2 In the event of termination of this Agreement pursuant to Section 13.1.1, the Construction Manager shall be compensated for Preconstruction Phase services and Work performed prior to receipt of a notice of termination, in accordance with the terms of this Agreement. In no event shall the Construction Manager's compensation under this Section exceed the compensation set forth in Section 5.1.

§ 13.1.3 Prior to the execution of the Guaranteed Maximum Price Amendment, the Owner may terminate this Agreement upon not less than seven days' written notice to the Construction Manager for the Owner's convenience and without cause, and the Construction Manager may terminate this Agreement, upon not less than seven days' written notice to the Owner, for the reasons set forth in Article 14 of A201–2017.

§ 13.1.4 In the event of termination of this Agreement pursuant to Section 13.1.3, the Construction Manager shall be equitably compensated for Preconstruction Phase services and Work performed prior to receipt of a notice of termination. In no event shall the Construction Manager's compensation under this Section exceed the compensation set forth in Section 5.1.

§ 13.1.5 If the Owner terminates the Contract pursuant to Section 13.1.3 after the commencement of the Construction Phase but prior to the execution of the Guaranteed Maximum Price Amendment, the Owner shall pay to the Construction Manager an amount calculated as follows, which amount shall be in addition to any compensation paid to the Construction Manager under Section 13.1.4:

.1 Take the Cost of the Work incurred by the Construction Manager to the date of termination;

.2 Add the Construction Manager's Fee computed upon the Cost of the Work to the date of termination at the rate stated in Section 6.1 or, if the Construction Manager's Fee is stated as a fixed sum in that Section, an amount that bears the same ratio to that fixed-sum Fee as the Cost of the Work at the time of termination bears to a reasonable estimate of the probable Cost of the Work upon its completion; and

.3 Subtract the aggregate of previous payments made by the Owner for Construction Phase services.

§ 13.1.6 The Owner shall also pay the Construction Manager fair compensation, either by purchase or rental at the election of the Owner, for any equipment owned by the Construction Manager that the Owner elects to retain and that is not otherwise included in the Cost of the Work under Section 13.1.5.1. To the extent that the Owner elects to take legal assignment of subcontracts and purchase orders (including rental agreements), the Construction Manager shall, as a condition of receiving the payments referred to in this Article 13, execute and deliver all such papers and take all such steps, including the legal assignment of such subcontracts and other contractual rights of the Construction Manager, as the Owner may require for the purpose of fully vesting in the Owner the rights and benefits of the Construction Manager under such subcontracts or purchase orders. All Subcontracts, purchase orders and rental agreements entered into by the Construction Manager will contain provisions allowing for assignment to the Owner as described above.

§ 13.1.6.1 If the Owner accepts assignment of subcontracts, purchase orders or rental agreements as described above, the Owner will reimburse or indemnify the Construction Manager for all costs arising under the subcontract, purchase order or rental agreement, if those costs would have been reimbursable as Cost of the Work if the contract had not been terminated. If the Owner chooses not to accept assignment of any subcontract, purchase order or rental agreement that would have constituted a Cost of the Work had this agreement not been terminated, the Construction Manager will terminate the subcontract, purchase order or rental agreement and the Owner will pay the Construction Manager the costs necessarily incurred by the Construction Manager because of such termination.

§ 13.2 Termination or Suspension Following Execution of the Guaranteed Maximum Price Amendment

§ 13.2.1 Termination

The Contract may be terminated by the Owner or the Construction Manager as provided in Article 14 of AIA Document A201–2017.

§ 13.2.2 Termination by the Owner for Cause

§ 13.2.2.1 If the Owner terminates the Contract for cause as provided in Article 14 of AIA Document A201–2017, the amount, if any, to be paid to the Construction Manager under Article 14 of AIA Document A201–2017 shall not cause the Guaranteed Maximum Price to be exceeded, nor shall it exceed an amount calculated as follows:

.1 Take the Cost of the Work incurred by the Construction Manager to the date of termination;

.2 Add the Construction Manager's Fee, computed upon the Cost of the Work to the date of termination at the rate stated in Section 6.1 or, if the Construction Manager' Fee is stated as a fixed sum in that Section, an amount that bears the same ratio to that fixed-sum Fee as the Cost of the Work at the time of termination bears to a reasonable estimate of the probable Cost of the Work upon its completion;

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.3 Subtract the aggregate of previous payments made by the Owner; and
.4 Subtract the costs and damages incurred, or to be incurred, by the Owner under Article 14 of AIA Document A201–2017.

§ 13.2.2.2 The Owner shall also pay the Construction Manager fair compensation, either by purchase or rental at the election of the Owner, for any equipment owned by the Construction Manager that the Owner elects to retain and that is not otherwise included in the Cost of the Work under Section 13.2.2.1.1. To the extent that the Owner elects to take legal assignment of subcontracts and purchase orders (including rental agreements), the Construction Manager shall, as a condition of receiving the payments referred to in this Article 13, execute and deliver all such papers and take all such steps, including the legal assignment of such subcontracts and other contractual rights of the Construction Manager, as the Owner may require for the purpose of fully vesting in the Owner the rights and benefits of the Construction Manager under such subcontracts or purchase orders.

§ 13.2.3 Termination by the Owner for Convenience

If the Owner terminates the Contract for convenience in accordance with Article 14 of AIA Document A201–2017, then the Owner shall pay the Construction Manager a termination fee as follows:
(Insert the amount of or method for determining the fee, if any, payable to the Construction Manager following a termination for the Owner's convenience.)

« »

§ 13.3 Suspension

The Work may be suspended by the Owner as provided in Article 14 of AIA Document A201–2017; in such case, the Guaranteed Maximum Price and Contract Time shall be increased as provided in Article 14 of AIA Document A201–2017, except that the term "profit" shall be understood to mean the Construction Manager's Fee as described in Sections 6.1 and 6.3.5 of this Agreement.

ARTICLE 14 MISCELLANEOUS PROVISIONS

§ 14.1 Terms in this Agreement shall have the same meaning as those in A201–2017. Where reference is made in this Agreement to a provision of AIA Document A201–2017 or another Contract Document, the reference refers to that provision as amended or supplemented by other provisions of the Contract Documents.

§ 14.2 Successors and Assigns

§ 14.2.1 The Owner and Construction Manager, respectively, bind themselves, their partners, successors, assigns and legal representatives to covenants, agreements, and obligations contained in the Contract Documents. Except as provided in Section 14.2.2 of this Agreement, and in Section 13.2.2 of A201–2017, neither party to the Contract shall assign the Contract as a whole without written consent of the other. If either party attempts to make an assignment without such consent, that party shall nevertheless remain legally responsible for all obligations under the Contract.

§ 14.2.2 The Owner may, without consent of the Construction Manager, assign the Contract to a lender providing construction financing for the Project, if the lender assumes the Owner's rights and obligations under the Contract Documents. The Construction Manager shall execute all consents reasonably required to facilitate the assignment.

§ 14.3 Insurance and Bonds

§ 14.3.1 Preconstruction Phase

The Construction Manager shall maintain the following insurance for the duration of the Preconstruction Services performed under this Agreement. If any of the requirements set forth below exceed the types and limits the Construction Manager normally maintains, the Owner shall reimburse the Construction Manager for any additional cost.

§ 14.3.1.1 Commercial General Liability with policy limits of not less than $1,000,000 for each occurrence and $3,000,000 in the aggregate for bodily injury and property damage.

§ 14.3.1.2 Automobile Liability covering vehicles owned, and non-owned vehicles used, by the Construction Manager with policy limits of not less than $2,000,000 per accident for bodily injury, death of any person, and property damage arising out of the ownership, maintenance and use of those motor vehicles, along with any other statutorily required automobile coverage.

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§ 14.3.1.3 The Construction Manager may achieve the required limits and coverage for Commercial General Liability and Automobile Liability through a combination of primary and excess or umbrella liability insurance, provided that such primary and excess or umbrella liability insurance policies result in the same or greater coverage as the coverages required under Sections 14.3.1.1 and 14.3.1.2, and in no event shall any excess or umbrella liability insurance provide narrower coverage than the primary policy. The excess policy shall not require the exhaustion of the underlying limits only through the actual payment by the underlying insurers.

§ 14.3.1.4 Workers' Compensation at statutory limits and Employers Liability with policy limits not less than $1,000,000 each accident, $1,000,000 each employee, and $1,000,000 policy limit.

§ 14.3.1.5 Professional Liability covering negligent acts, errors and omissions in the performance of professional services, with policy limits of not less than $1,000,000 per claim and $1,000,000 in the aggregate.

§ 14.3.1.6 Other Insurance
(List below any other insurance coverage to be provided by the Construction Manager and any applicable limits.)

Coverage	Limits

§ 14.3.1.7 Additional Insured Obligations. To the fullest extent permitted by law, the Construction Manager shall cause the primary and excess or umbrella policies for Commercial General Liability and Automobile Liability to include the Owner as an additional insured for claims caused in whole or in part by the Construction Manager's negligent acts or omissions. The additional insured coverage shall be primary and non-contributory to any of the Owner's insurance policies and shall apply to both ongoing and completed operations.

§ 14.3.1.8 The Construction Manager shall provide certificates of insurance to the Owner that evidence compliance with the requirements in this Section 14.3.1.

§ 14.3.2 Construction Phase
After execution of the Guaranteed Maximum Price Amendment, the Owner and the Construction Manager shall purchase and maintain insurance as set forth in AIA Document A133™–2019, Standard Form of Agreement Between Owner and Construction Manager as Constructor where the basis of payment is the Cost of the Work Plus a Fee with a Guaranteed Maximum Price, Exhibit B, Insurance and Bonds, and elsewhere in the Contract Documents.

§ 14.3.2.1 The Construction Manager shall provide bonds as set forth in AIA Document A133™–2019 Exhibit B, and elsewhere in the Contract Documents.

§ 14.4 Notice in electronic format, pursuant to Article 1 of AIA Document A201–2017, may be given in accordance with a building information modeling exhibit, if completed, or as otherwise set forth below:
(If other than in accordance with a building information modeling exhibit, insert requirements for delivering notice in electronic format such as name, title, and email address of the recipient and whether and how the system will be required to generate a read receipt for the transmission.)

« »

§ 14.5 Other provisions:

« Construction Manager to set a weekly meeting schedule with specific requirements for the Construction Manager in relation to those meetings

Construction Manager to maintain as-built drawings in electronic format delivered to the Architect for their review before delivering to the Owner. »

ARTICLE 15 SCOPE OF THE AGREEMENT
§ 15.1 This Agreement represents the entire and integrated agreement between the Owner and the Construction Manager and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be amended only by written instrument signed by both Owner and Construction Manager.

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§ 15.2 The following documents comprise the Agreement:

.1 AIA Document A133™–2019, Standard Form of Agreement Between Owner and Construction Manager as Constructor where the basis of payment is the Cost of the Work Plus a Fee with a Guaranteed Maximum Price

.2 AIA Document A133™-2019, Exhibit A, Guaranteed Maximum Price Amendment, if executed

.3 AIA Document A133™–2019, Exhibit B, Insurance and Bonds

.4 AIA Document A201™–2017, General Conditions of the Contract for Construction

.5 Building Information Modeling Exhibit, if completed:

« »

.6 Other Exhibits:
(Check all boxes that apply.)

[« »] AIA Document E234™–2019, Sustainable Projects Exhibit, Construction Manager as Constructor Edition, dated as indicated below:
(Insert the date of the E234-2019 incorporated into this Agreement.)

« »

[«X »] Supplementary and other Conditions of the Contract:

Document	Title	Date	Pages
Attachment A	Okland Preconstruction Staffing Plan and cost estimate	4-30-2025	1

.7 Other documents, if any, listed below:
(List here any additional documents that are intended to form part of the Contract Documents. AIA Document A201–2017 provides that the advertisement or invitation to bid, Instructions to Bidders, sample forms, the Construction Manager's bid or proposal, portions of Addenda relating to bidding or proposal requirements, and other information furnished by the Owner in anticipation of receiving bids or proposals, are not part of the Contract Documents unless enumerated in this Agreement. Any such documents should be listed here only if intended to be part of the Contract Documents.)

« Attachment A – Construction Manager's Preconstruction Services Staffing Plan»

This Agreement is entered into as of the day and year first written above.

CONSTRUCTION MANAGER *(Signature)*

« »« »
(Printed name and title)

OWNER *(Signature)*

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User Notes: (1768247927)

Matt Dias, City Manager

Attest:

_____
City Recorder's Office

Approved as to form:

_____
City Attorney's Office

DRAFT

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User Notes: (1768247927)

Park City Community Center

OKLAND

PROJECT ADDRESS
1400 Sullivan Road, Park City, UT 84060

Deliverables:
4/28 50% CD Estimate
6/19 90% CD Estimate

POSITION	NAME	WEEKLY RATE (INCLUDES BURDEN)	ADJ WKLY RATE (WITH VEHICLE)	MNTHLY RATE	Mar-25	Apr-25	May-25	Jun-25	Jul-25	WEEKS	TOTAL	HRS	HRS / WK
ESTIMATING													
Preconstruction Director	Thomas Quam	$ 7,440	$ 7,752	$ 33,588	0%	5%	5%	5%	5%	0.87	$ 6,718	34.6	2
Preconstruction Manager	Rich Evans	$ 6,800	$ 7,112	$ 30,815	0%	5%	0%	0%	5%	0.43	$ 3,082	17.3	1
Estimator	Ambar Gardner	$ 5,440	$ 5,752	$ 23,572	10%	45%	40%	60%	20%	7.58	$ 41,250	303.1	14
FIELD MANAGEMENT													
Project Director	Dave Francom	$ 7,440	$ 7,752	$ 33,588	5%	5%	5%	10%	5%	1.30	$ 10,077	52.0	2.42
Senior Project Superintendent	TBD	$ 6,960	$ 7,272	$ 31,509	0%	5%	0%	5%	5%	0.65	$ 4,726	26.0	1.21
SUPPORT-SPECIALISTS													
Senior Scheduler	TBD	$ 5,760	$ 6,072	$ 26,309	0%	5%	0%	0%	5%	0.43	$ 2,631	17.3	0.81
Structural Specialist	Danny C.	$ 6,800	$ 7,112	$ 30,815	0%	5%	0%	0%	5%	0.43	$ 3,082	17.3	0.81
Envelope Specialist	Mark H.	$ 6,800	$ 7,112	$ 30,815	0%	5%	0%	5%	0%	0.43	$ 3,082	17.3	0.81
Project Accountant	TBD	$ 3,680	$ 3,992	$ 15,945	0.00%	0.00%	0.00%	0.00%	5.00%	0.22	$ 797	8.7	0.40
													-
FTE TOTALS					0.15	0.80	0.50	0.85	0.55	TOTAL	**$ 75,443**	COST/WK	3,514.84

DRAFT **AIA® Document A133® – 2019**

Exhibit A

Guaranteed Maximum Price Amendment

This Amendment dated the « » day of « July » in the year « 2025 », is incorporated into the accompanying AIA Document A133™–2019, Standard Form of Agreement Between Owner and Construction Manager as Constructor where the basis of payment is the Cost of the Work Plus a Fee with a Guaranteed Maximum Price dated the « 1st » day of « July » in the year « 2025 » (the "Agreement")
(In words, indicate day, month, and year.)

for the following **PROJECT:**
(Name and address or location)

« Park City Community Center »
«1400 Sullivan Road, Park City, UT 84060 »

THE OWNER:
(Name, legal status, and address)

« Park City Municipal Corporation »« a Utah municipal corporation »
« P.O. Box 1480, 445 Marsac Avenue, Park City, UT 84060 »

THE CONSTRUCTION MANAGER:
(Name, legal status, and address)

« Okland Construction Company Inc. »« a Utah corporation »
« 1978 South West Temple, Salt Lake City, UT 84115 »

TABLE OF ARTICLES

A.1 GUARANTEED MAXIMUM PRICE

A.2 DATE OF COMMENCEMENT AND SUBSTANTIAL COMPLETION

A.3 INFORMATION UPON WHICH AMENDMENT IS BASED

A.4 CONSTRUCTION MANAGER'S CONSULTANTS, CONTRACTORS, DESIGN PROFESSIONALS, AND SUPPLIERS

ARTICLE A.1 GUARANTEED MAXIMUM PRICE

§ A.1.1 Guaranteed Maximum Price

Pursuant to Section 3.2.6 of the Agreement, the Owner and Construction Manager hereby amend the Agreement to establish a Guaranteed Maximum Price. As agreed by the Owner and Construction Manager, the Guaranteed Maximum Price is an amount that the Contract Sum shall not exceed. The Contract Sum consists of the Construction Manager's Fee plus the Cost of the Work, as that term is defined in Article 6 of the Agreement.

§ A.1.1.1 The Contract Sum is guaranteed by the Construction Manager not to exceed « **Seventeen Million Three Hundred Eighty Thousand Seven Hundred Forty Three Dollars** » ($ « **$17,380,743** »), subject to additions and deductions by Change Order as provided in the Contract Documents.

ADDITIONS AND DELETIONS: The author of this document has added information needed for its completion. The author may also have revised the text of the original AIA standard form. An *Additions and Deletions Report* that notes added information as well as revisions to the standard form text is available from the author and should be reviewed.

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

AIA Document A201™–2017, General Conditions of the Contract for Construction, is adopted in this document by reference. Do not use with other general conditions unless this document is modified.

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§ A.1.1.2 Itemized Statement of the Guaranteed Maximum Price. Provided below is an itemized statement of the Guaranteed Maximum Price organized by trade categories, including allowances; the Construction Manager's contingency; alternates; the Construction Manager's Fee; and other items that comprise the Guaranteed Maximum Price as defined in Section 3.2.1 of the Agreement.
(Provide itemized statement below or reference an attachment.)

« Exhibit C – Guaranteed Maximum Price Proposal »

§ A.1.1.3 The Construction Manager's Fee is set forth in Section 6.1.2 of the Agreement.

§ A.1.1.4 The method of adjustment of the Construction Manager's Fee for changes in the Work is set forth in Section 6.1.3 of the Agreement.

§ A.1.1.5 Alternates
§ A.1.1.5.1 Alternates, if any, included in the Guaranteed Maximum Price:

Item	Price
Alternate #1 – Public Safety	$49,183.35

§ A.1.1.5.2 Subject to the conditions noted below, the following alternates may be accepted by the Owner following execution of this Exhibit A. Upon acceptance, the Owner shall issue a Modification to the Agreement.
(Insert below each alternate and the conditions that must be met for the Owner to accept the alternate.)

Item	Price	Conditions for Acceptance

§ A.1.1.6 Unit prices, if any:
(Identify the item and state the unit price and quantity limitations, if any, to which the unit price will be applicable.)

Item	Units and Limitations	Price per Unit ($0.00)

ARTICLE A.2 DATE OF COMMENCEMENT AND SUBSTANTIAL COMPLETION
§ A.2.1 The date of commencement of the Work shall be:
(Check one of the following boxes.)

[« X »] The date of execution of this Amendment.

[« »] Established as follows:
(Insert a date or a means to determine the date of commencement of the Work.)

« »

If a date of commencement of the Work is not selected, then the date of commencement shall be the date of execution of this Amendment.

§ A.2.2 Unless otherwise provided, the Contract Time is the period of time, including authorized adjustments, allotted in the Contract Documents for Substantial Completion of the Work. The Contract Time shall be measured from the date of commencement of the Work.

§ A.2.3 Substantial Completion
§ A.2.3.1 Subject to adjustments of the Contract Time as provided in the Contract Documents, the Construction Manager shall achieve Substantial Completion of the entire Work:
(Check one of the following boxes and complete the necessary information.)

[« »] Not later than « » (« ») calendar days from the date of commencement of the Work.

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[« X »] By the following date: « December 15, 2026 »

§ A.2.3.2 Subject to adjustments of the Contract Time as provided in the Contract Documents, if portions of the Work are to be completed prior to Substantial Completion of the entire Work, the Construction Manager shall achieve Substantial Completion of such portions by the following dates:

Portion of Work	Substantial Completion Date

§ A.2.3.3 If the Construction Manager fails to achieve Substantial Completion as provided in this Section A.2.3, liquidated damages, if any, shall be assessed as set forth in Section 6.1.6 of the Agreement.

ARTICLE A.3 INFORMATION UPON WHICH AMENDMENT IS BASED

§ A.3.1 The Guaranteed Maximum Price and Contract Time set forth in this Amendment are based on the Contract Documents and the following:

§ A.3.1.1 The following Supplementary and other Conditions of the Contract:

Document	Title	Date	Pages
Exhibit C	GMP Proposal	July 1, 2025	

§ A.3.1.2 The following Specifications:
(Either list the Specifications here, or refer to an exhibit attached to this Amendment.)

« Attachment B – List of Documents – Basis of GMP »

Section	Title	Date	Pages
All	Park City Community Center Project Manual	May 30, 2025	
	Park City Community Center Addendum 1	June 13, 2025	
	Park City Community Center Addendum 2	June 19, 2025	

§ A.3.1.3 The following Drawings:
(Either list the Drawings here, or refer to an exhibit attached to this Amendment.)

« Exhibit B – List of Documents – Basis of GMP »

Number	Title	Date
	Park City Community Center Drawings	May 30, 2025

Other identifying information:

§ A.3.1.5 Allowances, if any, included in the Guaranteed Maximum Price:
(Identify each allowance.)

Item	Price
Weather Conditions	$150,000
Contaminated Soils	$100,000
Addendum 3 & 4	$50,000

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§ A.3.1.6 Assumptions and clarifications, if any, upon which the Guaranteed Maximum Price is based:
(Identify each assumption and clarification.)

« Tariff Costs Not Included, Refer to Assumptions & Clarifications and Owner Provided Items »

§ A.3.1.7 The Guaranteed Maximum Price is based upon the following other documents and information:
(List any other documents or information here, or refer to an exhibit attached to this Amendment.)

« »

ARTICLE A.4 CONSTRUCTION MANAGER'S CONSULTANTS, CONTRACTORS, DESIGN PROFESSIONALS, AND SUPPLIERS

§ A.4.1 The Construction Manager shall retain the consultants, contractors, design professionals, and suppliers, identified below:
(List name, discipline, address, and other information.)

« Exhibit A – Guaranteed Maximum Price Proposal »

This Amendment to the Agreement entered into as of the day and year first written above.

OWNER *(Signature)*	**CONSTRUCTION MANAGER** *(Signature)*
« »« »	« »« »
(Printed name and title)	*(Printed name and title)*

Attest:

_____
City Recorder's Office

Approved as to form:

_____
City Attorney's Office

DRAFT

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User Notes: (1113999718)

LIST OF DOCUMENTS

1 Park City Community Center Drawings 30 May 25

2 Park City Community Center Project Manual 30 May 25

3 Park City Community Center Addendum 1 13 June 25

4 Park City Community Center Addendum 2 19 June 25

Park City Community Center
Park City
GMP

OKLAND

			GUARANTEED MAXIMUM PRICE	
			GROSS AREA (SF)	15,000
	DESCRIPTION	RECOMMENDED AWARD	TOTAL	/SF
DIV 00	LAYOUT	Talisman Civil Consultants	$ 23,490	1.57
DIV 02	FINAL CLEAN	Konapiliahi Construction	$ 9,800	0.65
DIV 03	CONCRETE	Jrock Construction	$ 1,239,785	82.65
DIV 04	MASONRY	Allens Masonry	$ 896,803	59.79
DIV 05	FENCING	MIPS Global	$ 92,037	6.14
DIV 05	STEEL	Lundahl Custom Welding	$ 685,421	45.69
DIV 06	MILLWORK	Mapleleaf Cabinets	$ 91,276	6.09
DIV 06	ROUGH CARPENTRY	Ron J. Peterson	$ 80,966	5.40
DIV 07	WOOD CLADDING	Built Exteriors	$ 338,299	22.55
DIV 07	FIREPROOFING	N/A	$ -	-
DIV 07	INSULATION	USI Superior	$ 61,000	4.07
DIV 07	METAL PANELS	Built Exteriors	$ 312,748	20.85
DIV 07	ROOFING	Progressive Roofing	$ 366,793	24.45
DIV 07	SEALANTS	Weather Shealed	$ 35,553	2.37
DIV 07	WATERPROOFING	Intermountain Specialties	$ 8,380	0.56
DIV 08	DOORS	Architectural Building Supply	$ 174,644	11.64
DIV 08	GLASS	LCG	$ 538,342	35.89
DIV 09	ACOUSTICAL	Golder	$ 278,258	18.55
DIV 09	TILE	Millcreek Tile	$ 31,685	2.11
DIV 09	DRYWALL	CSI Drywall	$ 353,148	23.54
DIV 09	FLOORING	Commercial Flooring Systems	$ 138,116	9.21
DIV 09	PAINT	Cherry Painting	$ 78,859	5.26
DIV 10	SIGNAGE	Allotech Signs	$ 21,185	1.41
DIV 10	SPECIALTIES	Architectural Components	$ 44,511	2.97
DIV 11	APPLIANCES	Resco	$ 19,400	1.29
DIV 12	ROLLER SHADES	Scottco Blinds	$ 19,515	1.30
DIV 21	FIRE PROTECTION	Preferrred Fire	$ 96,328	6.42
DIV 23	HVAC	Reliable	$ 2,361,765	157.45
DIV 26	ELECTRICAL	Winward Electric	$ 1,596,076	106.41
DIV 31	ASPHALT	Miller Paving	$ 106,915	7.13
DIV 31	EARTHWORK	Wind River	$ 2,363,639	157.58
DIV 32	LANDSCAPE	Stratton & Bratt	$ 449,352	29.96
DIV 32	SITEACCESSORIES	ADP Lemco	$ 20,768	1.38
	GENERAL CONDITIONS		1,384,180	92.28
	GENERAL REQUIREMENTS		1,028,631	68.58
	SUBTOTAL DIRECT CONSTRUCTION COST		**15,347,668**	**1,023.18**
3.00%	CONTRACTOR CONTINGENCY		519,947	
0.00%	WEATHER CONDITIONS ALLOWANCE		150,000	
0.00%	EXPORT OF CONTAMINATED SOILS ALLOWANCE		100,000	
0.00%	ADDENDUM #3 & #4 ALLOWANCE		25,000	
0.94%	GENERAL LIABILITY INSURANCE		162,917	
0.30%	BUILDERS RISK INSURANCE		51,995	
1.10%	SUBCONTRACTOR DEFAULT INSURANCE		190,647	
0.52%	PAYMENT & PERFORMANCE BOND		90,124	
4.00%	CONTRACTOR FEE		693,262	
	TOTAL CONSTRUCTION COST		**17,331,560**	**1,155.44**
Alternate #1: DAS - Public Safety			$ 49,183.35	
	TOTAL CONSTRUCTION COST WITH ALTERNATES		**17,380,743**	

*Tarriff Costs Not Included, Refer to Assumptions & Clarifications and Owner Provided Items

City Council Staff Report

Subject: **Bonanza Park Mixed-Use District**
Application: **PL-24-06024**
Authors: **Rebecca Ward, Planning Director**
Alec Barton, Senior Planner
Date: **July 10, 2025**

Recommendation

To implement the Bonanza Park Small Area Plan,[1] consider conducting a public hearing and adopting Ordinance No. 2025-18 as unanimously recommended by the Planning Commission to:

- Rezone approximately 70 acres within Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive from General Commercial and Light Industrial to Bonanza Park Mixed-Use.
- Enact Land Management Code (LMC) Chapter 15-2.27 to establish the Bonanza Park Mixed-Use (BPMX) District.
- Update the Frontage Protection Zone in LMC Chapter 15-2.20.
- Amend the Affordable Master Planned Development (AMPD) Code to allow future AMPDs in the BPMX District.
- Add key definitions to LMC Section 15-15-1.

Description

Applicant:	Planning Department
Location:	Bonanza Park Neighborhood – Approximately 70 Acres Between Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive
Existing Zoning Districts:	General Commercial Light Industrial Frontage Protection Zone
Proposed Zoning Districts:	Bonanza Park Mixed-Use Frontage Protection Zone
Land Management Code Chapters and Sections Enacted and Amended:	Enacting Chapter 15-2.27 *Bonanza Park Mixed-Use District* Amending Chapter 15-2.20 *Frontage Protection Zone*

[1] A modification to the City's General Plan adopted on July 11, 2024 (Ordinance No. 2024-17).

Amending Section 15-6.1-3
Affordable Master Planned Developments

Amending Section 15-15-1
Definitions

Reason for Review: The Planning Commission conducts a public hearing and forwards a recommendation to the City Council regarding rezones and Land Management Code amendments. The City Council conducts a public hearing and takes Final Action.[2]

Summary

The Bonanza Park Small Area Plan recommends the creation of a new Bonanza Park Mixed-Use (BPMX) District to build on neighborhood vibrancy to become a more walkable, connected, livable, and inclusive community.[3] The City was awarded a Mountainland Association of Governments Technical Assistance Grant for Design Workshop consultant services to develop the initial draft code. Zions Public Finance provided feasibility analysis. The Planning Commission and City Council reviewed and shaped the draft code over several work sessions and public hearings.[4]

On May 22, 2025, the City Council directed modifications to open space and parking reductions to improve feasibility for new and future property owners and to allow existing transient uses to continue. The recommended code:

- Reduces open space requirements from 30% to 20%.
- Increases opportunities for parking reductions.
- Establishes continued transient uses for existing hotels, nightly rental condominiums, and residential units.

Council also requested additional information on transient uses, outlined in the Analysis Section below.

Additionally, Draft Ordinance No. 2025-18:

- Updates the typical street types for Munchkin and Short Line Road to reflect the recommendations of the Engineering team (line 140).
- Revises the Connectivity Vision to shift the Rail Trail east-west connection from north Iron Horse Drive to south Iron Horse Drive (line 157).
- Allows Planning Commission discretion in the review of elevator penthouses to provide site-specific flexibility (lines 400 and 435).
- Updates the definition of “Indoor Entertainment Facility” (including theaters and bowling alleys, etc.) to allow flexibility in uses that may be community serving in the Bonanza Park neighborhood but would otherwise be prohibited due to

[2] LMC Section 15-1-7
[3] Bonanza Park Small Area Plan, p. 5
[4] Please see Attachment 1 at the end of this report for a summary and links to packets and meeting minutes.

Conventional Chain Business square footage limitations (lines 1170 and 1481).

Analysis

The Bonanza Park Small Area Plan ("Small Area Plan") establishes six goals:

(I) Create a mixed-use neighborhood with livability in mind.
(II) Support locally owned business and entrepreneurship.
(III) Create a safe and intuitive network for pedestrians, cyclists, and transit users.
(IV) Expand the availability of affordable and workforce housing units.
(V) Create a more welcoming and sustainable community.
(VI) Weave arts and culture into the community fabric.

The recommended implementation is outlined below.

Bonanza Park is zoned primarily for commercial and light industrial uses. Existing developments are autocentric with expansive surface-level parking lots. The Small Area Plan envisions autocentric development giving way to "a more mixed-use and compact development pattern" characterized by "good quality design" and "human scaled development" and recommends transforming the area into a livable mixed-use neighborhood.[5] The three Small Area Plan recommendations are outlined below.

MU1: Create a Bonanza Park Mixed-Use District that allows for increased densities when new development includes project enhancements.

Applicants may propose project enhancements to qualify for additional building height and reduced setbacks (line 730).

[5] The Bonanza Park Small Area Plan, p. 54

Tier A Project Enhancements

Tier B Project Enhancements

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

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

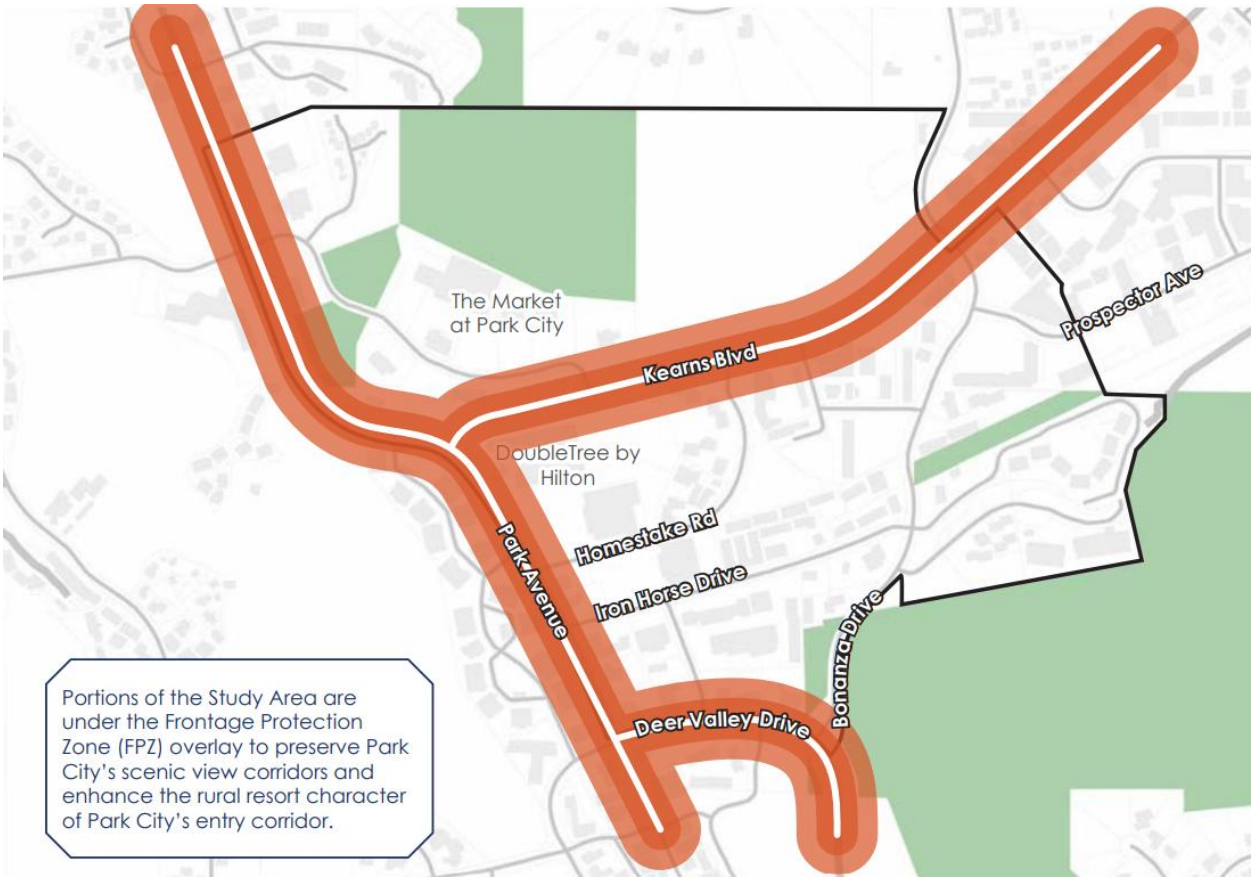
In addition to increased height, a project may qualify for reduced setbacks if additional enhancements are provided:

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

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

MU2: Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.

The boundary of the FPZ, highlighted in orange below, is not proposed to change, but FPZ requirements in this area are proposed to be updated:



The table below shows the existing and proposed FPZ with the recommended components that are more restrictive in red (line 379):

	Existing FPZ	Proposed FPZ
Building Height		
0- to 30-foot FPZ	Buildings prohibited	Buildings prohibited
30- to 100-foot FPZ	35 feet from Existing Grade with additional height possible for an AMPD.	25 feet at the 30-foot FPZ setback with a 10-foot stepback to 35 feet from Existing Grade
Building Height Exceptions		
Antennas, chimneys, flues, vents, etc.	5 feet above the highest point of the Building	5 feet above the highest point of the Building; must be stepped back 15 feet from façade
Water towers and mechanical equipment	5 feet above the height of the Building	5 feet above height of the Building; must be stepped back 15 feet from façade
Elevator penthouses	8 feet above zone height	8 feet above zone height; must be stepped back 20 feet from façade, unless otherwise approved by the Planning Commission
Building Stepbacks		
30- to 50-foot FPZ	None required	10 feet for each story above two stories
50- to 100-foot FPZ	None required	None required
Uses		
0- to 30-foot FPZ	Two municipal identification signs, one within SR 224 entry corridor and the other within SR 248 entry corridor. At-grade sidewalks, trails, public plazas, temporary signs, Public Transit Amenity Areas, directional signs, and utility installations.	The existing allowances remain in effect. Additionally, the following would be allowed within the 30-foot FPZ: Landscaping and pedestrian-focused infrastructure: • Bike racks • Public art, provided it does not impede pedestrian or bicyclist connectivity.

MU3: Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale development that is contextual and sensitive to its environments.

Activate Streetscapes

The vision for Bonanza Park is a walkable, connected, and livable community. Street types range from major corridors like Kearns Boulevard, Park Avenue, and Deer Valley Drive, to interior connectors like Short Line, Homestake, Woodbine, and Munchkin Roads. Setbacks in the recommended code are based on street type and context to create a mountain town landscape buffer along the FPZ and to allow flexibility of uses along this corridor, while drawing people into the neighborhood and prioritizing pedestrian-friendly design and enhanced walkability. Wider streets require greater setbacks to create comfortable accessible spaces for pedestrians, cyclists, and transit users, while setbacks reduced from the current 25-foot perimeter Master Planned Development requirement create a cohesive and active internal neighborhood streetscape (line 241).

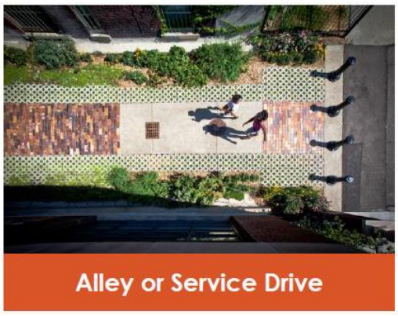
The FPZ creates a sense of arrival and place within our mountain town, with a linear green along the heavily trafficked entryways that serve as a buffer to the internal neighborhoods and allows for multi-use pathways and landscaping (line 236).

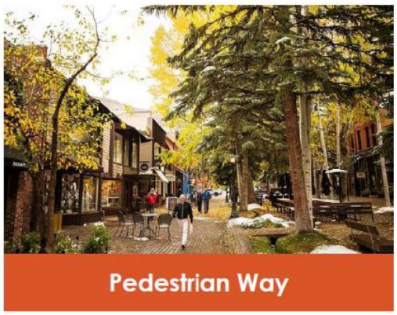
Linear greenways create a transition from Kearns Boulevard, Park Avenue, and Deer Valley Drive, while allowing for a landscape buffer to preserve Park City's mountain town aesthetic before transitioning to the internal pedestrian-scale network.

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

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

Retail Street


Alley or Service Drive


Pedestrian Way

Vertical and Horizontal Mixed Use – (line 280)
Distinguishing street types can shape the balance of commercial and residential uses within the neighborhood through (a) vertical mixed-use with active uses on the ground floor and residential and office uses on upper floors, and (b) horizontal mixed-use, with distinct land uses in a multi-building development within portions along Kearns Boulevard, Park Avenue, and Deer Valley Drive. Bonanza Drive—while wider than other internal streets—also calls for unique setbacks to shape the type of pedestrian-scale environment that supports improved pedestrian and bicyclist connections within the neighborhood and as a connection to Prospector.

Active Streetscape Uses – (lines 591 and 614)
Active street-facing uses encourage pedestrian activity and contribute to the vibrancy of

the neighborhood. In addition to retail establishments, restaurants, and bars, the recommended code identifies the following as active uses:

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

Fully residential buildings may be allowed on a limited basis within the neighborhood but require a ground floor lobby or other common space to activate the streetscape.

Additional policies to activate the streetscape include:

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

The Small Area Plan outlines three recommendations to support locally owned business and entrepreneurship:

> **L1: Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals**.

The City Council provided direction to reduce open space and parking requirements to increase feasibility for new and future property owners within the Bonanza Park neighborhood. These two components accomplish feasibility under current market conditions. The City Council also recommended existing units be grandfathered in the new code and requested additional information to determine whether a limited number of nightly rentals should be considered.

Based on the analysis completed as part of the Small Area Plan, there are approximately 229 residential units in the Bonanza Park area proposed to be rezoned.[6] Regarding existing residential units that operate as nightly rentals, the Copper Botton Inn, a nightly rental condominium, has 33 units and there are three other nightly rental business licenses issued for the area within the Claimjumper Condominiums.

The 2014 General Plan recommends establishing a limit on nightly rentals within Bonanza Park to protect the area as a local neighborhood, and this sentiment was reflected throughout the Bonanza Park Small Area Plan community engagement and recommendations: “Bonanza Park is Local: Bonanza Park will continue to be a locals neighborhood that serves Parkites through and through.”[7]

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[6] Small Area Plan, p. 24. This includes Homestake Condominiums (42 units), Claimjumper Condominiums (28 units), Copper Bottom Inn Condominiums (33 units), and the EngineHouse (123 units).
[7] Small Area Plan, p. 5

The recommended code prohibits nightly rentals in residential units but establishes a non-conforming use status for the existing hotel, nightly rental condominium, and residential units (line 1319). This means these residential units may operate as nightly rentals and may be upgraded, remodeled, and improved, but not expanded.[8] The 180 existing hotel rooms and 103 existing residential units may operate as transient uses, totaling 283 units within the 70-acre BPMX District.

In addition to these existing transient uses, the recommended code allows up to ten Boutique Hotels in the neighborhood (one per seven acres) with up to 75 rooms in each. If all sites within the 70-acre neighborhood are redeveloped around the existing transient uses with the maximum number of Boutique Hotels allowed, the residential units could increase to around 1,200 and new transient uses to 750 hotel rooms. This provides a mix of new units that may operate as a transient use, while the new units become available as housing stock with the integration of the required affordable units.

Additionally, the recommended code establishes future transient uses in Boutique Hotels to separate these units from residential areas and significantly reduces required parking spaces for Boutique Hotels by at least 50% because unlike nightly rental condominiums, the operation of a Boutique Hotel requires substantially reduced parking and shuttle services to reduce guests driving to the site (line 1473). While a Boutique Hotel room cannot include a kitchen (defined as an enclosed area with a sink, refrigerator, and stove) to encourage guests to explore local restaurants,[9] they may include amenities like a kitchenette (with a sink, refrigerator, and microwave oven).[10]

> **L2: Limit Conventional Chain Businesses to prioritize locally owned and unique retailers/restaurants in Bonanza Park.**
>
> **L3: Cap commercial square footage per building, with exceptions for grocery stores or other uses approved by the Planning Commission, to incentivize mixed use development**.

Seven percent of existing businesses within the Bonanza Park neighborhood are CCBs.[11] Upon evaluation of these CCBs and discussions regarding the envisioned locally serving commercial uses for the neighborhood, no cap on CCBs is proposed. Rather, CCBs are regulated through square footage limitations. No more than 5,000 square feet per CCB is allowed (with exceptions for Grocery Stores, Banks, Gyms, and Indoor Entertainment Facilities) and CCBs may not occupy more than 30% of the commercial square footage within a project (line 1161).

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[8] 1800 Park Avenue may expand the hotel use under their pending application if the applicant moves forward with project review.
[9] LMC Section 15-15-1
[10] LMC Section 15-15-1
[11] These include two: 1890 Bonanza Drive (Xfinity) and the Snow Park Shopping Center (Subway). Banks (Zions, America First Federal Credit Union, Key Bank) and Grocery Stores (The Market and Fresh Market) would be exempt under the draft code.

To further incentivize local businesses in the neighborhood, a Tier B project enhancement includes a restriction on CCBs and inclusion of incubator spaces for local entrepreneurs (line 865).

The Small Area Plan recommends four strategies to improve the connectivity of the neighborhood for pedestrians, cyclists, and transit users.

> **UF1: Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.**
>
> **UF2: When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.**

Future rights-of-way, sidewalks, trails, and signature trails are established for the neighborhood to make key connections and to allow for internal site planning to connect to this network (line 157). This is not a comprehensive network but rather outlines the core along rights-of-way and property lines wherein internal site connections can be made. Please note the Rail Trail east-west connection has been shifted to the southern portion of Iron Horse Drive based on public input and the Planning Commission's evaluation, shown in the updated image below:

UF3: Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods.

The recommended code establishes connectivity improvements, including the breaking down of superblocks and allowing increased density when projects provide mobility improvements (line 842), transit improvements (line 844), and tunnels to surrounding neighborhoods (line 773).

UF4: Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.

The BPMX District removes auto-centric uses, including financial institutions with drive-up windows, auto related retail and service commercial, retail drive-up windows, service stations, restaurants with drive-up windows, and transportation services.

Substantial parking reductions are established when developers can show through an effective Transportation Demand Management Plan that they will reduce vehicles coming to the site and will prioritize pedestrian, cyclist, transit, and other multi-modal transportation options that reduce the need for a car. The recommended code:

- Establishes lowered baseline parking minimums.

- Removes limitations on parking reductions for car share installations.
- Reduces parking requirements for mixed-use projects ranging from 10% to 25%.
- Provides an additional 5% reduction for parking spaces provided underground.
- Allows projects within walking distance (1/4 mile) from a Major Transit Stop a 15% parking reduction.
- Provides additional potential reductions through the installation of a car share program and unbundling parking – meaning parking is sold separately from a residential or commercial unit (lines 878 – 1027).

Projects that submit effective Transportation Demand Management Plans to reduce vehicles coming to the site, reduce parking, and provide at least 90% of the parking in an underground structure qualify for a Tier A project enhancement (line 769).

The Small Area Plan recommends four strategies to increase inclusivity:

> **I1: Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.**

To further incentivize development of affordable, workforce, and attainable housing, updates to Affordable Master Planned Developments are incorporated into the Tier A project enhancements to allow more flexibility in project design and to allow for mixed-use affordable developments (line 760).

> **I2: Establish bold affordability metrics to guide decision-making and track short- and long-term success.**

Developments within the BPMX District must meet the minimum affordable housing requirements in effect at the time of project application, as outlined in the Housing Resolution. Additionally, Affordable Master Planned Developments are allowed (line 1342).

I3: Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.

I4: Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.

The current Affordable Master Planned Development code allows for increased height, reduced setbacks and open space, and the potential for reduced parking but limits uses other than residential to 10,000 square feet and requires stepbacks between the third and fourth stories. The proposed code incorporates elements of the Affordable Master Planned Development but with greater flexibility for mixed-use projects and allows for a blend of units ranging from affordable to attainable to market-rate, so long as an average Area Median Income is achieved (line 760). Universal Design Principles are defined in the recommended code and required for public spaces.

The Small Area Plan recommends development within the neighborhood strive to support the City's Net Zero Goals. The draft code establishes requirements for sustainable design and construction practices (line 1144). To qualify for a potential increase in building height, a project could also develop a sustainable operations plan in tandem with at least two other project enhancements (line 850).

G1: Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.

The recommended code:

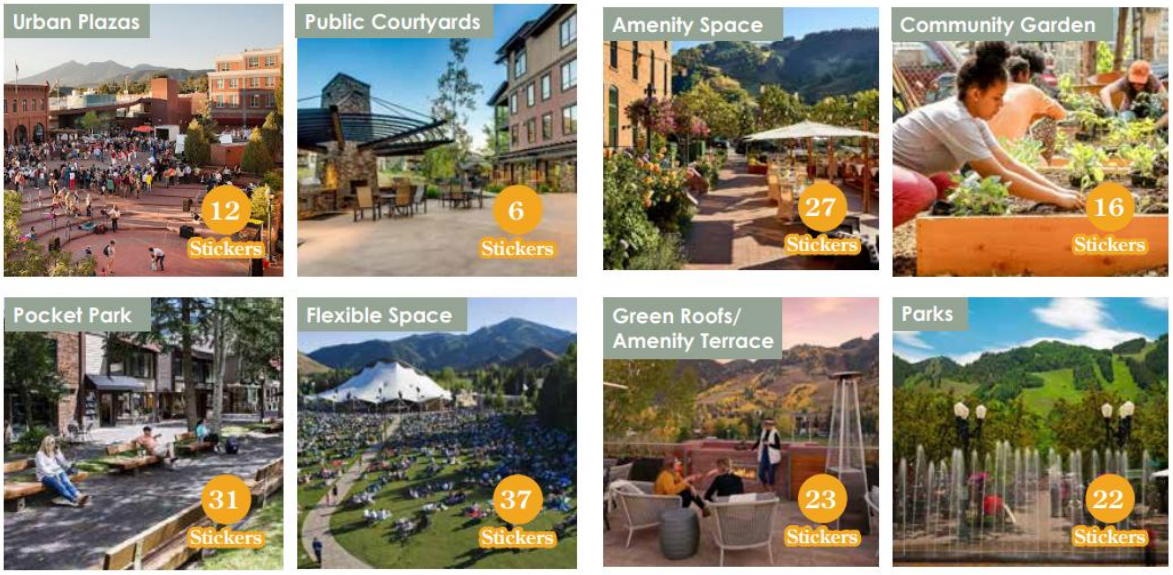
- Establishes the core pedestrian and cyclist network so that existing and future developments can connect into the network (line 157).

- Requires that 20% of new development be open space (line 230).
- Outlines a process wherein existing property owners can propose replacing surface parking with green spaces and trail connections (line 182).

G2: Provide examples of publicly accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.

The recommended code defines Open Space typologies for the District as “Green Community Spaces” specified below:

- **Amenity Terrace** – Publicly Accessible Outdoor Space like a rooftop deck or terrace that includes communal recreation or aesthetic uses.
- **Community Garden** – Publicly Accessible Outdoor Space that includes a garden.
- **Flexible Space** – Publicly Accessible Outdoor Space that is multi-use. Can be for individual enjoyment or for events.
- **Plaza Area** – Publicly Accessible Outdoor Space defined by surrounding buildings or streets.
- **Pocket Park** – Publicly Accessible Outdoor Space like a small park.
- **Public Courtyard** – Publicly Accessible Outdoor Space between buildings and walls (line 1437).



The recommended code also defines “Publicly Accessible Outdoor Space” as Green Community Spaces and Open Spaces that are suitable for year-round use, and are of a high-quality design with gathering spaces, seating areas, play structures, and public art that incorporate Universal Design Principles offering unrestricted access and enjoyment for people of all ages (line 1528). Universal Design Principles are defined as spaces designed for equal access by people of all ages and abilities with little or no need for

adaptation or specialized design (line 1550).

The BPMX District allows developers to propose 35% or more of the required open space as a Tier B project enhancement. To qualify as a project enhancement, the open space must meet the definitions of Green Community Space and Publicly Accessible Outdoor Space and include a long-term programming plan for activated publicly accessible spaces that provide music, entertainment, and seasonal activation (line 868).

G3: Incentivize sustainable development within Bonanza Park to meet Park City's net zero goals, reduce vehicle trips, and improve access to transit.

Development within Bonanza Park should strive to support the City's Net Zero Goals. The draft code establishes requirements for sustainable design and construction practices (line 1144). In addition to sustainable development that meets design and construction requirements, to qualify for a potential increase in building height, a project may also develop a sustainable operations plan in tandem with at least two other project enhancements (line 850).

The Small Area Plan recommends the following to encourage the development of arts and cultural elements in the District:

C1: Using public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.

C2: Ensuring that public art is meaningfully incorporated into development proposals and their community outdoor spaces.

The recommended code:

- Includes in the purpose of the BPMX District public art and placemaking

elements to inspire, awe, delight, and enliven public spaces, streets, and trails in the neighborhood (line 36).
- Establishes public art as an allowed use (line 74).
- Allows art installations to qualify for screening requirements (lines 575 and 581).
- Encourages integration of public art—including murals, sculptures, enhanced trails, gateways, crosswalks, wayfinding, and interactive exhibits—in the Design Guidelines (line 720).
- Allows art within the FPZ (line 726) and Green Community Spaces (line 1437).
- Establishes a process for Public Arts Advisory Board review for public art (line 728).

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

Notice
Staff published notice on the City's website and the Utah Public Notice website on March 26, 2025, May 28, 2025, and June 11, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 26, 2025, and May 28, 2025. Staff posted notice throughout the neighborhood on June 4, 2025.[12]

Public Input
Public input is attached as Exhibit D.

Exhibits
A: Draft Ordinance No. 2025-18
B: The Bonanza Park Small Area Plan
C: The Stand-Alone Mobility Component
D: Public Input

ATTACHMENT 1

- October 23, 2024 – Planning Commission Packet, Item 4.A; Minutes, p. 2
  - Review of Conventional Chain Businesses, vantage points, sustainability considerations, the Frontage Protection Zone, and parking updates.
- December 11, 2024 – Planning Commission Packet, Item 5.A; Minutes, p. 2
  - Review of the first comprehensive draft.
- February 12, 2025 – Planning Commission Packet, Item 6.A; Minutes, p. 7
  - Review of project enhancements, the Frontage Protection Zone, vantage points, activating streetscapes, vertical and horizontal mixed use, transient uses, Conventional Chain Businesses, pedestrian and bicyclist connectivity, rights-of-way connectivity, parking reductions, open space, and sustainability.
- March 12, 2025 – Planning Commission Packet, Item 5.F; Minutes, p. 22

[12] LMC Section 15-1-21

    - Review of street types, vertical and horizontal mixed use, project enhancements, Conventional Chain Businesses, active streetscape uses, the Frontage Protection Zone, vantage points, boutique hotels, nightly rentals, parking, and traffic.
- April 9, 2025 – Planning Commission Packet, Item 5.D; Minutes, p. 31
    - Review of feasibility analysis indicating the code incentivizes current property owners to redevelop, but not new or future property owners.
    - Review of phased approach, project enhancements, the Frontage Protection Zone, Conventional Chain Businesses, non-conforming uses, vantage points, feasibility, pedestrian, bicyclist, and street connections, vertical and horizontal mixed-use, building placement, orientation, scale, articulation, and fenestration, parking reductions, transportation demand management, and sustainability.
- April 24, 2025 – City Council Packet, Old Business Item 1; Minutes, p. 11
    - Review of feasibility and direction to establish opportunities to further increase feasibility for new and future property owners.
- May 22, 2025 – City Council Packet, Old Business Item 2; Audio
    - Direction to reduce open space from 30% to 20%, reduce parking requirements, evaluate nightly rentals and hotels.
- June 11, 2025 – Planning Commission Packet, Item 6.E; Audio
    - Direction on incorporating reductions to open space and parking reductions.
- June 25, 2025 – Planning Commission Packet, Item 5.D; Audio
    - Direction to update the definition of “Indoor Entertainment Facility,” provide flexibility for the siting of elevator penthouses, and establish criteria for unbundling parking.

ORDINANCE NO. 2025-18

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

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

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

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

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

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

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

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

WHEREAS, on July 10, 2025, the City Council conducted a public hearing;

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WHEREAS, it is in the best interest of the residents of Park City, Utah, to rezone approximately 70 acres between Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive from General Commercial and Light Industrial to Bonanza Park Mixed-Use District;

WHEREAS, it is in the best interest of the residents of Park City, Utah, to enact Land Management Code Chapter 15-2.27 to establish the land use regulations for the new Bonanza Park Mixed-Use District, to amend Chapter 15-2.20 to enhance the Frontage Protection Zone for the Bonanza Park Mixed-Use District, to amend Chapter 15-6.1 to allow Affordable Master Planned Developments in the new Bonanza Park Mixed-Use District, and to amend Section 15-15-1 to define key terms;

WHEREAS, the proposed Land Management Code amendments are consistent with the following purposes of the Utah Municipal Land Use, Development, and Management Act Section 10-9a-102, Purposes – General land use authority:

1. The purposes of this chapter are to:

a. provide for the health, safety, and welfare;
b. promote the prosperity;
c. improve the morals, peace, good order, comfort, convenience, and
d. aesthetics of each municipality and each municipality's present and future
e. inhabitants and businesses;
f. protect the tax base;
g. secure economy in government expenditures;
h. foster the state's agricultural and other industries;
i. protect both urban and nonurban development;
j. protect and ensure access to sunlight for solar energy devices;
k. provide fundamental fairness in land use regulation;
l. facilitate orderly growth, allow growth in a variety of housing types, and contribute toward housing affordability; and
m. protect property values.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. FINDINGS. The analysis sections of the staff reports are incorporated herein. The recitals above are incorporated herein as findings of fact.

SECTION 2. REZONE. Rezone approximately 70 acres between Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive from General Commercial and Light Industrial to Bonanza Park Mixed-Use District and Frontage Protection Zone as shown in Attachment 1.

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SECTION 3. AMEND MUNICIPAL CODE OF PARK CITY TITLE 15. Enact Title 15 Chapter 15-2.27 *Bonanza Park Mixed-Use District*, Amend Chapter 15-2.20 to update the Frontage Protection Zone, amend Chapter 15-6.1 to allow Affordable Master Planned Developments in the new Bonanza Park Mixed-Use District, and amend Section 15-15-1 to define key terms as shown in Attachment 2.

SECTION 4. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED THIS 10th DAY of JULY 2025.

PARK CITY MUNICIPAL CORPORATION

_____

Nann Worel, Mayor

Attest:

_____

City Recorder

Approved as to form:

_____

City Attorney's Office

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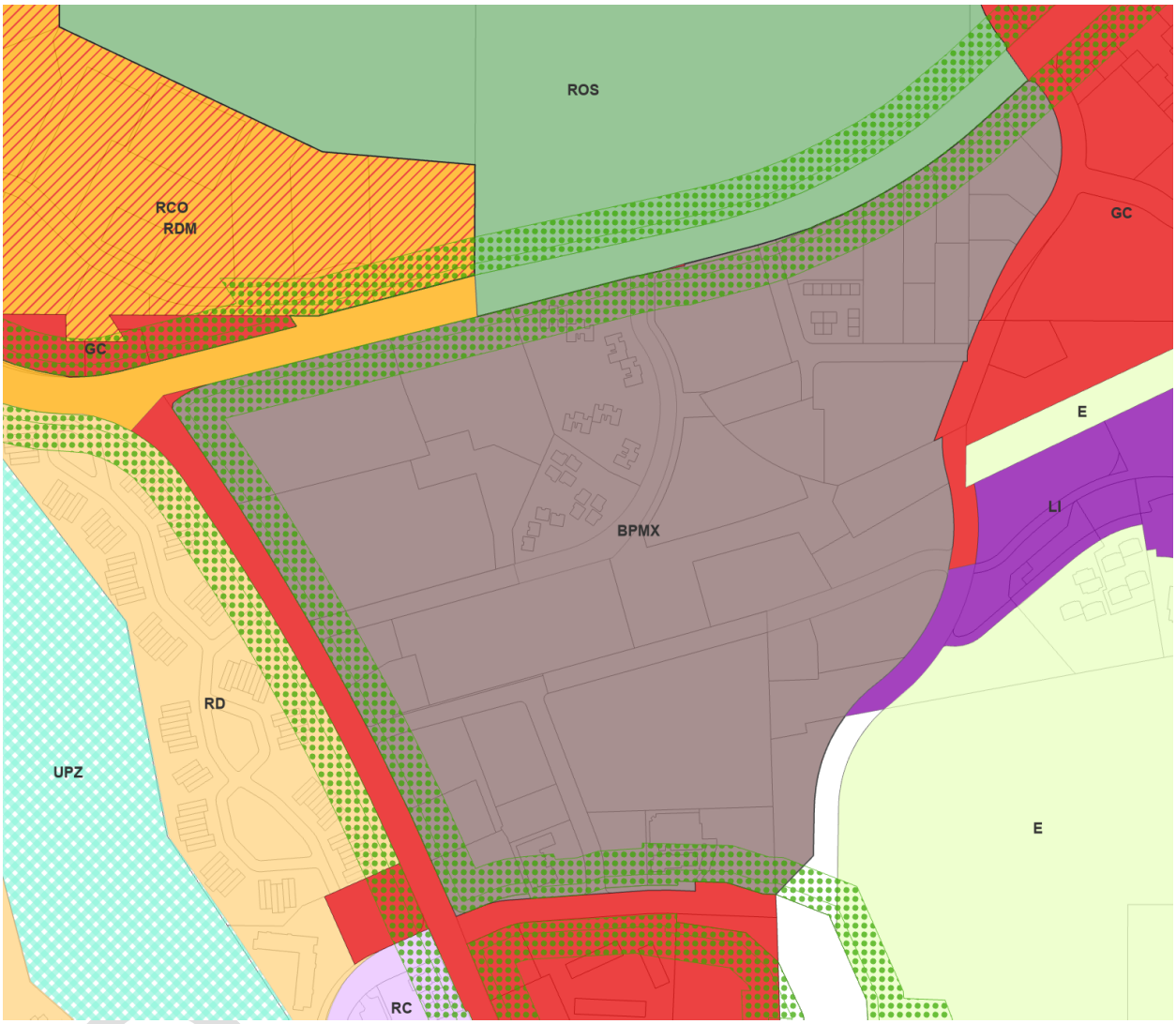
ATTACHMENT 1 – Rezone approximately 70 acres between Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive from General Commercial and Light Industrial to Bonanza Park Mixed-Use District, retaining the Frontage Protection Zone.



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ATTACHMENT 2

15-2.27 BONANZA PARK MIXED USE (BPMX) DISTRICT

15-2.27-1 PURPOSE

15-2.27-2 USES

15-2.27-3 CONNECTIVITY IMPROVEMENTS

15-2.27-4 LOT AND SITE REQUIREMENTS

15-2.27-5 BUILDING HEIGHT

15-2.27-6 DESIGN GUIDELINES

15-2.27-7 PROJECT ENHANCEMENTS

15-2.27-8 PARKING REQUIREMENTS

15-2.27-9 TRANSPORTATION DEMAND MANAGEMENT

15-2.27-10 SUSTAINABILITY REQUIREMENTS

15-2.27-11 CONVENTIONAL CHAIN BUSINESSES

15-2.27-12 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS

15-2.27-13 SIGNS

15-2.27-14 EXEMPTED EXISTING TRANSIENT USES

15-2.27-15 RELATED PROVISIONS

15-2.27-1 PURPOSE

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

1. ensure development in the Bonanza Park neighborhood implements the Bonanza Park Small Area Plan and provides opportunities for locally serving businesses and diverse housing options,

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2. encourage the development of affordable, workforce, attainable, and market-rate long-term housing options,
3. create a vibrant Mixed-Use pedestrian-oriented neighborhood, with safe, comfortable access to parks, Publicly Accessible Outdoor Space, and outdoor community spaces,
4. protect entry corridor views along the Bonanza Park Frontage Protection Zone,
5. allow increased height and decreased setbacks when development provides significant project enhancements,
6. establish a network of pedestrian and bicycle connections throughout Bonanza Park,
7. ensure development implements Universal Design Principles and aspires to reach Park City's sustainability goals, reduce vehicle trips, and improve access to transit, and
8. incorporate public art and placemaking elements to inspire, awe, delight, and enliven public spaces, streets, and trails in the Bonanza Park neighborhood.

15-2.27-2 USES

The BPMX District establishes mixed-use buildings to create walkable, human-scale development that is contextual and sensitive to its environments. Uses in the BPMX District are subject to Vertical Mixed Use and Horizontal Mixed Use requirements outlined in Section 15-2.27-4 and Street Level Design outlined in Section 15-2.27-6. Uses in the BPMX District are limited to the following:

A. **ALLOWED USES.**

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1. Amphitheater
2. Bakery
3. Bank
4. Bar
5. Café
6. Child Care
7. Child Care Center
8. Child Care, Family Group
9. Child Care, In-Home Babysitting
10. Commercial Use
11. Commercial Use, Support
12. Deli or Delicatessen
13. Direct Fast Chargers
14. Dwelling, Multi-Unit
15. Essential Municipal and Public Utility Use, Facility, Service, and Structure
16. Food Hall
17. Green Community Space
18. Grocery Store
19. Gym
20. Home Occupation
21. Hospital, Limited Care Facility
22. Indoor Entertainment, Theater/Museum
23. Major Transit Stop

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24. Office and Clinic, Medical and Veterinary Clinic
25. Office, General
26. Office, Medical
27. Office, Moderately Intensive
28. Plant and Nursery Stock production and sales
29. Public and Quasi-Public Institution, Church, and School
30. Public Art
31. Recreation Facility, Public
32. Restaurant
33. Retail and Service Commercial, Major
34. Retail and Service Commercial, Minor
35. Retail and Service Commercial, Personal Improvement
36. Transit Hub

B. **ADMINISTRATIVE CONDITIONAL USES.**

1. Fences and walls greater than six feet (6') in height from Final Grade
2. Food Truck Location
3. Outdoor Dining
4. Outdoor Event or Use
5. Pet Services
6. Public Transit Amenity Area
7. Temporary Improvement

C. **CONDITIONAL USES.**

1. Disabled Care

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2. Elder Care
3. Flex Industrial
4. Group Care Facility
5. Hospital, General
6. Hotel, Boutique (one per seven acres)
7. Indoor Entertainment Facility
8. Parking Area
9. Passenger Tramway
10. Public and Quasi-Public Institution, Church, and School
11. Recreation Facility, Private
12. Satellite Dish Antenna, greater than thirty-nine inches (39”) in diameter
13. Telecommunication Antenna
14. Temporary Sales Trailer in conjunction with an active building permit for the Site

D. **PROHIBITED USES.** Any Use not listed above as an Allowed or Conditional Use is a Prohibited Use.

15-2.27-3 CONNECTIVITY IMPROVEMENTS.

A. **NEW STREET CONNECTIONS.** The Street network has a significant influence on the overall connectivity of a place. New Street connections are required to promote walkability and to create an interconnected system in the BPMX District. Development located adjacent to one of the following areas shall incorporate new Street connections. The Planning Commission may reduce required Setbacks along new Street connections when an Applicant dedicates public Right-of-Way.

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

Figure 15-2.27-3(A) Breaking Down Superblocks with Redevelopment:

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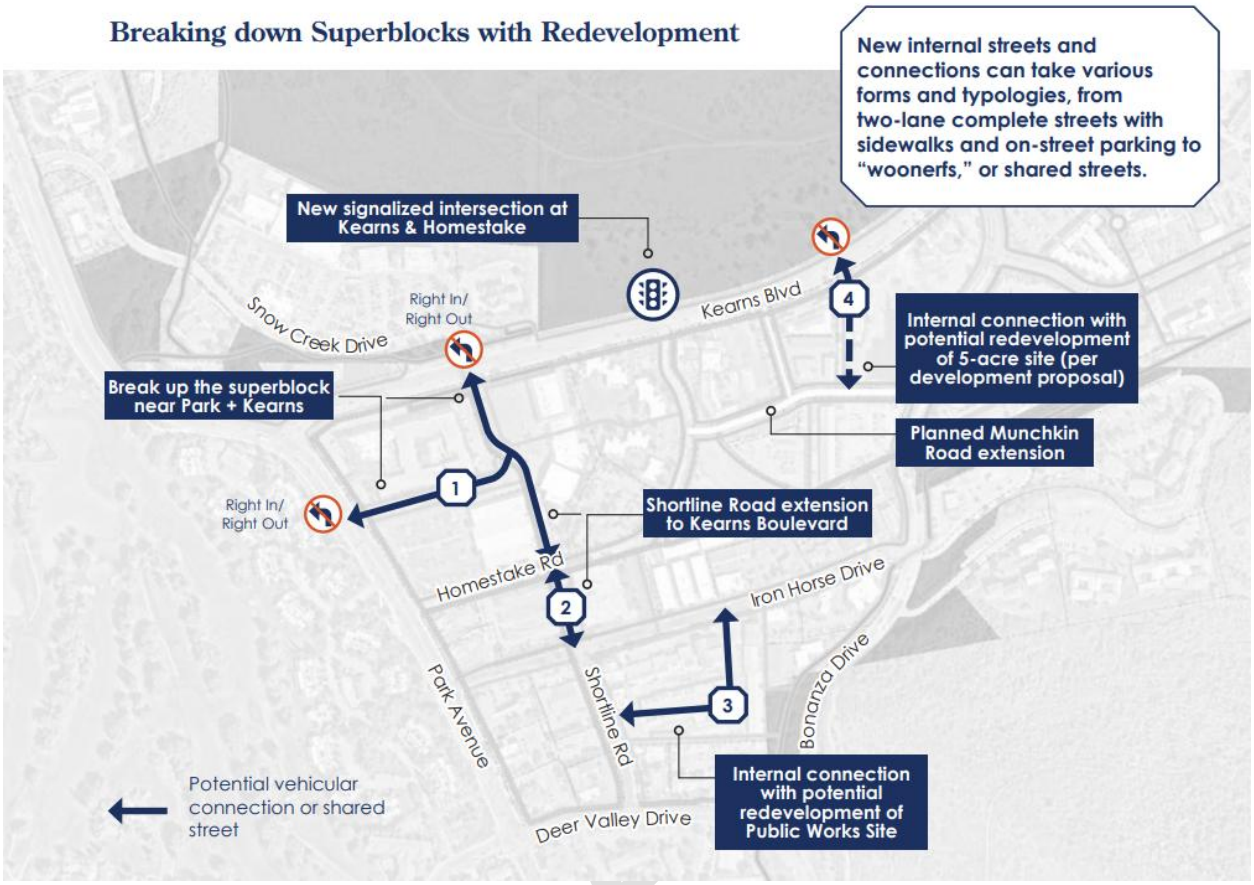

B. **STREET DESIGN.**

1. All new Streets shall meet Park City standards.
2. All new Streets shall integrate best management practices for stormwater runoff.
3. To the greatest extent practicable, development that is impacting an existing Street shall upgrade the Street to meet code standards in place at the time of application.
4. Pedestrian infrastructure, including sidewalks and crosswalks, shall be integrated into new or updated City Streets.

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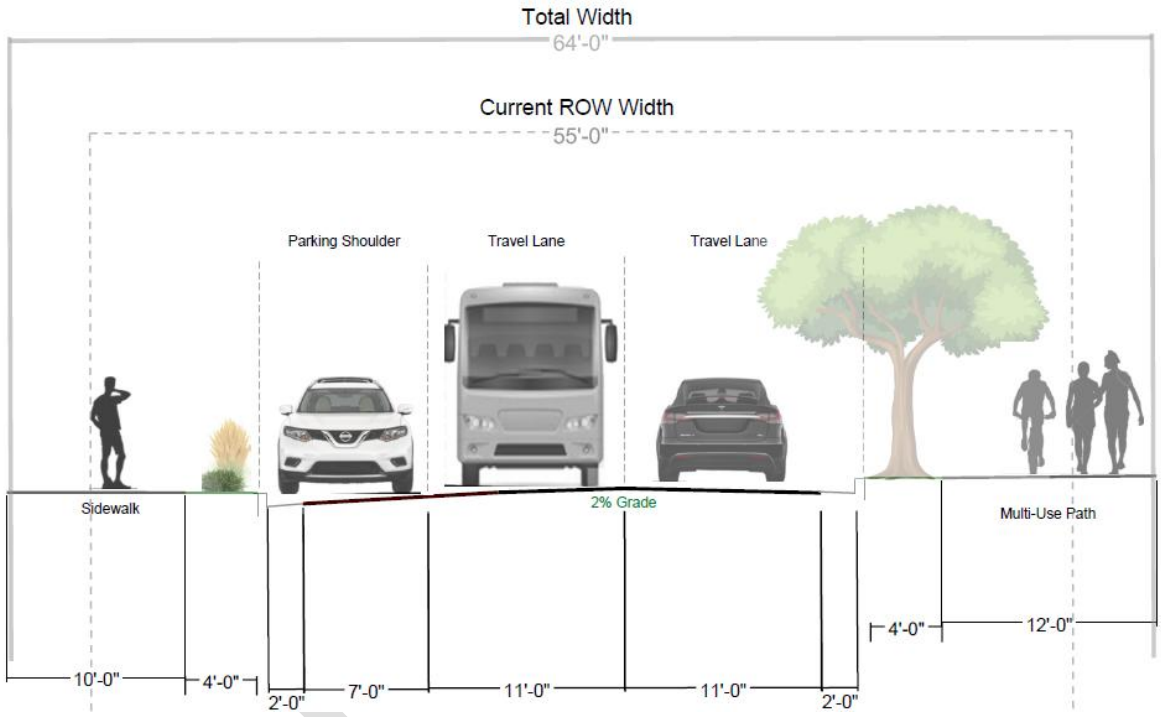
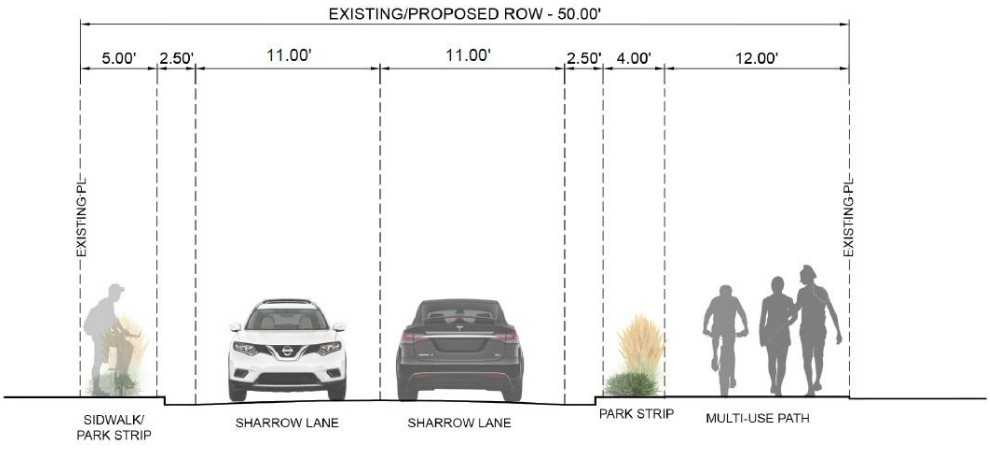
5. Traffic calming measures, including intersection bump-outs, street trees, parklets, and on-street parking, should be integrated into new or updated City Streets.

6. Typical Bonanza Park Street cross sections are shown below:

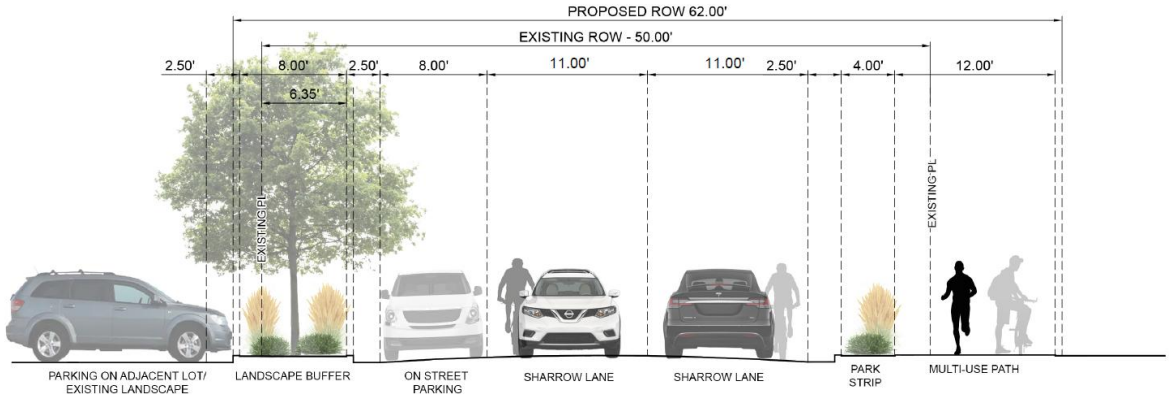
Iron Horse Drive and Short Line Road Cross Section



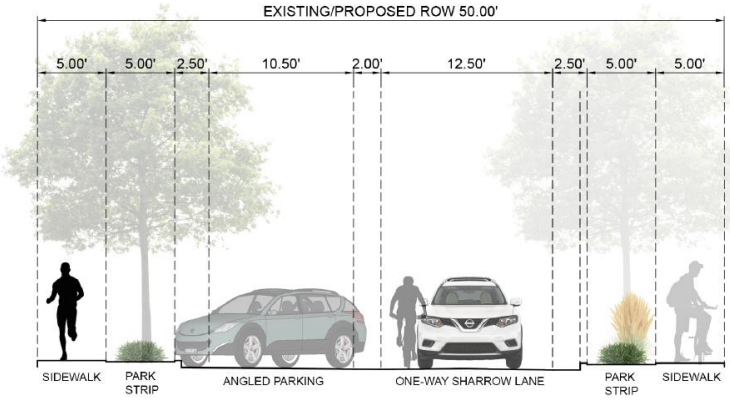
Munchkin Road Cross Section



Homestake Road Cross Section



Woodbine Way Cross Section



C. **SIDEWALK, TRAIL CONNECTIONS, AND SIGNATURE TRAILS.** Integrating multi-modal transportation is critical in the Bonanza Park neighborhood. To become a more walkable and connected neighborhood, the network of pedestrian and bicycle linkages must be established to connect with regional trails and improve the area's circulation. Development should support the goals articulated in the Bonanza Park Small Area Plan, including the creation of new

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sidewalks, trail connections, and signature trails. Development should integrate the following key sidewalk and signature trail connections.

Figure 15-2.27-3(C) Connectivity Vision for Bonanza Park:

D. **PERPETUAL PUBLIC ACCESS EASEMENT.** A perpetual public access easement shall be granted for sidewalk, trail, and signature trail connections on private property in a form approved by the City Attorney's Office.

1. The perpetual public access easement shall be recorded with Summit County and shown on plats.
2. Establishment of a perpetual public access easement shall not require increased Setbacks. Sidewalk, trail, and signature trail connections located on private property may be within a Setback.

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3. Sidewalk, trail, and signature trail connections may count toward Open Space.
4. The Developer shall at its sole cost and expense install the initial sidewalk and/or trail and/or signature trail connection, unless otherwise agreed to. The City, at its sole cost and expense, shall maintain, repair, and replace the sidewalk, trail, and/or signature trail connection within the easement area, unless otherwise agreed to.

E. **STREET, SIDEWALK, AND SIGNATURE TRAIL LANDSCAPING.**

1. Landscaping along streets, sidewalks, and signature trails shall conform with Chapter 14-1 *Trees/Landscaping on Public and Private Property*.

F. **STREETLIGHTS AND BANNERS.**

1. Installation of streetlights shall be required and placed by the Developer in accordance with Park City Standards.
2. The City may allow for the installation of banners on streetlights within the BPMX District pursuant to Municipal Code of Park City Chapter 12-11.

G. **EXISTING DEVELOPMENT CONNECTIVITY IMPROVEMENT INCENTIVES.** To enhance Bonanza Park Connectivity Improvements within existing Developments, Applicants may submit a parking study showing that parking exceeds demand or request a parking reduction and submit a Transportation Demand Management Plan pursuant to Section 15-2.27-9 to reduce single-occupancy vehicles coming to the site. For existing Development Connectivity Improvements, Applicants may request Planning Commission review of a Conditional Use Permit to:

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1. Replace existing parking to accommodate perpetual public access easements for sidewalk, trail, and signature trail improvements outlined in the Bonanza Park Small Area Plan.
2. Replace existing parking to accommodate easements for the installation of transit improvements including a Major Transit Stop or Public Transit Amenity Area.
3. Replace existing parking with uses that improve or activate the space for those who arrive by transit, on foot, or by bike.
4. Convert surface-level parking into a Green Community Space or Publicly Accessible Outdoor Space.

15-2.27-4 LOT AND SITE REQUIREMENTS

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has Frontage on a Street shown as a private or Public Street on the Streets Master Plan or Section 15-2.27-3, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan or Section 15-2.27-3. All Development activity must comply with the following minimum standards:

A. **MASTER PLANNED DEVELOPMENT:** Where there is a conflict between the standards in this Section and Chapter 15-6 *Master Planned Development*, the requirements of this Section shall apply.

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

C. **DENSITY**: The BPMX District is a volume-based District and Density is established by Setbacks, Height, Parking, Open Space, and Site design criteria. The following Density and square footage limitations apply.

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1. **Residential.** Minimum residential Density 10-units per acre.
2. **Commercial.**
    a. A single building is limited to no more than 15,000 square feet of commercial square footage. This limitation shall apply to commercial-only development and mixed-use development with a commercial component.
    b. A single commercial tenant shall not occupy more than 5,000 square feet of commercial square footage, unless it meets one of the following exemptions:
        1. Grocery Store,
        2. US Post Office,
        3. The Use is outlined in Section 15-2.27-2 as Allowed or Conditional and has received Conditional Use approval by the Planning Commission pursuant to Section 15-1-10 *Conditional Use Review Process*.

D. **OPEN SPACE**: The following Publicly Accessible Outdoor Space requirements apply within the BPMX District.

3. At least 20% of the total Site Area shall be Publicly Accessible Outdoor Space and may not be used for Streets, driveways, or Parking Areas.
4. The following Publicly Accessible Outdoor Space typologies (Green Community Spaces) are permitted in the BPMX District and may be in the Frontage Protection Zone:
    a. Pocket Park.

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b. Linear greenspace with pedestrian and/or bicycle path.

c. Public Courtyard.

d. Plaza Area.

e. Flexible Space.

f. Community Garden.

E. **SETBACKS**:

1. The Frontage Protection Zone requires a minimum landscaped buffer Setback of thirty feet (30') in width abutting the Street. See Chapter 15-2.20.
2. Setbacks that are not Frontage Protection Zone Setbacks or Streetscape Setbacks are twenty-five feet (25').
3. Projects that meet the requirements of Section 15-2.27-7 *Project Enhancements* may request the Planning Commission grant a Setback reduction to eighteen feet (18') for Setbacks that are not Frontage Protection Zone or Streetscape Setbacks.
4. The Planning Commission may consider increasing exterior Side Setbacks during Conditional Use review to mitigate potential impacts on adjacent Property. Side Setback exceptions continue to apply.
5. On Corner Lots, the Planning Commission may increase the Setback for pedestrian and bicycle connectivity and Sight Distance Triangle clearance.

F. **STREETSCAPE SETBACKS**: Table 15.2-27-4(E) identifies the required Streetscape Setbacks in the BPMX District. Streetscape Setbacks are

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determined based on Street type to prioritize pedestrian-friendly design and enhance walkability.

Table 15.2-27-4(E): MINIMUM STREETSCAPE SETBACK REQUIREMENTS		
Street Type	**Applicability/ Streets**	**Streetscape Setback**
Frontage Protection Zone	Kearns Boulevard Park Avenue Deer Valley Drive	30 Feet
Internal Street	Bonanza Drive	25 Feet
Internal Street	Homestake Road Iron Horse Drive Short Line Road	20 Feet
Internal Street	Munchkin Road and Woodbine Way	18 Feet

G. **SETBACK EXCEPTIONS**: The following Setback exceptions apply within the BPMX District:

1. Bay and box windows that do not impact sidewalks, trails, and signature trails that are not more than ten feet (10') wide projecting not more than two feet (2') in the Setback.
2. Window wells and light wells that do not impact sidewalks, trails, and signature trails and project not more than four feet into the Setback.

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3. Roof overhangs and eaves projecting not more than three feet in the Setback.
4. Window sills, belt courses, cornices, trim, and other ornamental features projecting not more than six inches (6”) beyond the window or main Structure to which it is attached.
5. Patios, decks, pathways, steps, and similar Structures not more than thirty inches (30”) above Grade, provided there is at least a five foot (5’) Setback from the Lot Line.
6. Awnings over a doorway or window extending not more than three feet (3’) in the Setback.
7. Driveways leading to a garage, Parking Area, or Parking Structure.
8. Sidewalks, trails, or signature trails identified in Section 15-2.27-3(C).

H. **VERTICAL AND HORIZONTAL MIXED-USE:** The BPMX District shall implement both Vertical Mixed Use and Horizontal Mixed Use to ensure a variety of Uses that promote vibrancy and a locally serving neighborhood.

1. **Vertical Mixed Use.** Vertical Mixed Use Development contains a range of uses within one Building. Typically, lower floors contain active storefronts such as retail stores or restaurants while upper floors are residential and/or office. Vertical Mixed Use shall be required along Internal Streets within the BPMX District as defined in Section 15-2.27-4(E), unless otherwise approved by the Planning Commission.

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a. **Criteria for a fully Residential Development.** The Planning Commission may consider a fully Residential development in a Vertical Mixed Use area when the criteria below are met:

1. All street-facing ground floors include an active use. For purposes of this Subsection, an active use may include any of the following:
    i. A lobby extending at least 25 feet into the interior of the building from the exterior wall;
    ii. A Public or Private Recreation Facility, provided the Facility includes at least 60% glazing along the street-facing façade;
    iii. Enclosed bicycle storage and/or bicycle repair stations, provided that this use or combination of uses includes exterior access to the street. Access may be restricted to tenants of the residential development; however, at least 60% glazing shall be provided along the street-facing façade;
    iv. A mail room, provided that this use includes at least 60% glazing along the street-facing façade;
    v. A community meeting space or educational or cultural facility, such as a meeting room, library, or art exhibit. Access may be restricted to tenants of the residential

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development; however, at least 60% glazing shall be provided along the street-facing façade;

vi. A mural or similar art installation covering no more than 20% of any street-facing façade;

vii. A public Pocket Park, Public Courtyard, Flexible Space, plaza, or landscaped area accessible from the public right-of-way;

viii. Any similar active use reviewed and approved by the Planning Commission that is compatible with the character area.

2. A fully residential development may be exempt from Criteria 1 if all of the following are met:

i. At least 70% of the total square footage averages 80% AMI and is deed restricted.

ii. All residential units on any street-facing ground floor provide exterior access to the street and include at least two of the following:

1. A covered porch or stoop;
2. At least 60% glazing on the ground floor along the street-facing façade;
3. Uniform landscaping elements enhance the pedestrian experience and preserve views of the residential building (a semi-private yard or

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courtyard may be fenced with a maximum height of four feet).

4. A fully residential development shall unbundle parking costs from the cost of rent or the cost of the unit. Affordable housing projects providing at least 70% of residential units averaging 80% AMI with deed restrictions that rely on grant, Low-Income Housing Tax Credits, or other funding, are exempt from this requirement if these projects can demonstrate that funding is contingent on providing a minimum amount of parking. In no case shall a project providing more than the minimum amount of required parking in Section 15-2.27-8 be exempt from this requirement.

2. **Horizontal Mixed Use.** Horizontal Mixed-Use Development integrates distinct land uses, such as residential, commercial, and retail, within a multi-building development or larger area, with these uses arranged side by side rather than stacked vertically. Horizontal Mixed-Use is made up of single-use buildings within a complex or employ a single land use on an individual Lot. Horizontal Mixed Use is allowed along Kearns Boulevard, Park Avenue, and Deer Valley Drive. Horizontal Mixed Use may be appropriate for internal plaza areas within projects. Horizontal Mixed Use is prohibited along Internal

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Streets within the BPMX District as defined in Section 15-2.27-4(E), unless otherwise approved by the Planning Commission.

a. Commercial storefronts shall be prioritized along Internal Streets, including Iron Horse Drive, Short Line Road, Homestake Road, Munchkin Road, Woodbine Way, and project plazas to activate the pedestrian realm.

b. A minimum of 20% of the property's total land area shall be devoted to residential uses. A minimum of 20% of the property's total land area shall be devoted to commercial, retail/service, office, and/or civic/institutional uses.

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

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

15-2.27-5 BUILDING HEIGHT

No Structure shall be erected to a height greater than thirty-five feet (35') from Existing Grade in the BPMX District, unless granted an exception in Section 15-2.27-7 *Project Enhancements*.

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A. **FRONTAGE PROTECTION ZONE BUILDING HEIGHT.**

1. See Chapter 15-2.20 regarding the Frontage Protection Zone, which prohibits development within thirty feet (30') and regulates Development within thirty feet (30') to one hundred feet (100') from Kearns Boulevard, Park Avenue, and Deer Valley Drive.
2. The maximum Building Height within the Frontage Protection Zone thirty-foot (30') to one-hundred-foot (100') Setback is thirty-five feet (35') from Existing Grade.
3. Buildings within the thirty foot (30') to fifty foot (50') Frontage Protection Zone Setback must be stepped back ten feet (10') for each story above two (2) stories.
4. Building Height exceptions within the Frontage Protection Zone Setback are limited to:

    a. Antennas, chimneys, flues, vents, and similar Structures may extend up to five feet (5') above the highest point of the Building to comply with the International Building Code (IBC) and must be stepped back from the Frontage Protection Zone Building facades by at least fifteen feet (15').
    b. Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet (5') above the height of the Building, and must be stepped back from the Frontage Protection Zone Building facades by at least fifteen feet (15').
    c. An Elevator Penthouse may extend up to eight feet (8') above the Zoning District Height and must be stepped back from the Frontage Protection

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Zone Building facades by at least twenty feet (20'), unless otherwise approved by the Planning Commission.

B. **BPMX DISTRICT BUILDING HEIGHT EXCEPTIONS.** The following exceptions apply to the BPMX District Building Height for Buildings that are not within the thirty-foot (30') to one-hundred-foot (100') Frontage Protection Zone Setback:

1. If Project Enhancements are provided pursuant to Section 15-2.27-7, one (1) additional story, or a maximum of forty-five feet (45') from Existing Grade, may be granted pursuant to Section 15-2.27-7.
    a. A ten-foot (10') stepback shall be provided on building perimeter façade planes that are forty-five feet (45') in Building Height with a Setback of eighteen feet (18') or less to mitigate the impact of Building Height on the pedestrian-scale neighborhood. The following features are permitted within areas where the building is stepped back:
        i. Mechanical and ventilation equipment, provided the equipment is screened and does not exceed four feet (4') in height.
        ii. Decorative or recreational features, including rooftop gardens, green roofs, planter boxes, and permanent amenities such as built-in grills. Rooftop guardrails shall be glass and posts shall be an unobtrusive material such as anodized aluminum. Guardrails and posts shall be the minimum height permitted by International Building Code standards.
        iii. Rooftop solar and photovoltaic panels, provided the equipment is installed in compliance with Section 15-5-5(G).

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2. Gable, hip, Barrel, and similar pitched roofs may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 or greater.
3. Antennas, chimneys, flues, vents, and similar Structures may extend up to five feet (5') above the highest point of the Building to comply with the International Building Code (IBC), and must be stepped back from building facades by at least ten feet (10').
4. Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet (5') above the height of the Building, and must be stepped back from building facades by at least ten feet (10').
5. An Elevator Penthouse may extend up to eight feet (8') above the Zone Height and must be stepped back from building facades by at least ten feet (10'), unless otherwise approved by the Planning Commission.
6. Passenger Tramways may extend above the Zone Height subject to a visual analysis and approval by the Planning Commission.

15-2.27-6 DESIGN GUIDELINES

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

A. **APPLICABILITY**. These Design Guidelines shall apply to all development in the BPMX District. Prior to issuance of a Building permit for any Allowed or Conditional Use, the Planning Department must review the proposed plans for compliance with this Chapter and Chapter 15-5 *Architectural Review*. Where

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there is a conflict between the standards in this Chapter and Chapter 15-5, the requirements of this Chapter shall apply.

B. **BUILDING PLACEMENT AND ORIENTATION.**

1. Incorporate open space into building placement. Open spaces can enhance the overall aesthetic by allowing for additional landscaping and greenery. Furthermore, these areas can be functional assets, enabling commercial businesses to expand their activities outdoors—such as offering outdoor dining or using the space for outdoor displays or merchandise sales. This approach balances visual appeal with practical business opportunities.
2. On parcels greater than 30,000 square feet, the massing of the building shall be broken into smaller volumes. Creative approaches to break up building mass and scale is encouraged. This could include separate buildings above grade or linked exterior walkways.
3. Buildings should be oriented to the street to create a vibrant pedestrian experience. To the extent practicable, building facades should be parallel to the adjacent street to orient access to public and private streets, pedestrian circulation, and gathering areas.
4. Maximizing solar exposure during winter months should be a consideration in designing public spaces and gathering areas. Development over two stories that is adjacent to major open spaces, such as parks or designated public amenities, shall perform a sun/shadow

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study of the effects of development on such spaces from autumn through spring.

5. **VANTAGE POINTS:** Development must mitigate impacts on mountain views when evaluated from prominent public vantage points within the BPMX District. There are eleven (11) vantage points from which the mass of the fourth story, for those projects that quality for additional height through a project enhancement, and the mechanical equipment and elevator penthouses shall be located to mitigate the impacts on mountain views. If a development can be seen from more than one vantage point, the developer must provide three-dimensional renderings from each vantage point. Renderings shall be based on a height of five feet (5') above the set reference markers shown in Figure and Table 15-2.27-5(B)(5): Vantage Points.

Figure 15-2.27-5(B)(5)

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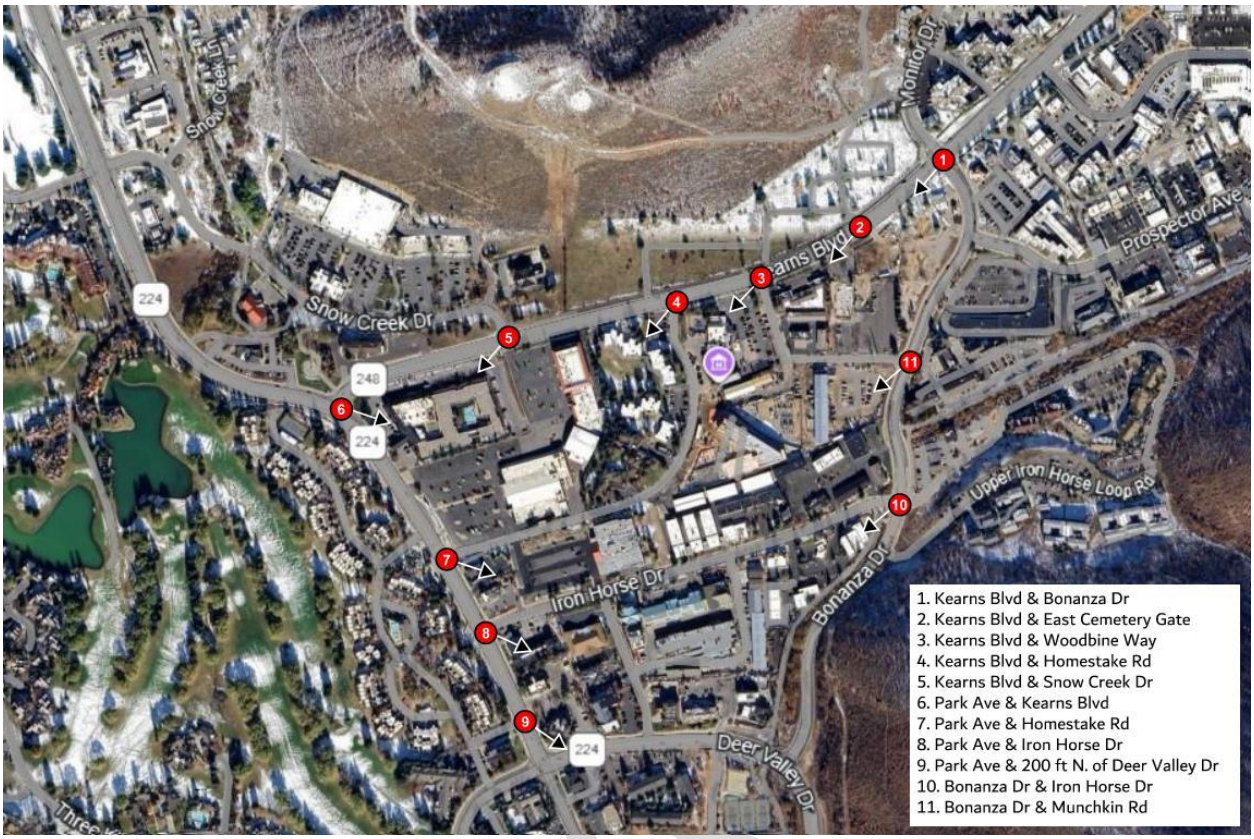

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TABLE 15-2.27-5(B)(5): VANTAGE POINTS		
Location	**Coordinates**	**Bearing**
Bonanza Drive & Iron Horse Drive	40.659307 -111.501548	SW
Bonanza Drive & Munchkin Road	40.660805 -111.501397	SW
Kearns Boulevard & Bonanza Drive	40.662963 -111.500851	SW
Kearns Boulevard and East Gate of Cemetery	40.662276 -111.502057	SW

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Kearns Boulevard & Woodbine Way	40.661699 -111.503442	SW
Kearns Boulevard & Homestake Road	40.661484 -111.504692	SW
Kearns Boulevard & Snow Creek Drive	40.661067 -111.507025	SW
Park Avenue & Kearns Boulevard	40.66037 -111.50953	SE
Park Avenue & Homestake Road	40.658714 -111.507893	SE
Park Avenue & Iron Horse Drive	40.657958 -111.507382	SE
Park Avenue 200 feet north of Deer Valley Drive	40.657007 -111.506802	SE

C. **BUILDING SCALE, ARTICULATION, AND FENESTRATION:** Buildings in the BPMX District should reflect the scale of uses and reinforce a pedestrian environment.

1. **BUILDING SCALE.**

a. The perceived mass and scale of Development in the BPMX District shall be reduced by incorporating design elements that emphasize three or more of the following:

i. Variation in roof forms or parapet heights.

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ii. Insets, projections, or other relief in the wall plane.

iii. Architectural emphasis on building entries.

iv. Arcades, porticos, or other forms of covered exterior circulation.

v. Variations to window size or proportions.

vi. Balconies.

vii. Variation in color, texture, or materials as allowed in Chapter 15-5.

b. Building design shall avoid blank walls and large undifferentiated expanses of wall surface exposed to public pedestrian Streets, sidewalks, trails, plazas, or parks.

c. Roof overhangs, projections, awnings, or canopies should contribute to the character of the building and create shadow patterns while aiding in protection of the structure and pedestrians.

d. Exceptions from the guidelines may be approved by the Planning Director for those areas of the building envelope that are not visible from adjacent development and public spaces.

2. **BUILDING ARTICULATION:**

a. **VERTICAL.**

i. All buildings that are approved above thirty-five feet (35') in height shall include vertical articulation to help break up the mass of the building. This articulation shall occur every thirty

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feet (30') and shall be achieved through a façade change of at least eighteen inches (18") in depth, or through a material change.

ii. This shall apply to all building facades.

B. **HORIZONTAL.**

i. Structures greater than sixty feet (60'), but less than one hundred and twenty feet (120') in length must exhibit a prominent shift in the façade of the Structure so that no greater than seventy-five percent (75%) of the length of the Building Façade appears unbroken. Each shift shall be in the form of either a ten-foot (10') change in Building Façade alignment or a ten-foot (10') change in the Building Height, or a combined change in Building Façade and Building Height totaling ten feet (10').

ii. Structures that exceed one hundred and twenty feet (120') in length on any façade shall provide a prominent shift in the mass of the Structure at each one hundred and twenty foot (120') interval, or less if the Developer desires, reflecting a change in function or scale. The shift shall be in the form of either a fifteen-foot (15') change in Building Façade alignment or a fifteen-foot (15') change in the Building Height. A combination of both the Building Height and Building Façade change is encouraged and to that end, if the

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combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.

iii. This shall apply to all building facades.

3. **BUILDING FENESTRATION**

i. Windows for non-residential and mixed-use buildings should be provided to create a direct relationship to the Street.

a. A minimum of 50% glazing is required on the ground level of all street-facing facades to create a strong relationship to the Street.

b. A minimum of 40% glazing is required for second levels.

ii. Transparent glazing shall be rated at a minimum 60 percent light transmittance factor.

iii. Reflective, metallic, frosted, tinted, stained, and textured glass is prohibited.

iv. Balconies are permitted for all residential uses. These may be integrated into a vertical step-back. Railings for balconies should have a minimum of 30% transparency.

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

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1. For sites that are larger than two (2) acres in size, integration of an alleyway or mid-block walkway is required to support a pedestrian-oriented design.
2. Access between the on-site Use and Parking Area must be provided through pedestrian, bicycle, and/or transit facility connections (e.g. sidewalks, multi-use paths, bicycle lanes, transit stops, etc.).
3. On-site parking should be accessed from a Street other than Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive. If there is no access from an Internal Street, the main vehicular access point shall be from the shortest block length.
4. Additional vehicular access points on Park Avenue and Kearns Boulevard are discouraged and shall be minimized.
    a. Where parking is accessed from Park Avenue or Kearns Boulevard, the parking area, inclusive of drive aisles, shall be no more than 35% of the parcel width. Screening of parking areas is required, which may include low walls, landscaping, public art, public seating, multi-modal transportation infrastructure, and the like.
5. All onsite parking shall be located behind the front-most wall of the Main Building.
6. When a parking garage is provided, Underground Parking is preferred. Where an above-grade garage is provided, it shall be located behind the

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Main Building and shall include architectural screening or artistic screening to minimize views of vehicles.

7. Any street-facing entry to a parking garage should be designed to reduce visibility. All ramps shall be integrated into the building's architecture.
8. Parking areas and loading zones should be located to minimize visual impacts from the public Street or pedestrian way.
9. Consider paving material change to define surface parking areas from the main vehicular travel lane.

E. **STREET LEVEL DESIGN.** Thought shall be given to street-level design throughout the BPMX District to encourage the overall walkability and vitality of the area. Street Level Design requirements shall apply to Internal Streets as identified in Section 15.2-27-3(E).

1. Unless otherwise approved in this Chapter, Buildings should have an active use on the ground level. Active uses support the vibrancy and usability of the public realm adjacent to a building and include retail establishments, retail services, daycare facilities, community meeting spaces, educational and medical uses, civic spaces (theaters, museums, etc.), restaurants, bars, art and craft studios, Public Recreation Facilities, and other uses determined to be substantially similar by the Planning Commission. For buildings that are 100% residential, a lobby or other common space shall meet this requirement as outlined in Section 15-2.27-4(H). The active use must extend at least fifty feet (50') inside the building.

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Active uses do not include Private Recreation Facilities, private clubs, and other similar exclusive uses.

2. All buildings shall have at least one main entry on all street-facing facades. This entry should be easily seen from the street and adjacent pedestrian way.
3. On corner lots, two (2) entrances should be provided. At least one (1) of these entries should be located within twenty feet (20') of the corner.
4. An internal airlock should be incorporated into all commercial, lodging, public, and mixed-use buildings.

F. **PEDESTRIAN AMENITY GUIDELINES.** Pedestrian Amenity requirements aim to create thoughtfully designed and meaningful open spaces that emphasize human scale, offer relief from the built environment, and enrich the pedestrian experience of the BPMX District.

1. **PLACEMENT.** Pedestrian Amenities should be along the Streetscape, open to the sky, and free of permanent enclosures. They must be versatile and adaptable, accommodating such uses as outdoor dining, outdoor events, outdoor uses, or public gathering areas.
2. **ACCESSIBILITY.** Pedestrian Amenities must contribute to an active Streetscape and promote interaction. Property owners can meet these requirements through physical or operational improvements to private property or enhancements to the public right-of-way.
3. **DESIGN GUIDELINES:**

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A. Street-level Pedestrian Amenities shall be within 18 inches above or below the Existing Grade of the street or sidewalk, which abuts the space.

B. Street-level Pedestrian Amenities shall be open to the sky but may include temporary shade or similar structures.

C. Street-level Pedestrian Amenities shall consider all four corners of an intersection.

D. Pedestrian Amenities shall be designed for use in all seasons.

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

1. Building materials should convey a pedestrian scale and have proven durability in Park City's climate.
2. Building materials shall be of a high quality and reference both the history of the Bonanza Park area and materials currently found in the BPMX District. The use of wood, metal, glass, and stone is appropriate in this Zoning District.
3. Architecture that reflects corporate branding is not permitted. This shall not be construed to limit the ability to place signage on the property in accordance with the allowances and limitations of Section 15-2.27-13 and Title 12 *Sign Code*.

H. **ROOFS.**

1. Flat roofs and low sloping roofs are preferred.

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

I. **LANDSCAPING.**

1. Landscaping should complement the context and enhance the architecture of the building.
2. Stormwater best management practices should be considered in the landscape design.
3. Landscape materials should reflect the Park City climate.
4. For parcels in the Frontage Protection Zone, the first thirty feet (30') should include landscaping and pedestrian-focused infrastructure.
    a. Sidewalks, trails, bike paths, and the like are permitted in this area. These shall have a vegetative buffer from the edge of road pavement of at least three feet (3').

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b. Multi-modal infrastructure is permitted in this area, including bike racks, transit stops and shelters, wayfinding signage, seating, and the like. Mobility Hubs and Transit Hubs are also permitted in these areas, provided they do not exceed ten feet (10') to fourteen feet (14') in height.

5. The limitations of Section 15-5-5(N) *Water Wise Landscaping* shall apply.

J. **VEGETATION PROTECTION.** The Property Owner must protect or replace Significant Vegetation during any Development activity.

1. Significant Vegetation includes large trees six inches (6") in diameter or greater measured four and one-half feet (4.5') above the ground, groves of smaller trees, or clumps of oak and maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line.
2. Development plans must show all Significant Vegetation within twenty feet (20') of a proposed Development. The Property Owner must demonstrate the health and viability of all large trees through a certified arborist.
3. The Planning Director shall determine the Limits of Disturbance and may require mitigation for loss of Significant Vegetation consistent with Landscape Criteria in Sections 15-3-3 and 15-5-5(N), and Title 14.

K. **SERVICE AND MECHANICAL AREAS.**

1. Trash, recycling, and service areas should be designed as integrated components of the building and should be sited to minimize impacts to pedestrians. Facilities can be located in Underground Parking when appropriate.

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2. All exterior mechanical equipment must be Screened to minimize noise infiltration to adjoining Properties and to mitigate visual impacts on nearby Properties and general public view. All mechanical equipment must be shown on the plans prepared for City review.
3. Service and delivery areas shall be located where least visible from general public view and shall not impede pedestrian or bicyclist connectivity.
4. The loading and unloading of goods must take place entirely on the Site. Loading and delivery areas must be Screened from general public view. All loading areas shall be shown on the plans prepared for City review.
5. Shared delivery, service, trash, and recycling areas are encouraged.
6. All Structures must provide a means of storing refuse generated by the Structure's occupants. All refuse storage facilities must be shown on the plans prepared for City review. Refuse storage must be Screened, enclosed, and properly ventilated.
7. When possible, transformers and other utility boxes should be located where least visible from general public view.
    a. Location along Park and Kearns is highly discouraged.
    b. All transformers and other utility infrastructure should be screened through fencing, landscaping, low walls, art, and the like, as permitted by the relevant utility provider.
8. The undergrounding of utilities is preferred.

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9. Mechanical equipment, ducts, and vents should be accommodated internally within the building and / or co-located on the roof. Screening of equipment on the roof is encouraged.

L. **ART INSTALLATIONS.**

1. Integration of public art is encouraged in all development in the BPMX Zoning District, including murals, sculptures, enhanced trails, gateways, crosswalks, wayfinding, interactive exhibits, and the like.
2. It shall be the responsibility of the property owner to maintain all art located on private property.
3. Art is specifically allowed in the Frontage Protection Zone but shall not impede pedestrian or bicyclist connectivity.
4. Art proposed to be displayed in the public realm may first be reviewed by the Public Arts Advisory Board.

15-2.27-7 PROJECT ENHANCEMENTS

Project Enhancements are intended to provide early project predictability and allow flexibility in selecting incentives to qualify for additional Building Height of up to forty-five feet (45') from Existing Grade outside of the Frontage Protection Zone and Setback reductions in the BPMX District.

A. **PURPOSE:** Project Enhancements are intended to support a vibrant and locally serving development in the BPMX District through the provision of affordable, workforce, and attainable housing, increased mobility and alternative transit provisions, increased on-site sustainability measures, and community-serving components.

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B. **PROCEDURES**: This will help create certainty in the project review process so Applicants can determine whether they qualify for a fourth story bonus (up to forty-five feet (45') from Existing Grade outside of the Frontage Protection Zone) and Setback reductions by completing the following:

1. Applicants must submit a preliminary proposal outlining a rough site plan, volumetrics, renderings, and project description for Planning Commission review and input. The Planning Commission will forward a recommendation to the City Council for consideration. Preliminary proposals should identify which measures have been selected for consideration.

C. **INCREASED BUILDING HEIGHT**: A development providing project enhancements may be eligible for additional height up to 45 feet when:

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

D. **DECREASED SETBACKS**: In addition to increased height, a project may qualify for reduced Setbacks if additional enhancements are provided:

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

E. **TIER A**:

1. **HOUSING**. At least 25% of total project square footage is deed-restricted affordable at an average AMI of 60% or 35% of total square footage is deed-restricted at an average AMI of 80%. Inclusion of a mix of residential units that

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meets a range of community needs – workforce, affordable, attainable, senior housing, etc. and sets a baseline average of 60% AMI or 80% AMI or as otherwise established in the City's Affordable Housing Resolution. Provision of units should be based on the mix of owner-occupied and rental units from the most up-to-date Housing Needs Assessment. Housing must be provided on site and be deed restricted.

2. **PARKING**. The applicant submits an effective Transportation Demand Management Plan that reduces single-occupancy vehicle trips, requests a parking reduction, and provides at least 90% of the project parking in Underground Parking.
3. **CRITICAL CONNECTIONS**. The applicant dedicates right-of-way outlined in the Bonanza Park Small Area Plan or contributes to substantial signature trial improvements like accommodation of a pedestrian tunnel or bridge.

F. **TIER B**:

1. CAR SHARE PROGRAM FOR RESIDENTS.

i. **Car Share Parking and Use**: The applicant shall provide on-site car share parking in a location accessible to project residents that is mutually agreed upon by the developer and car share operator and approved by the Planning Commission.

ii. **Electric Vehicles**: The car share vehicles shall be electric vehicles unless otherwise approved. The developer shall install Electric Vehicle Charging Stations and at least one Direct Current Fast Charger for the electric car share vehicles. The

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developer shall ensure that electricity is provided to the Electric Vehicle Charging Stations and Direct Current Fast Charger. The property owner shall ensure that electricity is provided to the Electric Vehicle Charging Stations and Direct Current Fast Charger at no cost to the car share operator or user. The applicant is responsible for ensuring sufficient and continuous electricity supply to power the Electric Vehicle Charging Station and Direct Current Fast Charger and cover all costs associated with electricity usage during the term of the binding agreement.

iii. **Binding Agreement for Long-Term Use**: The applicant shall enter into a binding agreement with a car share operator outlining the location, operation, and maintenance of the car share vehicles within the development. The agreement shall clarify the roles and responsibilities of both parties, including gas, insurance, cleaning, maintenance, and monitoring.

iv. **Annual Report**: The car share operator shall submit an annual report to the property owner and City regarding car share usage, maintenance, and operation.

v. **Timing and Compliance**: All car share infrastructure must be in place and operable prior to the issuance of a certificate of occupancy unless otherwise agreed upon.

2. BIKE SHARE PROGRAM.

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i. **Infrastructure Provision**: The applicant shall provide adequate conduit, power supply, and site preparation for future bike share station installations in a location mutually agreed upon by the developer and bike share operator. The site should be visible, open, and accessible to the public, proximate to transit stops, pedestrian paths, or other active transportation corridors, and accessible for service vehicles for maintenance and operations.

ii. **Electricity Requirements**: The applicant shall ensure that electricity is provided to the bike share station at no cost to the bike share operator. The applicant is responsible for ensuring sufficient and continuous electricity supply to power the station and covering all costs associated with electricity usage during the term of the agreement.

iii. **Access Requirements**: The applicant must provide safe and convenient vehicular and pedestrian access to the bike share station, including connectivity to adjacent pathways, sidewalks, and transit facilities, as well as adequate lighting and wayfinding signage to enhance station visibility and usability.

iv. **License Agreement**: The applicant shall enter into a license agreement with the bike share operator outlining the location, operation, and maintenance of the bike share facilities within the development. The agreement shall clarify the roles and responsibilities of both parties.

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v. **Capital and Operating Support**: As part of traffic and transportation mitigation measures, the applicant shall work with bike share operator to compensate for the capital and operational expenses of the bike share station. This includes at least 12 bikeshare docks and eight e-bikes and associated station costs. Contributing to annual operating expenses, which may include an annual maintenance fee per bike per year unless otherwise agreed upon.

vi. **Timing and Compliance**: All bike share infrastructure and financial contributions must be in place prior to the issuance of a certificate of occupancy unless otherwise agreed upon.

3. **SIGNATURE TRAIL CONNECTION.** The applicant dedicates public access easements pursuant to Section 15-2.27-3.

4. **PUBLIC TRANSIT IMPROVEMENTS.** The applicant provides an on-site perpetual public access easement and/or encroachment agreement and constructs a Public Transit Improvement including a Major Transit Stop or Public Transit Amenity Area in a location and form to be approved by the City. The applicant shall enter into a long-term maintenance agreement with the City.

5. **SUSTAINABILITY PLAN**. The applicant constructs a project that meets the criteria of Section 15-2.27-10 and provides a long-term project operational plan to include waste reduction and landfill diversion, food waste collection and composting, green business operations, potential for local renewable

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energy development such as distributed solar with storage or thermal energy networks, design for greywater reuse, rainwater capture or other water conservation features, green infrastructure such as bioswales, and building operational performance to achieve an Energy Star score of 90 or above, or to be designed and built to achieve 10 percent better than the most recent ASHRAE 90.1 standards.

6. **CHILD CARE FACILITY**. The applicant constructs space for a child care facility that accommodates at least 25 children and executes a minimum ten-year lease with a certified child care provider offering a reduced rent at fifty percent (50%) or less the rent per square foot for the next least expensive commercial space within the development.

7. **LIMITATION ON CONVENTIONAL CHAIN BUSINESSES**. The applicant prohibits Conventional Chain Businesses within the project and includes incubator spaces for local entrepreneurs.

8. **SIGNIFICANT ACTIVATED PUBLICLY ACCESSIBLE OUTDOOR SPACE.** The applicant provides thirty-five percent (35%) or more Publicly Accessible Outdoor Space that includes a long-term programming plan for activated Publicly Accessible Outdoor Space that provides music, entertainment, and seasonal activation.

G. **CITY COUNCIL REVIEW**. The City Council shall review project enhancements proposals considering adherence to the standards outlined in this Section, hold a public hearing, and either approve or deny the request. Approved projects shall return to the Planning Commission for standard application processing.

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H. **PROGRAM REVIEW AND AMENDMENTS.** The City Council has the discretion to review and update the Project Enhancements on a two-year schedule to assess the effectiveness of the program and enhancements implemented through successful projects. As part of this review, the Planning Department will identify evolving market conditions that may affect feasibility of specific criteria.

15-2.27-7 PARKING REQUIREMENTS

A. **APPLICABILITY.** All Development existing prior to the adoption of the BPMX District is subject to the parking regulations that were in effect at the time of Development. A Property Owner of a Development existing prior to the adoption of the BPMX District may request a reduction in parking through a Conditional Use Permit pursuant to Section 15-2.27-3. New Development and redevelopment within the BPMX District is subject to the following parking requirements in addition to requirements outlined in Chapter 15-3 *Off-Street Parking*.

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

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

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Table 15-2.27-7(B)(1) RESIDENTIAL PARKING RATIO REQUIREMENTS	
USE	**PARKING RATIO (NUMBER SPACES)**
Multi-Unit Dwelling, Apartment/Condominium not greater than 1,000 sf floor Area	1 per Dwelling Unit
Multi-Unit Dwelling, Apartment/Condominium greater than 1,000 sf and less than 2,000 sf floor Area	1.5 per Dwelling Unit
Multi-Unit Dwelling, Apartment/Condominium 2,000 sf floor Area or greater	2 per Dwelling Unit

2. **NON-RESIDENTIAL USES**. In non-residential projects, or for non-residential space associated with primarily residential Structures, the following parking requirements shall apply. Also refer to LMC Section 15-15-1 *Definitions* for clarification of Uses. Uses may also qualify for additional parking via Underground Parking if proven project enhancements are provided.

Table 15-2.27-7(B)(2) NON-RESIDENTIAL PARKING RATIO REQUIREMENTS	
USES	**PARKING RATIO REQUIREMENTS (NUMBER SPACES)**

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Auditorium and Assembly Hall	1 space per 5 seats
Bank	2 spaces per 1,000 sf of net leasable floor Area
Bar	3 spaces per each 1,000 sf of net leasable floor area
Café/Deli	2 spaces per 1,000 sf of net leasable floor Area
Child Care Center	1 space per on-duty staff per shift and 1 space per 6 children
Commercial Use	4 spaces per 1,000 sf of net leasable floor Area
Disabled Care Elder Care Group Care Facility	1 space per 2 bedrooms plus 1 space per employee per shift, or 2 spaces per 3 employees per shift, whichever is greater
Flex Industrial	1 space per 1,000 square feet of floor area and 1 space for every 2 employees in the largest shift
Hospital, Limited Care	1 space per 2 beds
Hotel, Boutique	0.5 spaces per room, and 1 space per 200 sf of separately leasable commercial space

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Indoor Entertainment, Theater	1 space per 4 seats or 5 spaces per 1,000 sf of floor Area depending on type of facility
Offices, General	2 spaces per 1,000 sf of leasable floor Area
Office and Clinic, Medical and Veterinary Clinic	5 spaces per 1,000 sf of leasable floor Area
Public and Quasi-Public Institution, Church, School Public Utility Uses	1 space per 5 seats, or 2 spaces per 3 employees, or 1 space per 1,000 sf of floor Area, whichever is greater
Retail & Service Commercial, Minor, Personal Improvement	0 spaces required for buildings that have less than or equal to 3,000 sf net leasable floor area Above 3,000 sf net leasable floor area is 3 spaces per 1,000 sf of net leasable floor area
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable floor Area
Restaurant	0 spaces required for buildings that have less than or equal to 3,000 net leasable floor area Above 3,000 sf net leasable floor area is 3 spaces per each 1,000 sf of net leasable floor area

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Restaurant, Outdoor Dining	Based on Site specific review at the time of CUP
Temporary Improvement	1 space per employee plus 1 guest space
Recreation Facility, Public Recreation Facility, Private	1 space per 4 seats or 3 spaces per 1,000 sf of floor Area, or 1 space per 3 persons rated capacity depending on type of facility
Temporary Improvement	1 space per employee plus 1 guest space

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

D. **PARKING MAXIMUMS.** No more than one hundred percent (100%) of the minimum required parking may be provided for newly constructed non-residential, mixed-use, or Multi-Unit Dwelling developments of ten (10) or more units when the new development is within a one-quarter (¼) mile of a transit stop. When the parking requirement is zero Parking Spaces, a maximum of five (5) Parking Spaces may be provided. Exceptions to the maximum parking limit may be approved by the Planning Commission if found to be consistent with Section 15-2.27-1 and to further the City's goals for reducing single-occupancy vehicle trips.

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

1. The parking requirement for Mixed-Use projects may be lowered if the Applicant submits a shared parking opportunity analysis, approved by the Planning Commission, which results in a peak-parking-demand measure that is less than the Parking Requirement established by this Section for Residential and Non-Residential Uses.

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

G. **UNDERGROUND PARKING**. All development within the BPMX District is encouraged to provide Underground Parking to promote a vibrant pedestrian friendly environment that reduces car-pedestrian conflict. If at least 90% of required parking is Underground Parking, the Planning Commission may reduce the Setbacks for the Underground Parking.

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

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

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

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

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

2. **PARKING REDUCTIONS FOR SITES WITH MULTIPLE USES**. For buildings or sites with multiple Uses, parking may be reduced. To calculate

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the parking requirement, calculate the sum of the minimum Off-Street parking requirements for the two Uses with the highest Off-Street parking requirement, and then multiply that sum by the number shown below for that combination of Uses.

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

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

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

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

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Retail	15%	25%	25%	NA	
Other Commercial	20%	25%	25%	20%	NA

3. **ADDITIONAL ALTERNATIVE STRATEGIES**. After any reduction in the required number of Off-Street Parking Spaces under Section 15-2.27-8(H) is applied, the alternative strategies described below may be combined for an additional parking reduction of up to ten percent (10%) or in amount otherwise approved by the Planning Commission.

   i. **DESIGNATED CAR SHARING PARKING.**

      1. **Car Share Parking and Use**: The Applicant shall provide on-site car share parking in a location accessible to project users that is mutually agreed upon by the developer and car share operator and approved by the Planning Commission.
      2. **Electric Vehicles**: The car share vehicles shall be electric vehicles unless otherwise approved by the Planning Commission. The developer shall install Electric Vehicle Charging Stations and at least one Direct Current Fast Charger for the electric car share vehicles. The developer shall ensure that electricity is provided to the Electric Vehicle Charging Stations and Direct Current Fast Charger at no cost to the car share operator or user.

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The Applicant is responsible for ensuring sufficient and continuous electricity supply to power the Electric Vehicle Charging Stations and Direct Current Fast Chargers and covering all costs associated with electricity usage during the term of the binding agreement.

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

ii. **ELECTRIC VEHICLE CHARGING STATIONS**. Electric Vehicle Charging Stations and Direct Current Fast Chargers (i.e., spaces with approved charging infrastructure for Electric Vehicles consistent with Section 15-3-11) that are in addition to the Electric Vehicle Parking Spaces required to be provided pursuant to Section 15-3-11 shall

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count as two Parking Spaces, for up to a maximum of five (5) additional Electric Vehicle Parking Spaces.

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

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

5. **UNBUNDLED PARKING.** Applicants proposing unbundled parking, wherein parking spaces are sold or leased separately from the residential unit or non-residential space to incentivize a reduction in vehicles while allowing for those with vehicles to pay for car storage, may request a parking reduction. The Applicant must submit to the Planning Commission a parking management plan demonstrating that the costs associated with parking will not be embedded in the cost of the residential or non-residential use. The parking management plan must also demonstrate parking equity for those units that are deed-restricted affordable.

6. **CUMULATIVE PARKING REDUCTION**. No development may be granted a cumulative parking reduction greater than fifty percent (50%) for non-residential Uses or greater than twenty percent (20%) for residential Uses as

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provided in Sections 15-2.27-8(H)(1), (2), and (3), unless approved by the Planning Commission.

15-2.27-8 TRANSPORTATION DEMAND MANAGEMENT

A. **APPLICABILITY.** A Transportation Demand Management (TDM) Plan is required for all development projects. Two (2) TDM Plan levels shall apply as described below.

1. **LEVEL 1 TDM PLAN.** A Level 1 TDM Plan is required for all development described below:
    a. Multi-Unit Dwellings: 10 - 44 Dwelling Units
2. **LEVEL 2 TDM PLAN.** A Level 2 TDM Plan is required for all projects that require a Traffic Impact Study (TIS) (i.e., development adds twenty-five (25) or more peak hour vehicle trips) as described below:
    a. Multi-Unit Dwellings: 45 Dwelling Units and greater
    b. Boutique Hotel: 40 – 75 rooms
    c. Retail: 3,000 square feet or greater
    d. Office: 3,000 square feet or greater
    e. Restaurant: 2,500 square feet or greater

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

1. Remodels or expansions of existing residential units that do not increase the total number of residential units;

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2. Remodels or expansions of Commercial, Retail, Office, Hotel, or mixed-use projects involving no more than 500 square feet of commercial net leasable space or two (2) lodging rooms or units;
3. Any Boutique Hotel with fewer than ten (10) rooms;
4. Retail less than 3,000 square feet;
5. Office less than 3,000 square feet; and
6. Restaurant less than 2,500 square feet.

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

1. Identification of the applicable TDM strategies to be implemented based on the size of the project and estimated number of trips generated.
2. Implementation plan for each TDM strategy, including timelines, responsibilities, and budget allocations.
3. Monitoring and evaluation plan, submitted annually to the Planning Department, to track the effectiveness of TDM strategies and adjust them as needed. At their discretion, the Planning Director may require additional Planning Commission review and modifications as needed.

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

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1. Participation in an annual travel survey of residents and employees for the first four (4) years of building occupancy. Employers on Sites subject to an approved TDM Plan shall submit the survey results to the City.
2. Provide the following information to employees and/or residents on an annual basis:
    a. Carpooling/vanpooling information;
    b. Transit schedules and route information;
    c. Information on air pollution and alternatives to single-occupancy vehicle trips;
    d. Bicycle route and facility information, including local bicycle maps, locations of nearest outdoor bicycle parking or enclosed bicycle storage, locations of bicycle share locations, and bicycle safety information; and
    e. Information on walking and biking to work, pedestrian and bicycling safety, and all-weather walking shoes and traction devices for shoes and bicycle tires in winter/ice conditions.
3. One strategy from the Supplemental TDM Menu (see Section 15-2.27-8(F)).

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

1. All Level 1 required components.

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2. Establishment of a TDM Coordinator to directly support commute programs, implement mobility programs, and develop transportation policies and initiatives.
3. Employee parking cash-out program.
4. Unbundle parking for residential Dwelling Units at minimum.
5. Two strategies from the Supplemental TDM Menu (see Section 15-2.27-8(F)).

F. **SUPPLEMENTAL TDM MENU.** Supplemental TDM strategies over and above the applicable Level 1 or Level 2 TDM Plan requirements may be implemented to reduce the amount of required Parking for non-residential Uses. When three (3) or more of the following strategies are provided in addition to the applicable Level 1 or Level 2 TDM Plan requirements, the Planning Commission may approve up to a twenty percent (20%) reduction in the required parking for non-residential Uses.

1. Alternative work schedules/flex-time.
2. Preferential Parking for carpool or vanpool vehicles.
3. Employee shower facilities.
4. Provision of on-Site or Off-Site multimodal transportation improvements at the discretion of the Planning Commission, such as:
    a. Pedestrian network improvements (e.g., providing sidewalks that are wider than the required minimum width),
    b. Construct or improve a bike facility (e.g., providing improved safety of bicycle facilities serving key transit nodes), or

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c. Construct transit-supportive treatments (e.g., traffic calming near transit stop, transit stop enhancements and amenities, etc.).

5. On-site child care facilities.
6. Facilities and equipment to encourage telecommuting (e.g., video-conferencing facilities and equipment).
7. Contributions to funds for local and regional facilities such as park-and-ride lots, multimodal transportation centers, satellite work centers, etc. as approved by the City Council.
8. On-Site amenities such as cafeterias, restaurants, automated teller machines, and other services that would eliminate the need for additional trips.
9. Transit incentives for employees such as additional pay for carpoolers, etc.
10. Plans for delivery of goods at off-peak times and/or plans and facilities for centralized deliveries of goods for multi-tenant facilities.

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

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approved by the City within a reasonable timeframe, as determined by the Planning Director.

15-2.27-10 SUSTAINABILITY REQUIREMENTS

A. **APPLICABILITY.** All Development within the BPMX District should strive to support the City's Net Zero goals through the implementation of sustainable design including active transportation considerations, low embodied carbon materials, waste reduction through comprehensive materials recover, and operational programming and technologies to reduce short- and long-term impacts on the environment.

B. **REQUIREMENTS.** All projects within the BPMX should strive to achieve a low Energy Use Intensity (EUI) per building type including improved insulation and thermal efficiency, EnergyStar and WaterSmart appliances and fixtures, energy efficient lighting, low-flow plumbing fixtures, sensors and timers that control water flow, lighting and temperature, and on-site Renewable Energy Systems.

New buildings should strive to obtain third party certification of the use of sustainable construction techniques and building materials. The City Resolution for Net Zero Buildings programs in effect at the time of Application should be considered.

15-2.27-12 CONVENTIONAL CHAIN BUSINESSES

A. APPLICABILITY. This Section provides guidance on Conventional Chain Businesses in the BPMX District.

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Existing businesses within the BPMX District that meet the definition of a Conventional Chain Business as of July 10, 2025, may continue pursuant to Chapter 15-9.

New Development and redevelopments inclusive of a business that meets the thresholds outlined in the Conventional Chain Business Definition in Section 15-15-1 must meet the requirements outlined below. This Section shall not apply to Banks, Grocery Stores, Gyms, and Indoor Entertainment Facilities as defined in Section 15-15-1.

B. **REQUIREMENTS.**

a. The proposed Conventional Chain Business is an Allowed or Conditional Use in Section 15-2.27-3.
b. Conventional Chain Businesses shall not exceed 30% of the total commercial square footage within a single development.
c. The Conventional Chain Business provides local entrepreneurs with an opportunity to offer distinct services or sell locally made products.

15-2.27-13 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS

A. **OUTDOOR DISPLAY OF GOODS PROHIBITED**. Unless expressly allowed as a Conditional Use, all goods including food, beverage, and vending machines must be within a completely enclosed Structure. New construction of enclosures for the storage of goods shall not have windows and/or other fenestration that exceeds a wall-to-window ratio of thirty percent (30%). This Section does not preclude temporary sales in conjunction with a Special Event License, sidewalk sale, or seasonal plant sale.

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

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

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d. The Use does not impede pedestrian circulation.

e. The Use does not impede emergency Access or circulation.

f. Design of the outdoor grill or beverage service station is Compatible with the adjacent Buildings and Streetscape.

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

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

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

a. The Area of the proposed bicycle, kayak, motorized scooter, and canoe storage or display is on private Property and not in Areas of required parking or landscaped planting beds.

b. Bicycles, kayaks, and canoes may be hung on Buildings if sufficient Site Area is not available, provided the display does not impact or alter the architectural integrity or character of the Structure.

c. No more than a total of fifteen (15) pieces of equipment may be displayed.

d. Outdoor display is only allowed during Business hours.

e. Additional outdoor bicycle storage Areas may be considered for rental bicycles, provided there are no or only minimal impacts on landscaped Areas, parking spaces, and pedestrian and emergency circulation.

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

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

   b. The merchandise is displayed on private Property directly in front of or appurtenant to the Business which displays it, so long as the private Area is in an alcove, recess, patio, or similar location that provides a physical separation from the public sidewalk. No item of merchandise may be displayed on publicly owned Property including any sidewalk or prescriptive Right-of-Way regardless of if the Property Line extends into the public sidewalk. An item of merchandise may be displayed on commonly owned Property; however, written permission for the display of the merchandise must be obtained from the Owner's association.

   c. The display is prohibited from being permanently affixed to any Building.

   d. The display does not diminish parking or landscaping.

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

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

5. **OUTDOOR EVENTS AND MUSIC.** Outdoor events and music require an Administrative Conditional Use permit. The Use must also comply with Section 15-1-10, Conditional Use review. The Applicant must submit a Site plan and written description of the event, addressing the following:
   a. Notification of adjacent Property Owners.
   b. No violation of the City Noise Ordinance, Title 6.
   c. Impacts on adjacent Residential Uses.
   d. Proposed plans for music, lighting, Structures, electrical signs, etc.
   e. Parking demand and impacts on neighboring Properties.
   f. Duration and hours of operation.
   g. Impacts on emergency Access and circulation

15-2.27-14 SIGNS

A. APPLICABILITY. Signs are allowed in the BPMX District as provided in Title 12 *Sign Code*. The following signs are prohibited in the Frontage Protection Overlay Zone (FPZ):

1. "A" Frame, Sandwich Board and Sidewalk or Curb Signs.
2. Permanent Banners and Pennants.
3. Billboards and Other Off-Premises Signs.
4. Moving/Variable Message Signs. Electronically controlled copy changes, or any other signs that move or use movement to emphasize text or images.

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5. Neon and Neon Appearing Signs. Neon lights, similar gas-filled light tubes, and lighting made to appear as neon are prohibited, except when used for indirect illumination and in such a manner as to not be directly exposed to public view. This includes technology that simulates or mimics neon signs through the use of LED lights or other methods.
6. Portable and Wheeled Signs.
7. Signs Causing Direct Glare. A sign or illumination that causes any direct glare into or upon any public right-of-way, adjacent lot or building other than the building to which the sign may be accessory.
8. Signs Creating Optical Illusion. Signs with optical illusion of movement by means of a design which presents a pattern capable of reversible perspective, giving the illusion of motion or changing of copy.
9. Signs Obstructing Egress. A sign which obstructs any window or door opening used as a means of ingress or egress, prevents free passage from one part of a roof to any other part, interferes with an opening required for ventilation or is attached to or obstructs any standpipe, fire escape or fire hydrant. A sign which obstructs the free movement of pedestrians on sidewalks, pedestrian malls, trails or any other public access way.
10. Signs on Parked Vehicles. Signs placed on or affixed to vehicles and/or trailers, including bicycles, which are parked on a public right-of-way, public property or private property so as to be visible from a public right-of-way where the apparent purpose is to advertise a product or commercial service or activity, or direct people to a business or commercial activity located on

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the same or nearby property. However, this is not in any way intended to prohibit signs placed on or affixed to vehicles and trailers, such as lettering on motor vehicles, where the sign is incidental to the primary use of the vehicle or trailer for transportation.

11. Unsafe Signs. Any sign which: (1) Is structurally unsafe; (2) Constitutes a hazard to safety or health by reason of inadequate maintenance or dilapidation; (3) Is not kept in good repair; (4) Is capable of causing electrical shocks to persons likely to come into contact with it; (5) In any other way obstructs the view of, may be confused with or purports to be an official traffic sign, signal or device or any other official government regulatory or informational sign; (6) Creates an unsafe distraction for vehicle operators or pedestrians; (7) Obstructs the view of vehicle operators or pedestrians entering a public roadway from any parking area, service drive, public driveway, alley or other thoroughfare; (8) Is located on trees, rocks, light poles or utility poles, except where required by law; or (9) Is located so as to conflict with the clear and open view of devices placed by a public agency for controlling traffic or which obstructs a motorist's clear view of an intersecting road, alley or major driveway.

15-2.27-14 EXEMPTED EXISTING TRANSIENT USES

The following Uses in the existing properties as of adoption of Ordinance No. 2025-18 shall remain Allowed Uses in the BPMX District for the properties listed, notwithstanding individual units may not currently contain such uses and qualify as Non-Conforming Uses:

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A. Hotel

a. 1800 Park Avenue - 180 Hotel Rooms

B. Nightly Rentals

a. 1900 Homestake Road – Homestake Condominiums, 42 units

b. 1800 Homestake Road - Claimjumper Condominiums, 28 units

c. 1637 Short Line Road - Copper Bottom Inn, 33 units

These properties may be improved as outlined in Chapter 15-9 *Non-Conforming Uses and Non-Complying Structures*.

15-2.27-16 RELATED PROVISIONS

A. Fences and Walls. Section 15-4-2.

B. Satellite Receiving Antenna. Section 15-4-13.

C. Telecommunication Facility. Section 15-4-14.

D. Parking. Chapter 15-3.

E. Landscaping. Title 14; Sections 15-3-3 and 15-5-5(N).

F. Lighting. Sections 15-3-3 and 15-5-5(J).

G. Park City Sign Code. Title 12.

H. Architectural Review. Chapter 15-5.

I. Snow Storage. Section 15-3-3.

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15-6.1-3 ZONING DISTRICTS AND USES

1. **ZONING DISTRICTS**. Affordable Master Planned Developments are Allowed in the following Zoning Districts:
    1. Residential Development
    2. Residential Development Medium
    3. Residential Medium
    4. Recreation Commercial
    5. General Commercial
    6. Bonanza Park Mixed Use District
    7. Light Industrial
    8. Community Transition
    9. Historic Commercial Business
    10. Historic Recreation Commercial, east of Park Avenue
2. **USES**. An Affordable Master Planned Development can only contain Uses that are Allowed or Conditional in the Zoning District in which it is located.
3. **COMMERCIAL USES**. An Affordable Master Planned Development may include up to 10,000 square feet of Commercial, Retail, Office, Public, and Quasi-public Uses.

15-2.20-4 Lot And Site Requirements

Lot and Site Requirements and Building Heights for all Development Activities and uses within the Frontage Protection Zone must be consistent with the underlying Zoning District and are subject to the following additional requirements:

1. Regardless of the zone Setback and Yard requirements, except as otherwise provided herein, no Structure shall be allowed within thirty feet (30') of the nearest highway Right-of-Way. An exception to this requirement shall be granted for two (2) municipal identification signs, one within the Utah State Highway 224 entry corridor, and the other within the Utah State Highway 248 entry corridor, provided that Park City Municipal Corporation is the Applicant and subject to approval pursuant to Municipal Code Section 12-9-1(L).
2. All Construction Activity, including permanent signs, in the Setback Area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use permit and is subject to all applicable review criteria as stated in Section 15-1-10. Review of projects within the FPZ shall include design review criteria as stated in LMC Chapter 15-5.
3. Development proposed within the BPMX District and FPZ shall comply with Chapter 15-2.27.
4. EXCEPTIONS. Minor remodels and facade improvements for existing Structures within the FPZ, including free standing signs shall require an Administrative Permit with approval by the Planning, Engineering, and Building Departments. Construction of at Grade sidewalks, trails, public plazas, and temporary signs in

the FPZ Setback Area requires an Administrative Permit with approval by the Planning, Engineering, and Building Departments.

5. Essential public facilities such as bus shelters, bus lanes, Public Transit Amenity Areas, highways, directional signs, and utility installations within the FPZ shall require an Administrative Permit or Administrative Conditional Use permit with approval by the Planning, Engineering, and Building Departments. Overhead electric bus charging infrastructure is prohibited.
6. To minimize curb cuts, driveways, and Access to Park City's primary highways and Streets, Access to Property in the FPZ shall be from existing City Streets when possible, rather than direct highway Access. Common driveways between adjoining projects shall be used when possible. Driveways must be placed where they create the least interference with through traffic on highways.
7. The Planning Department shall review all proposals for pedestrian and bicycling pathways and trails through the FPZ. Trails and sidewalks may occupy Setback Areas. Open Space, preservation of view corridors, protection and enhancement of Sensitive Lands such as wetlands and meadows, and buffer Areas shall be considered in the review.

All Fences in the FPZ must be one of the following styles:

1. Wooden rail,
2. Architecturally Compatible solid wood and natural stone,
3. Stock Fences,
4. Various forms of steel Fencing as determined and approved by the Planning Department, not including chain link Fencing.

15-15-1 DEFINITIONS

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ART/PLACEMAKING ELEMENTS. Features that reflect the identity and character of an area, such as murals, statues, and sculptures. Dark sky-compliant lighting may be allowed. Signage is excluded to maintain adherence to the sign code.

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ATTAINABLE HOUSING. Housing that is priced affordable to households with incomes between 81 and 150 percent of AMI.

. . . .

BANK. A financial institution engaged in providing services such as accepting deposits, cashing checks, lending money, and offering financial products or services, including but not limited to savings and checking accounts, loans, mortgages, and investment advisory services. Ancillary uses may include ATM facilities, safe deposit boxes, etc.

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

. . . .

DENSITY BONUS. Zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed in exchange for providing a defined Project Enhancement.

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FLEX INDUSTRIAL. A zoning or land-use classification designed to accommodate a mix of light industrial, production, and commercial activities, often aimed at supporting locally-owned businesses that produce goods and services for the surrounding community. Flex industrial spaces are versatile, allowing for uses such as small-scale manufacturing, craft industries, and local production facilities (e.g., a brewery supplying beer to nearby businesses), while maintaining compatibility with neighborhood character. This classification also serves as a mechanism to preserve and grandfather in pre-existing industrial uses, ensuring their continued contribution to the local economy and community identity.

. . . .

GREEN COMMUNITY SPACE. Publicly Accessible Outdoor Space suitable for year-round use, and of a high design quality with gathering spaces, seating areas, play structures, and/or public art.

1. **AMENITY TERRACE.** Publicly Accessible Outdoor Space like a rooftop deck or terrace that includes communal recreation or aesthetic uses.
2. **COMMUNITY GARDEN.** Publicly Accessible Outdoor Space that includes a garden.
3. **FLEXIBLE SPACE.** Publicly Accessible Outdoor Space that is multi-use. Can be used for individual enjoyment or for events.
4. **PLAZA AREA.** Publicly Accessible Outdoor Space defined by surrounding buildings or streets.
5. **POCKET PARK.** Publicly Accessible Outdoor Space like a small park.

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6. **PUBLIC COURTYARD.** Publicly Accessible Open Space between buildings and walls.

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GROCERY STORE. Medium to large commercial facility (typically 10,000–50,000 square feet) that provides essential access to food and goods, strategically located to support community needs, enhance accessibility, and contribute to local economic and social infrastructure.

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GYM. A facility primarily designed and equipped for physical exercise, fitness training, or recreational activities, which may include, but is not limited to, weightlifting equipment, cardio machines, fitness classes, personal training services, and areas for sports or athletic activities. Ancillary uses may include locker rooms, saunas, retail sales of fitness-related merchandise, and food or beverage services.

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HOTEL/HOTEL CONDOMINIUM/MOTEL. A Building containing lodging rooms for the occupancy of guests for compensation on a nightly basis that includes facilities such as restaurants, bars, spas, meeting rooms, on-site check-in lobbies, recreation facilities, group dining facilities, and/or services customarily associated with hotels, such as concierge services, shuttle services, room service, and daily maid service (collectively referred to as a "Hotel"). Lockout Units, Bed and Breakfast Inns, and Boarding Houses are not Hotels. Hotels are considered a lodging Use and ownership of units may be by a condominium or timeshare instrument Hotel rooms may include a Lockout Unit.

1. Hotel, Major. A Hotel with more than fifteen (15) Hotel Rooms.

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2. Hotel, Minor. A Hotel with fewer than sixteen (16) Hotel Rooms.

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

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INDOOR ENTERTAINMENT FACILITY. An establishment or enterprise for the purpose of amusing or entertaining persons for profit or non-profit and generally contained within a structure. Such uses include~~, but are not limited to,~~ a theater, playhouse, cinema, performing arts, planetarium, discovery center, museum, ~~or~~ bowling alley, or other use when determined by the planning commission that the proposed indoor entertainment facility use is compatible with the underlying Zoning District.

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MAJOR OPEN SPACE. A substantial area of undeveloped land, often publicly accessible, preserved for purposes such as recreation, conservation, or enhancing visual appeal. Examples include large parks, nature preserves, or prominent greenway corridors within a community.

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MAJOR TRANSIT STOP. A transit stop that is served by at least two fixed transit routes with frequency of service intervals of twenty (20) minutes or less during peak periods and includes a waiting shelter consistent with City standards.

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

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

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PARKING.

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

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PEDESTRIAN AMENITY. An intentionally designed and meaningful open space that prioritizes human scale and enhances the pedestrian experience. Integrates nature and urban design, contributing to the appeal and functionality of commercial and mixed-use neighborhoods.

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

. . . .

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

. . . .

PUBLICLY ACCESSIBLE OUTDOOR SPACE. Green Community Spaces and Open Spaces that are suitable for year-round use, and are of a high-quality design with gathering spaces, seating areas, play structures, and public art that incorporate Universal Design Principles offering unrestricted access and enjoyment for people of all ages.

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

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

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

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UNBUNDLED PARKING. When parking spaces are sold or leased separately from the Residential Unit or non-residential space to incentivize a reduction in vehicles while allowing for those with vehicles to pay for car storage.

. . . .

UNIVERSAL DESIGN PRINCIPLES. Principles through public and private spaces are designed to have equal access by people of all ages and abilities, with little or no need for adaptation or specialized design.

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

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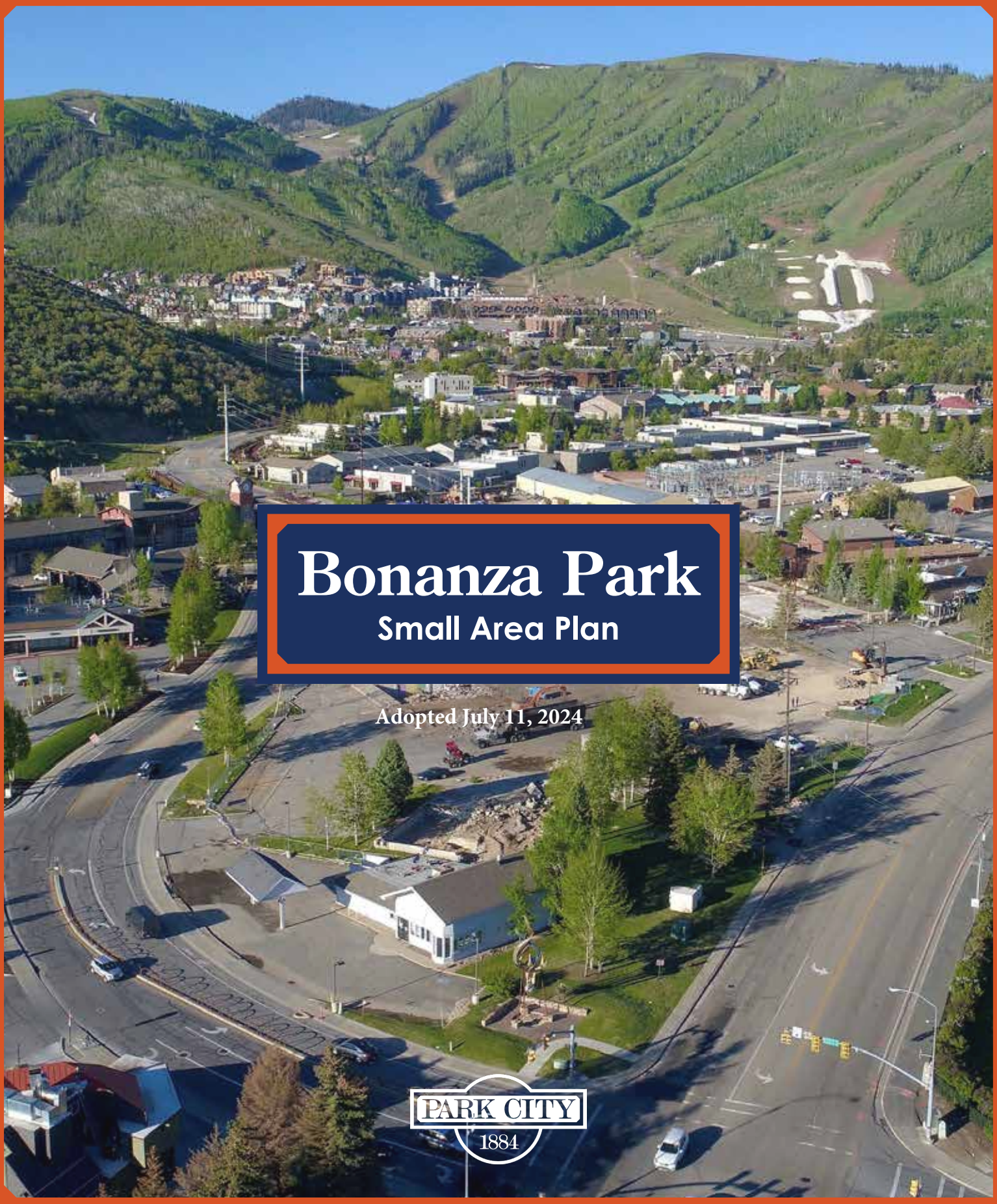

Bonanza Park

Small Area Plan

Adopted July 11, 2024

PARK CITY
1884

MKSK FEHR & PEERS future→iQ

Bonanza Park
Small Area Plan

This vision for Bonanza Park represents thousands of ideas, comments, and conversations we conducted through this process. We thank Parkites for their passion and engagement.

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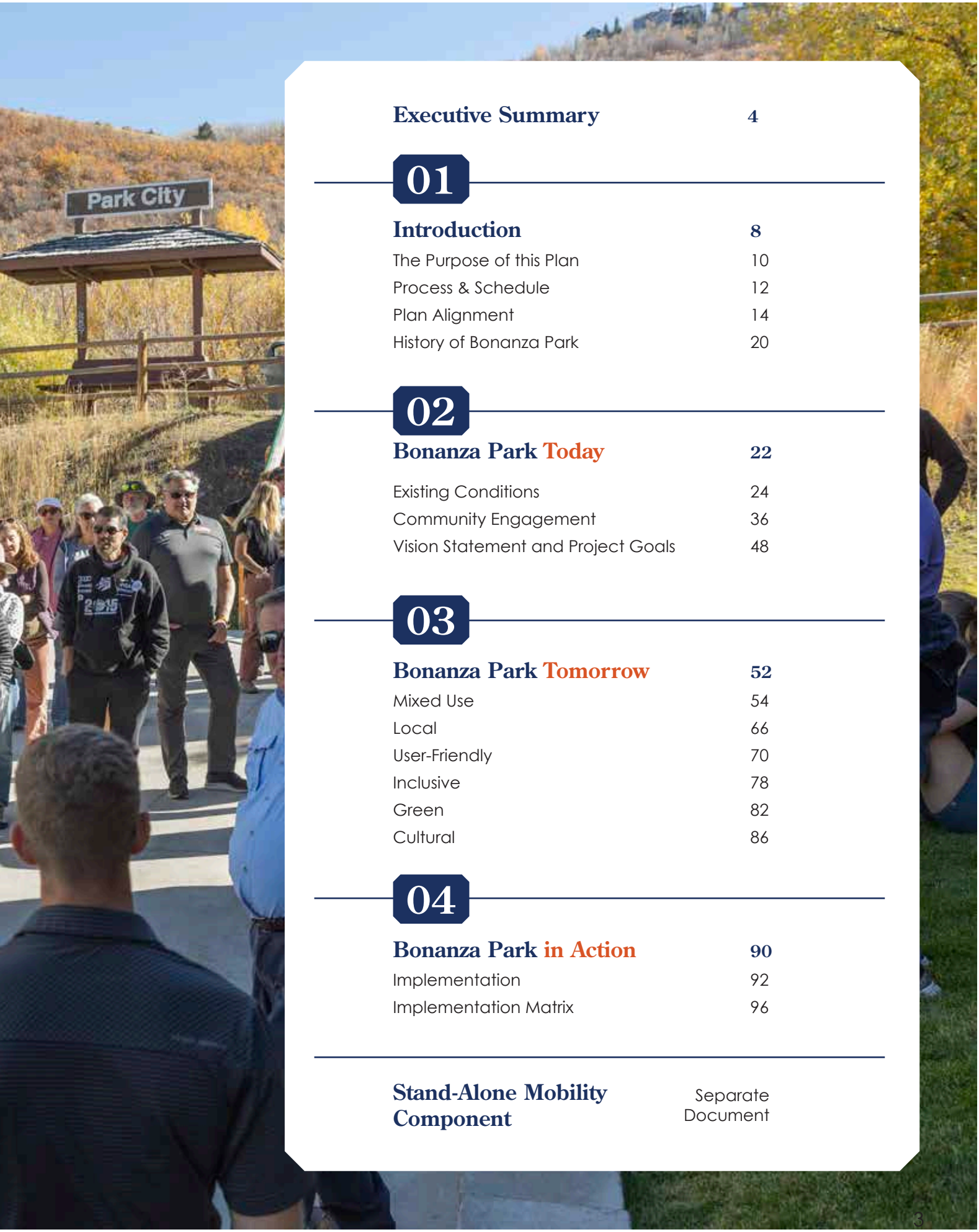

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Executive Summary

Mixed Use | Local | User-Friendly | Inclusive | Green | Cultural

A community-driven vision for Bonanza Park

The Bonanza Park Small Area Plan is a long-term vision that builds on the area's rich history and its meaningful place in the community.

With community engagement at its core, this plan re-imagines Bonanza Park as a more walkable, mixed-use, and livable community that continues to serve and be home to Parkites of all ages, incomes, and backgrounds. With a vision statement, six project goals, and 19 recommendations, this plan will guide public and private investment in Bonanza Park for the next ten years.

More than 1,500 Park City voices helped shape the ideas and concepts in this plan. The planning process included three community meetings, two online surveys, 12 stakeholder roundtables, a project website with interactive features, and additional in-person engagement such as walking tours, coffee and pastries events, and meetings with students. The planning process was led by Park City Staff, with multiple touchpoints between the planning team, Planning Commission, and City Council at the culmination of three phases of community engagement. The process was advised by a 14-member Advisory Group including community leaders, business owners, and residents, that met four times through this process at key milestones to provide feedback to the planning team.

The plan's engagement set the foundation for a

1,500+
Park City Voices Engaged

- **3 Community Meetings** (500+ Attendees)
- **2 Online/Paper Surveys** (970 Responses)
- **12 Stakeholder Roundtables** (62 Stakeholders)
- **4 Advisory Group Meetings** (13 Members)
- **Ongoing Project Website**
- **Additional In-Person Engagement**

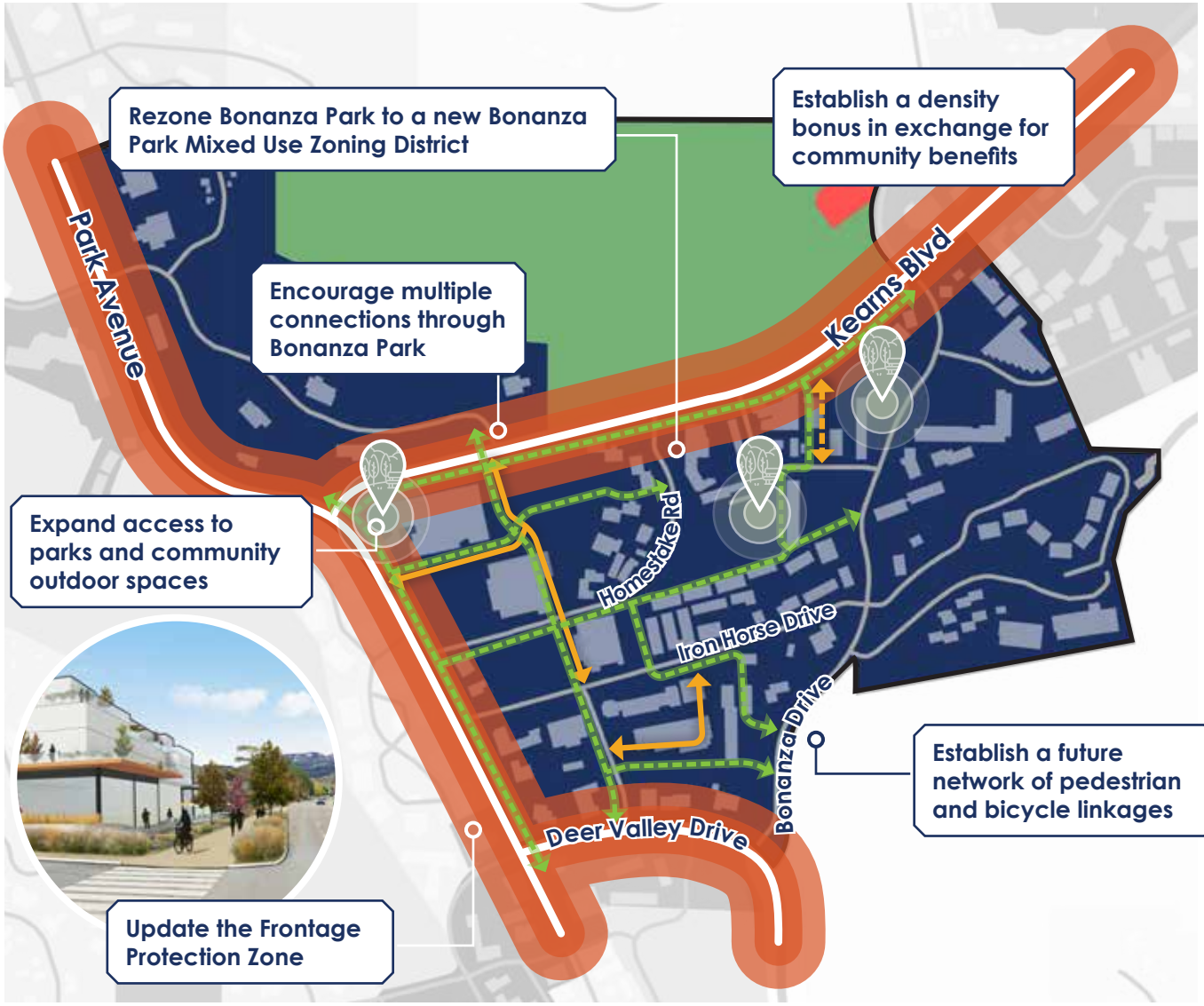
Vision Statement & Project Goals

Bonanza Park is a neighborhood where Parkites gather to shop, dine, and express local art and culture. The Bonanza Park of tomorrow will build on this vibrancy to become a more walkable, connected, livable, and inclusive community for current and future Parkites of all ages.

project vision statement that helped synthesize the community's hopes, needs, and expectations for the future of Bonanza Park. This statement, along with the results from the first phase of engagement, set the framework for the development of six project goals. These goals establish desired outcomes for Bonanza Park that are supported by the community and create the topic areas by which the plan's recommendations are organized. The goals were introduced to the community at the second community meeting, and were revised, refined, and added to following community feedback. The goals, listed below and shown in the accompanying graphic, build on what Parkites described as the future for Bonanza Park:

- **Bonanza Park is Mixed Use:** The Bonanza Park of tomorrow will be a mixed use neighborhood with livability in mind.
- **Bonanza Park is User-Friendly:** The future Bonanza Park will be a safe haven for pedestrians, cyclists, and transit riders.
- **Bonanza Park is Local:** Bonanza Park will continue to be a locals neighborhood that serves Parkites through and through.
- **Bonanza Park is...Inclusive:** Bonanza Park will remain attainable to Park City's workforce.
- **Bonanza Park is Green:** Bonanza Park will add community gathering spaces and new sustainable development.
- **Bonanza Park is Cultural:** Bonanza Park will weave arts and culture into the community fabric.

Key Recommendations



One of the plan's key recommendations, and a major tool in ensuring that Bonanza Park grows into a more vibrant neighborhood, is the creation of a new Bonanza Park Mixed Use Zoning (BPMX) District to replace the current outdated and more commercial- and auto-driven zoning. This future BPMX is an umbrella recommendation that will enable and overlap with many of the concepts and ideas in many of the plan's goals. The BPMX will not only establish a zoning tool that is appropriate for the area's existing conditions, but it will also guide growth and development for key redevelopment sites in Bonanza Park. The BPMX does so by encouraging a mix of uses and providing a path toward increasing building heights to 45-feet through the addition of a density bonus in which developers provide significant community benefit in return for increased density.

Understanding that this additional density, while largely supported by the community, will impact viewsheds in Park City's scenic corridors, the plan also recommends updating the Frontage Protection Zone (FPZ). Updates to the FPZ will ensure that development along these key corridors will honor Park City's scale and character and will ensure that any increases to allowable building heights with community benefits, are stepped back to protect mountain views.

- Bonanza Park Mixed Use Zoning
- ROS - Recreation Open Space
- Frontage Protection Zone
- Potential Future Connections
- Potential Future Bike/Ped Links
- New park/outdoor space

The plan also has a clear and definitive focus on improvements to the public realm to support this additional density and create an environment in which Parkites can safely walk, bike, and ride transit. The plan's User-Friendly goal ensures that all streets in Bonanza Park include basic pedestrian facilities, such as sidewalks and marked crossings at intersections, and all current sidewalk gaps identified in this plan are addressed. As well, the plan recommends potential future pedestrian and trail connections within the neighborhood to fix a connectivity gap between the nearby Rail Trail, the McLeod Creek Trail, and Poison Creek Trail.

The plan also includes recommendations to ensure that Bonanza Park remains a "locals' neighborhood," such as policies to limit chain businesses, creating new community gathering spaces, and working with the development community to build more affordable and workforce housing. As the home for the Kimball Art Center, Bonanza Park is also a significant hub for Park City's art scene. Through recommendations in the Cultural goal, this plan builds on this momentum to encourage new public art and placemaking elements throughout the neighborhood.

Combined, these recommendations will facilitate the vision for Bonanza Park and create the community that Parkites desire.

Mixed Use	**Create a mixed use neighborhood with livability in mind**
MU1	Create a Bonanza Park Mixed Use District
MU2	Update the Frontage Protection Zone
MU3	Establish development guidelines for new multifamily and mixed-use buildings
Local	**Support locally-owned business & entrepreneurship**
L1	Limit nightly rentals, hotels, and timeshares
L2	Limit conventional chain businesses
L3	Cap commercial square footage per building
User-Friendly	**Create a safe & intuitive network for pedestrians, cyclists, and transit users**
UF1	Establish a future network of pedestrian and bicycle linkages through Bonanza Park
UF2	When considering development proposals, encourage multiple connections through Bonanza Park
UF3	Leverage future developments to fund and implement mobility improvements
UF4	Create a vibrant pedestrian-oriented neighborhood
Inclusive	**Expand the availability of affordable and workforce housing units**
I1	Work with the development community to build more affordable and workforce housing
I2	Establish bold affordability metrics to guide decision-making
I3	Work with residents and property owners to preserve naturally occurring moderate income housing
I4	Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.
Green	**Create a more welcoming and sustainable community**
G1	Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park
G2	Provide examples of publicly accessible green spaces or outdoor community spaces
G3	Incentivize sustainable development within Bonanza Park
Cultural	**Weave arts and culture into the community fabric**
C1	Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.
C2	Ensure that public art is meaningfully incorporated into development proposals

01

Introduction

This Chapter Includes:

Plan Purpose

Process & Schedule

Plan Alignment

History of Bonanza Park

The Purpose of this Plan

The Bonanza Park Small Area Plan addresses the planning needs and policy goals of residents, business owners, and stakeholders.

Located just north of Old Town, Bonanza Park is considered by many a "local's" neighborhood. Home to hundreds of residents and businesses, the area is where Parkites come to shop, run errands, recreate, and visit local destinations.

Over the last five years, Bonanza Park and its nearby areas have continued to welcome new visitors and residents. Within its boundary, current and proposed developments will bring in new residential units, restaurants, hotel rooms, and retail.

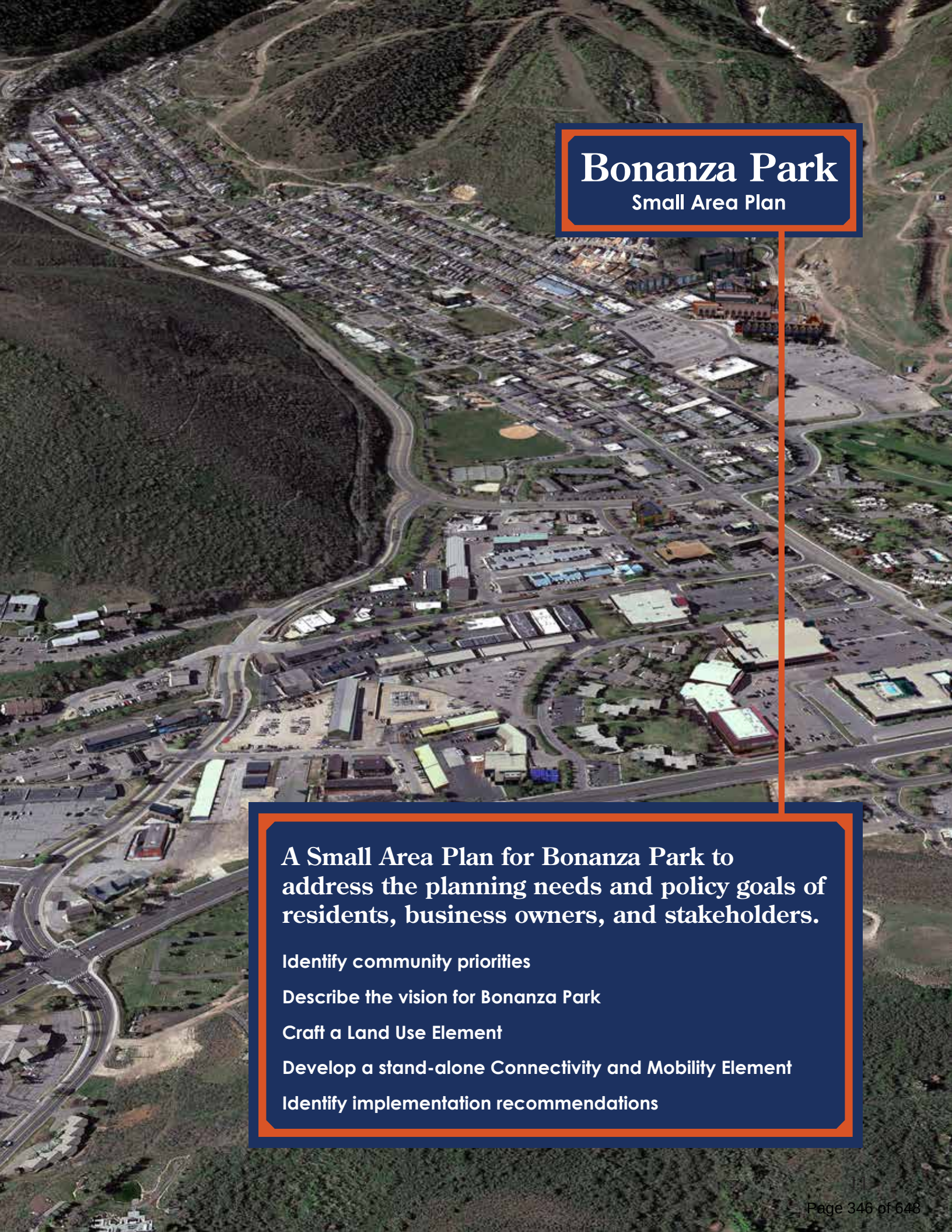
As such, Bonanza Park is at the crux of a transformation. With more redevelopments on the horizon, the neighborhood may experience a significant shift in its character and scale. From a redevelopment of the five acre site at the intersection of Kearns Boulevard and Bonanza Drive, to a potential redevelopment of the DoubleTree Hotel site, the future Bonanza Park and Iron Horse District will likely include hundreds of new residents, businesses, and destinations. **With walkability and livability in mind, the time to plan for the future of Bonanza Park is now.**

This plan is an opportunity to reflect on the past, examine current trends, and chart a future for this expected growth. As redevelopment occurs, this plan sets a vision to align improvements with the needs and expectations of Parkites.

This plan does so by engaging the Park City Community to establish a long term vision for the neighborhood, and outline recommendations that get the community closer to this vision. Through community meetings, online surveys, walking tours, stakeholder roundtables, and one-on-one engagement with community groups, this plan represents the ideas, aspirations, and optimism of more than 1,500 Park City voices engaged through this process.

Their vision for the future of the neighborhood is distilled through a single vision statement for the future of the community, followed by six project goals outlining focus areas. A series of recommendations are introduced under each goal in the third chapter of this document, Bonanza Park Tomorrow.

Together, this vision, the goals, and the recommendations will help steer Bonanza Park toward a more walkable, connected, livable, and inclusive community for current and future Parkites.



Bonanza Park
Small Area Plan

A Small Area Plan for Bonanza Park to address the planning needs and policy goals of residents, business owners, and stakeholders.

- Identify community priorities
- Describe the vision for Bonanza Park
- Craft a Land Use Element
- Develop a stand-alone Connectivity and Mobility Element
- Identify implementation recommendations

Process & Schedule

Launched in May of 2023, the 14-month process was divided into six major project tasks from project kickoff to plan adoption.

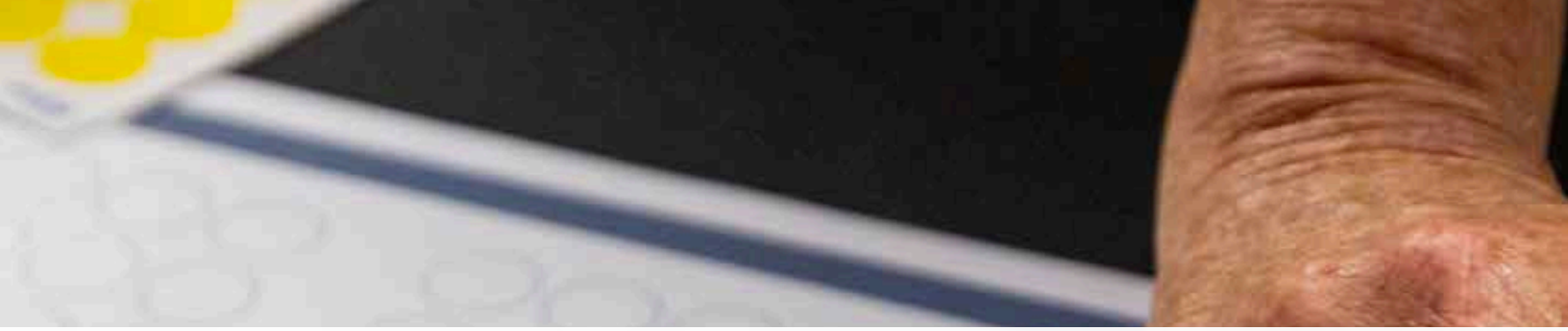
The Bonanza Park Small Area Plan was led by Park City Municipal Corporation (PCMC) Planning Staff, in collaboration with a consultant team composed by planning and design firm MKSK, engagement specialists FutureIQ, and mobility and transportation experts Fehr and Peers. Between May of 2023 and June of 2024, this planning team engaged with the Park City community and steered this process from kickoff through plan adoption.

The planning process was guided by a Project Management Team (PMT) composed of PCMC Staff, meeting biweekly with members of the planning team. This PMT reported on progress to Park City's Planning Commission and City Council.

As seen on the graphic on the adjoining page, the first three tasks of this process, from May to July of 2023, consisted of project initiation and understanding, and included the first phase of community engagement. Starting with a kickoff meeting with the Advisory Group on May 23 and a Community Kickoff Meeting on July 19, 2023, and culminating with an update to City Council to share engagement results on August 29, 2023, the first phase of engagement provided initial direction for the plan's vision and goals.

The plan's second phase of engagement occurred in Task 4, between August and November of 2023, overlapping with the development of the plan's land use and connectivity frameworks. This second phase, which included a third meeting with the Advisory Group and a second Community Meeting on October 18, 2023, culminated with an update to Planning Commission on January 10, 2024 and City Council on January 11, 2024, to share Phase 2 Engagement results.

Tasks 5 and 6 oversaw the third and final phase of engagement, and the creation of this final document outlining the plan's process and recommendations. This third phase of engagement included a fourth Advisory Group Meeting on February 14 and a third and final Community Meeting on April 9, 2023. Following this meeting, the plan's adoption process, including meetings with Planning Commission and City Council, occurred between May and July of 2024.



Community Engagement Phase 1

Task 1: Define plan timetable and existing conditions [May 2023]

Existing Conditions Assessment

Plan Alignment

Advisory Group Meeting 1 (May 23, 2023)

Task 2: Develop a community engagement plan [June 2023]

Project Website Launch

Stakeholder Roundtables

Stakeholder Roundtables (July 20, 2023)

Task 3: Develop neighborhood vision & plan goals/objectives [July 2023]

Plan Goals and Objectives

Vision Statement

Advisory Group Meeting 2 (July 19, 2023)

Community Meeting 1 (July 19, 2023)

Community Engagement Phase 2

Task 4: Develop plan components [August 2023 - January 2024]

Land Use Component

Stand-Alone Mobility Component

Advisory Group Meeting 3 (October 18, 2023)

Community Meeting 2 (October 18, 2023)

Task 5: Develop an implementation plan [January 2024 - April 2023]

Land Use and Mobility Component Refinement

Implementation Strategy

Community Engagement Phase 3

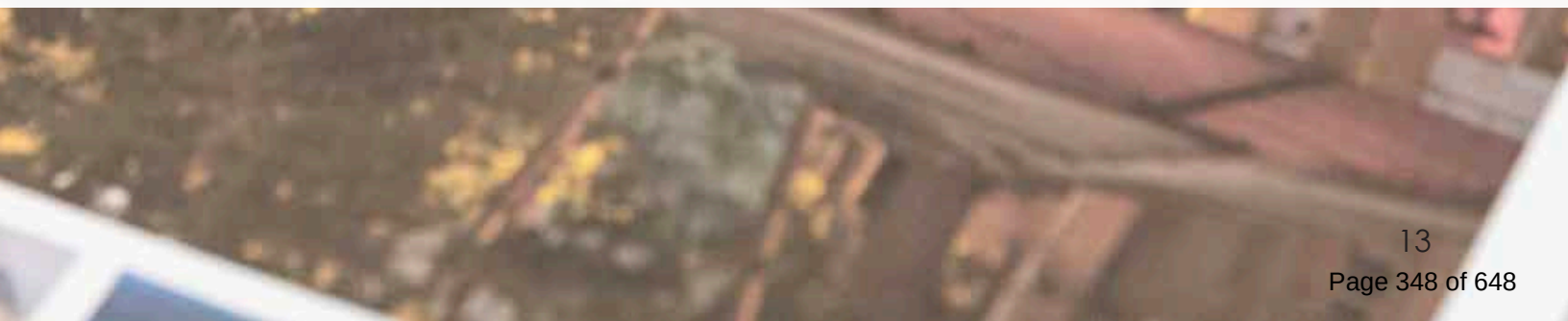
Task 6: Develop Final Report and Plan Adoption [January - June 2024]

Final Document

Advisory Group Meeting 4 (February 14, 2024)

Community Meeting 3 (April 9, 2024)

Adoption Process



Plan Alignment

An analysis of previous and ongoing planning efforts in Park City that overlap with the site boundaries of this project

Throughout the last decade, Park City has engaged its residents in various planning processes. These plans, studies, and visioning documents establish a strong foundation for the Bonanza Park Small Area Plan. The plans touch on issues and themes relevant to Bonanza Park and this plan, from housing and transportation needs, to citywide goals and visioning.

At the onset of this planning process, the planning team conducted a review of the most recent and applicable studies, listed to the right. These studies were examined through the lens of their applicability to Bonanza Park to help understand the study area from a regional and citywide perspective. Their inclusion into this study honors and respects the thousands of Parkites engaged through these plans.

Plans Reviewed:

Draft Bonanza Park Plan (2012, Not Adopted)

Park City General Plan (2014)

Transportation Demand Management Report (2016)

Arts + Culture Master Planned Development Submittal (2020)

Affordable Housing Assessment (2021)

Park City Vision 2020 (2021)

Sustainability Plan (2022)

Rail Trail Master Plan (2022)

Moderate Income Housing Plan (2022)

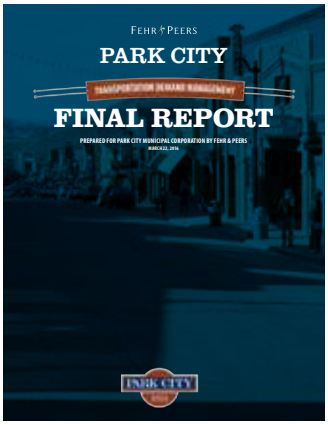
Park City Forward - Long Range Transportation Plan (2022)

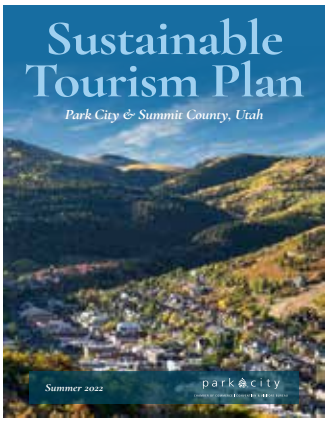
Park City Forward Vision Summary (2022)

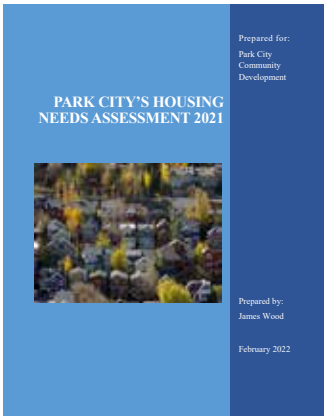
Short-Range Transit Plan (2016 and 2023 Update)

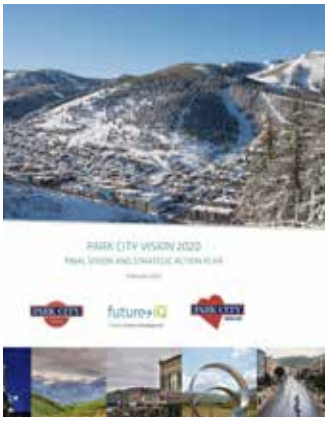
5-Acre Site Feasibility Study (2023-2024, concurrent)

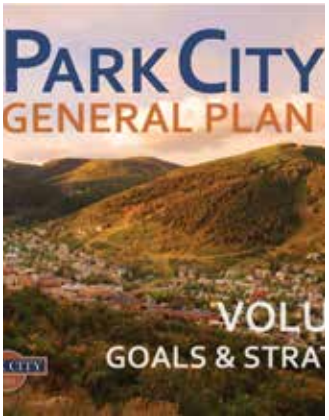
PARK CITY
SHORT RANGE
TRANSIT PLAN
2023


FEHR PEERS
PARK CITY
FINAL REPORT
PREPARED FOR PARK CITY MUNICIPAL CORPORATION BY FEHR & PEERS

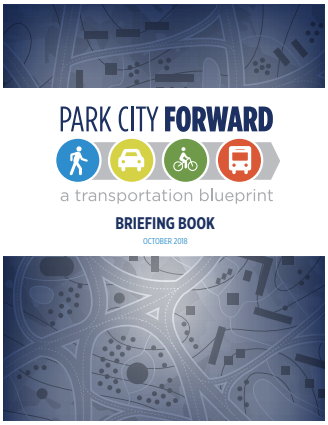

Sustainable
Tourism Plan
Park City & Summit County, Utah
Summer 2022
park city


PARK CITY'S HOUSING
NEEDS ASSESSMENT 2021
Prepared for:
Park City
Community
Development
Prepared by:
James Wood
February 2022


PARK CITY VISION 2020
future>IQ


PARK CITY
GENERAL PLAN
VOLU
GOALS & STRA

Park City
RAIL TRAIL
MASTER
PLAN
FINAL PLAN
AUGUST 2022


PARK CITY FORWARD
a transportation blueprint
BRIEFING BOOK
OCTOBER 2018

Park City Vision 2020

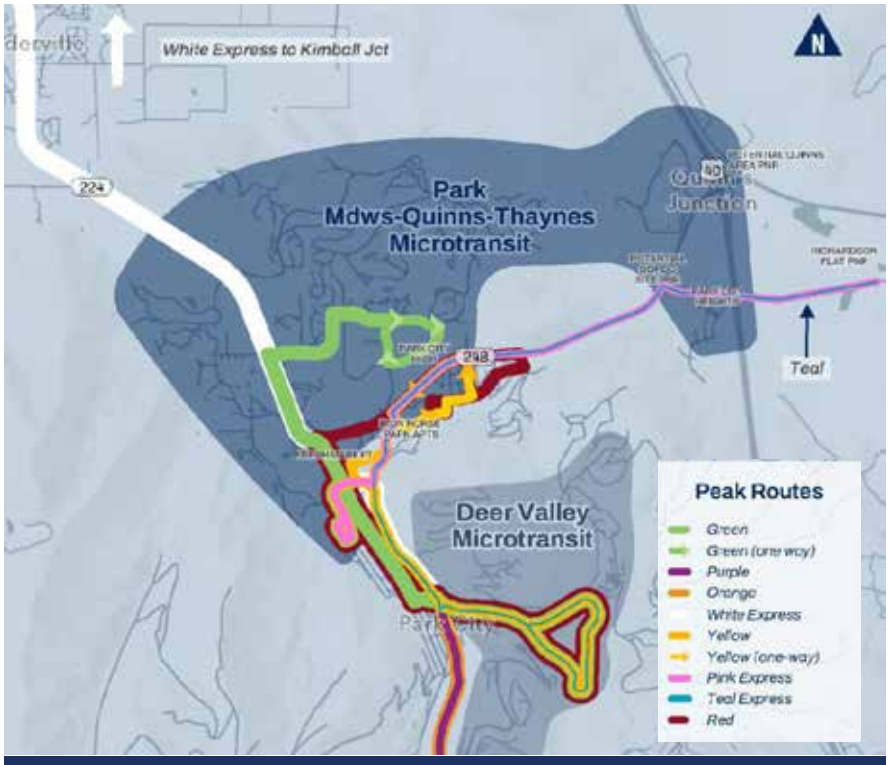
Through Vision 2020, Park City established a community-supported future of 'Embracing Bold Action'.

- Regional Approach: The scale of development occurring around Park City threatens to dwarf and overwhelm local efforts to manage growth and change.
- Social Fabric: Park City residents are concerned about neighborhoods turning over to nightly rentals, lack of affordability and displacement of locals.
- Living laboratory: Experimenting and testing new approaches to solve key challenges.

Transportation Plans (2016-2023)

Various transportation plans have identified priority projects around Bonanza Park.

- Improve sidewalks and crossings and develop multimodal improvements in the Bonanza District along Bonanza Drive, Park Avenue, Kearns Boulevard, and Deer Valley Drive (Park City Forward)
- SR-248 (Kearns Boulevard) has pronounced AM and PM peaks year-round, though they are more pronounced in the winter (TDMR).
- The 2023 Short Range Transit Plan recommends improvements to the SR-248 Corridor via new express routes with 15-20 minute peak frequency and longterm BRT (bus rapid transit) infrastructure.

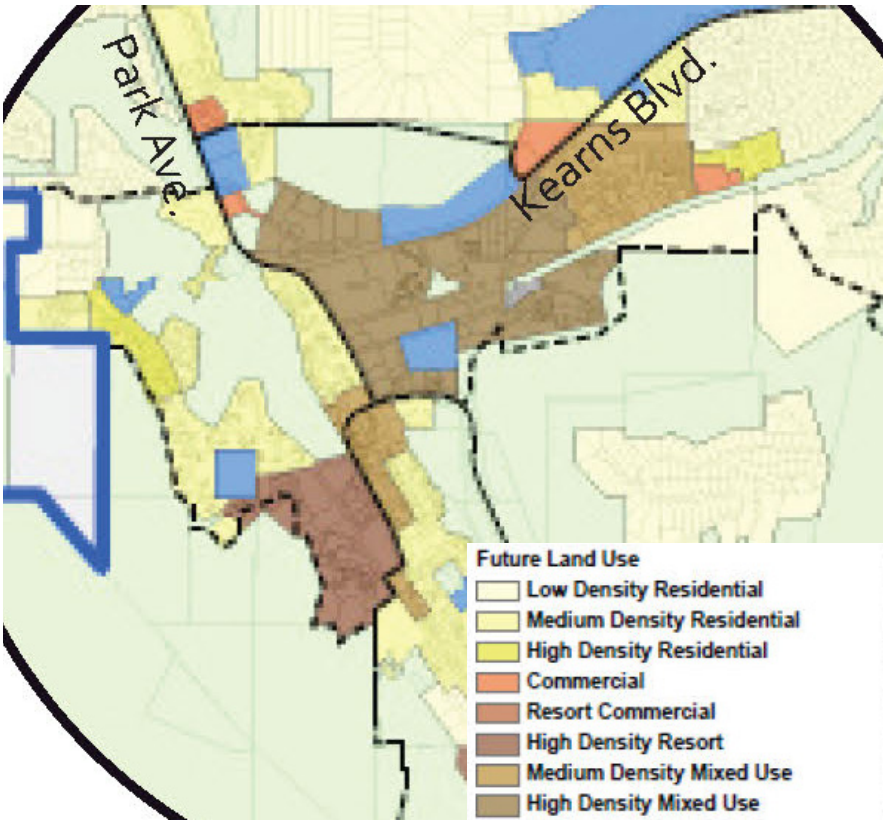


2023 Short-Range Transit Plan
2022 Park City Forward - Long-Range Transportation Plan
2016 Transportation Demand Management Report (TDMR)

Park City General Plan (2014)

The General Plan identifies Bonanza Park as a potential future compact, mixed-use center along a priority transit corridor.

- Future land uses for the neighborhood show a concentration of mixed use to replace commercial land uses.
- There is an opportunity to expand the Transfer of Development Rights (TDR) program for Bonanza Park to receive density from "sending zones."
- Establish a neighborhood economic development tool for the Bonanza Park District to utilize increased tax revenues into the redevelopment area.



Evolution of Place (2012) & General Plan (2014)

The General Plan described Bonanza Park and Snow Creek as "A mixed use neighborhood in which locals live and work."

- Gentrification is one of the greatest threats to the neighborhood's affordability.
- Light Industrial zoning is within walking proximity of residential units.
- Multifamily residential uses should be concentrated within the Bonanza Park redevelopment area to provide more Life-cycle Housing.
- Establish a limit on nightly rentals to protect the area as a locals neighborhood.

Images in the General Plan Neighborhoods Section reference the 2012 Bonanza Park - The Evolution of Place (2012, draft plan not adopted)

Housing Studies (2021 - 2022)

Both housing studies identified a need for affordable housing units in Park City.

- Park City has an inventory of 650 affordable housing units with a 99% occupancy rate, with 600 units planned for development by 2026 (Housing Needs Assessment).
- The city's affordable inventory meets the housing needs of about 6% of the workforce. The 600 units planned would bring the share to 11%, about 400 units short of the 15% goal.
- Park City will need to add 800 to 1,000 new units in the next five years, adding both rental and for-sale (80-20 ratio) to the inventory with rental units targeted to households at 63% or below AMI (Moderate Income Housing Plan).

Affordable Housing Assessment (2021)
Moderate Income Housing Plan (2022)

Arts & Culture District (2020)

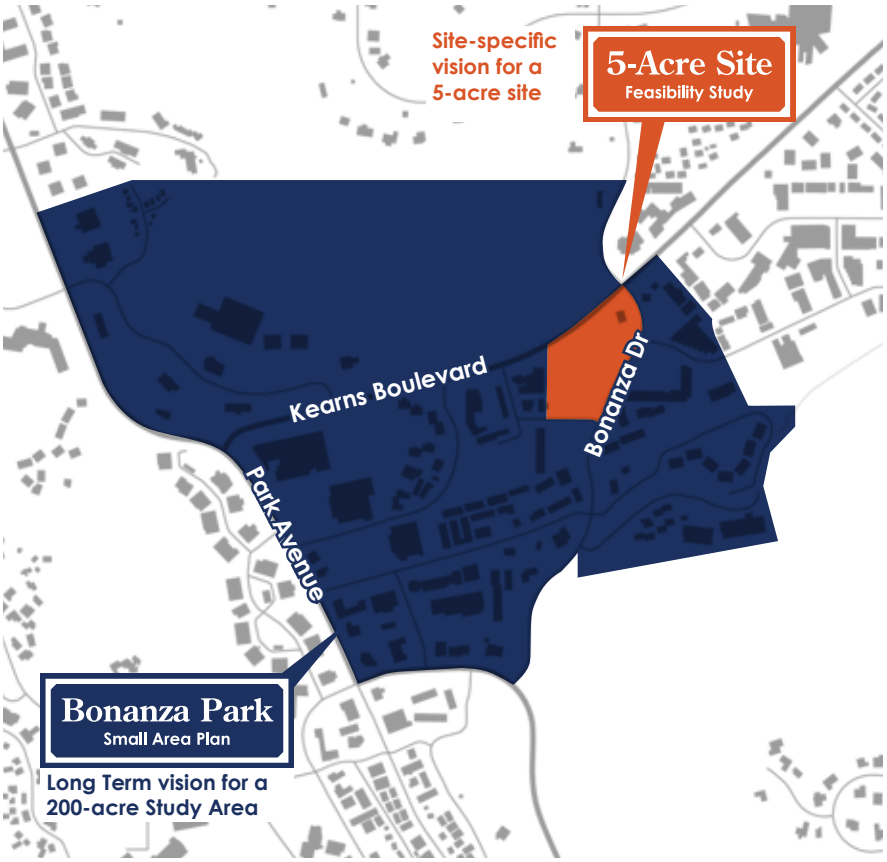
A previous planning study and development proposal for the 5-acre site included the following:

- Two cultural anchors - a permanent location for the Kimball Art Center and Utah offices for Sundance Institute.
- 50 rental units, ranging in size from 400 square feet to 900 square feet. Rents proposed as restricted workforce or otherwise affordable stock, with 8 restricted to artist-in-residency programs and 12 unfinished co-op spaces available to rent.
- A food hall with an anchor tenant as well emerging food purveyors.
- Creative spaces like classrooms, artist exhibition space, and event spaces.

5-Acre Site Feasibility Study (2023-2024, concurrent)

Running concurrently to this process and sharing engagement events, the 5 Acre Site Feasibility Study will craft a community-supported vision for the city-owned property at the intersection of Kearns Boulevard and Bonanza Drive. This feasibility plan, which shared engagement meetings with the Bonanza Park Small Area plan, focused entirely on the 5-acre site and included its own activities, presentation slides, and informational displays. This feasibility study:

- Identified best practices for community-based redevelopment.
- Engaged the community to understand and quantify support for various land uses and densities.
- Identified market and economic feasibility for development scenarios.
- Provided strategic recommendations for implementation next steps.



Bonanza Park History

Looking back to understand Bonanza Park's history and background, and how that will help us shape its future.

Bonanza Park served as Park City's northern entry corridor for nearly 100 years. While Old Town developed with commerce along Main Street and residences tucked within the Old Town canyons, Bonanza Park provided vast undeveloped land on the outskirts of town for small farms, pastures, and community gathering spaces like baseball fields and land for the circuses and carnivals that passed through town.

When rail came to town in the 1880s, two lines converged in Bonanza Park with support uses providing a much-needed link from the mines to the markets. When the first of Ford's "Tin Lizzies" arrived in Park City by rail in 1909, within a few years one of the neighborhood's major roads, Kearns Boulevard, was under construction to connect Park City with the broader region by car.

As more people passed through the neighborhood by car, in the 1930s, local Pop Jenks opened a popular restaurant at the corner of Park Avenue and Kearns Boulevard. In the 1940s, Coffee John's and Fred Ealy's gas station were built alongside.

Also in the 1940s, the open acreage in Bonanza Park became a dumping ground for Pacific Bridge, the company that reprocessed mill tailings, and properties within the neighborhood are now part of the Soils Ordinance Boundary to remediate the soils.

In the 1960s, as Park City transformed from a mining town to a resort town with the opening of Treasure Mountain Resort in 1963, Bonanza Park developed into a commercial and residential neighborhood, and a selling point was plenty of parking at a location away from congested Old Town.

Historical rail lines in Bonanza Park (Park City Museum)

Today, Bonanza Park is a neighborhood many call home and continues to be an area for local gathering, and a neighborhood that will transform in the coming decade through redevelopment.

Photos provided by the Park City Museum, unless noted otherwise

Anderson Lumberyard (current location of Boneyard).

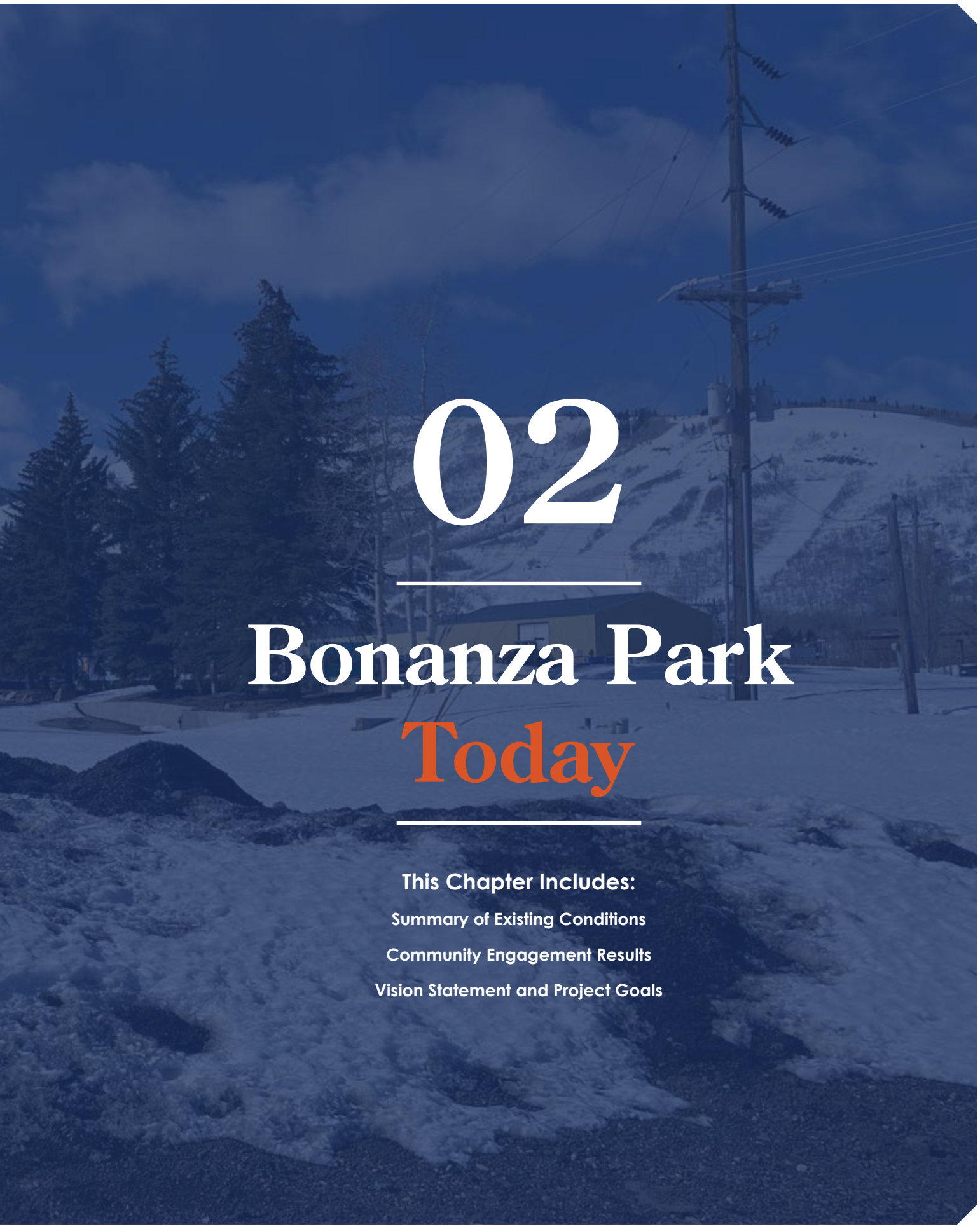
Pop Jenk's Cafe was a popular restaurant on the NE corner of Park Avenue and Kearns Boulevard. Subject to a fire, the location is now home to the Roadhouse Grill.

An early structure in Bonanza Park

Bonanza Park in 1938 (Source: Utah Geological Survey)

Construction of the Rail Trail

Bonanza Park in 1978 (Source: Utah Geological Survey)



02

Bonanza Park Today

This Chapter Includes:

Summary of Existing Conditions

Community Engagement Results

Vision Statement and Project Goals

Summary of Existing Conditions

Located at the geographical center of Park City, Bonanza Park is home to hundreds of residents, businesses, and daily visitors.

Bonanza Park is a diverse Park City neighborhood located just north of Old Town, centered around the intersection of Kearns Boulevard and Park Avenue. Bonanza Park is long considered where locals live, shop, and dine.

For the purposes of this plan the planning team focused on a 200-acre study area boundary established in Park City's 2014 General Plan, shown on the map in the adjacent page. Generally bound by Park Avenue to the west, Deer Valley Drive to the south, Bonanza Drive and Prospector to the east, and the Park City Cemetery toward Snow Creek Drive to the north, the study area encapsulates much of what Parkites anecdotally described Bonanza Park in the engagement process.

The neighborhood is largely composed of retail, commercial, and municipal uses, as well as large surface parking lots. With 159 businesses employing 1,393 workers (Esri, 2023), Bonanza Park is vital to Park City's local economy. The neighborhood is home to vital services and shopping destinations, such as two full-size groceries, banks, coffee shops, and a variety of restaurants.

Nonetheless, Bonanza Park continues to serve as one of Park City's residential neighborhoods, and is home to a 2023 population of 729 full time residents in 229 housing units (U.S. Census). Bonanza Park is mostly a plan where Parkites rent to live in their residence - a majority, or 54.1%, of the 181 households living in Bonanza Park rent their home, with 45.9% owning their home (Esri, 2020).

Demographics At a Glance

729
2023 Population in 184 Households (U.S. Census)

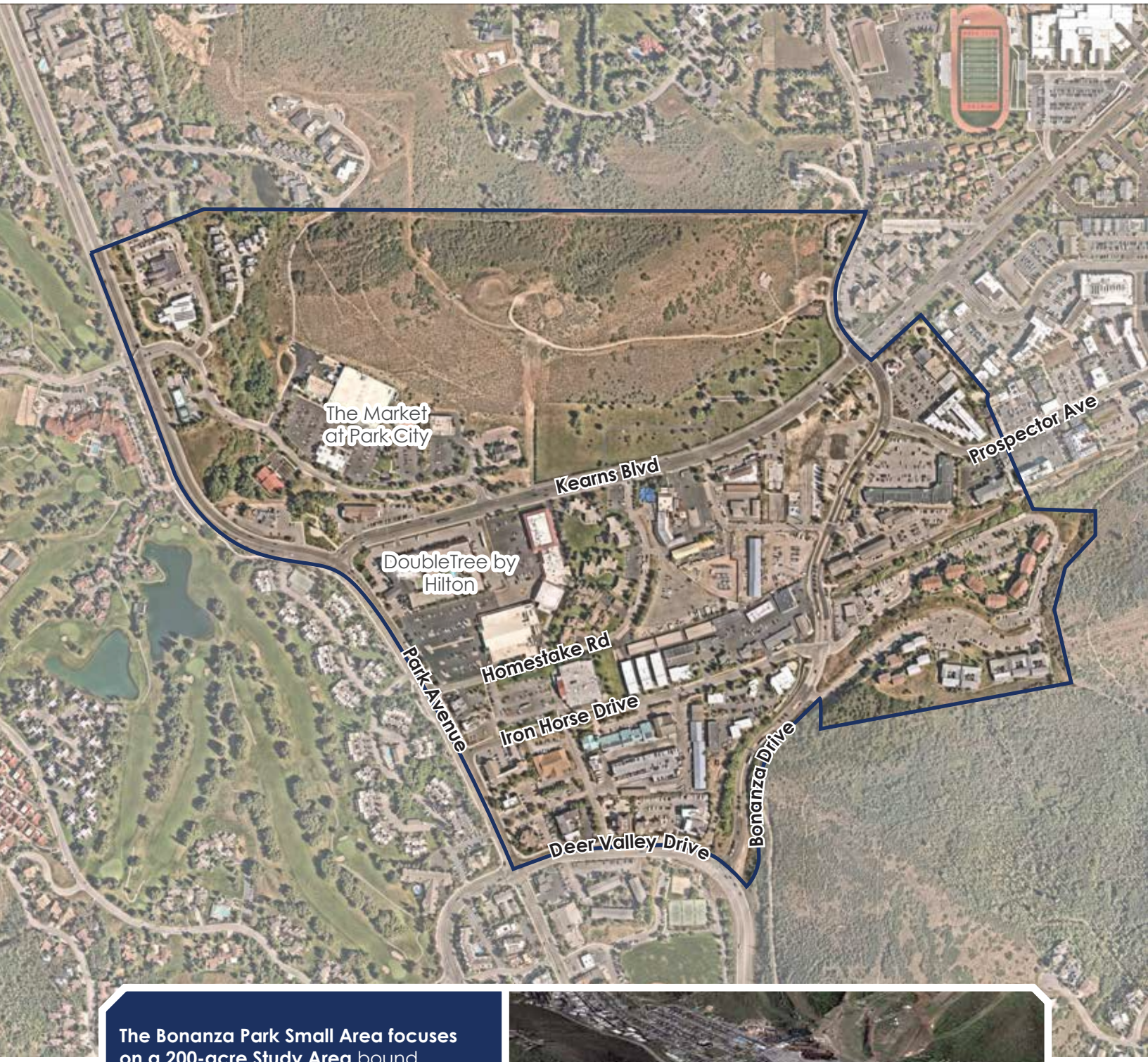
229
2020 Total Housing Units, 43.7% rentals (Esri)

$152,828
Median Household Income - $131,916 in Summit County (Esri)

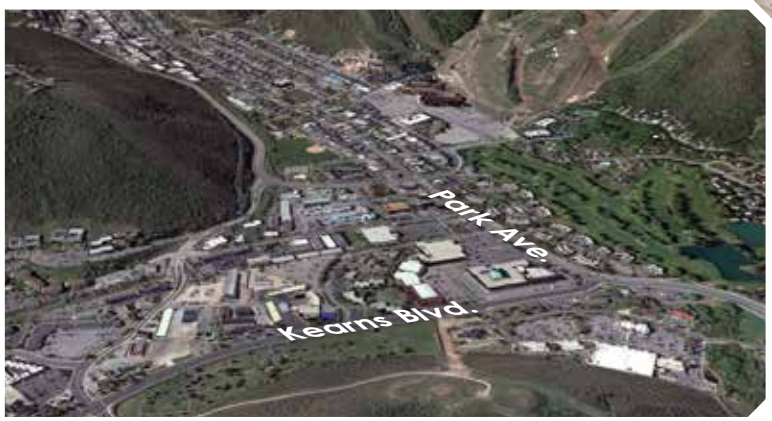
159
Total Businesses (Esri)

1,393
Total Employees (Esri)

Bonanza Park Study Area



The Bonanza Park Small Area focuses on a 200-acre Study Area bound by Park Avenue, Deer Valley Drive, Bonanza Drive, Prospector Square, and the Park City Cemetery toward Snow Creek Drive. Nonetheless, the Area Plan considered the neighborhood's connections and transitions to its nearby communities, as well as its positioning within Park City.



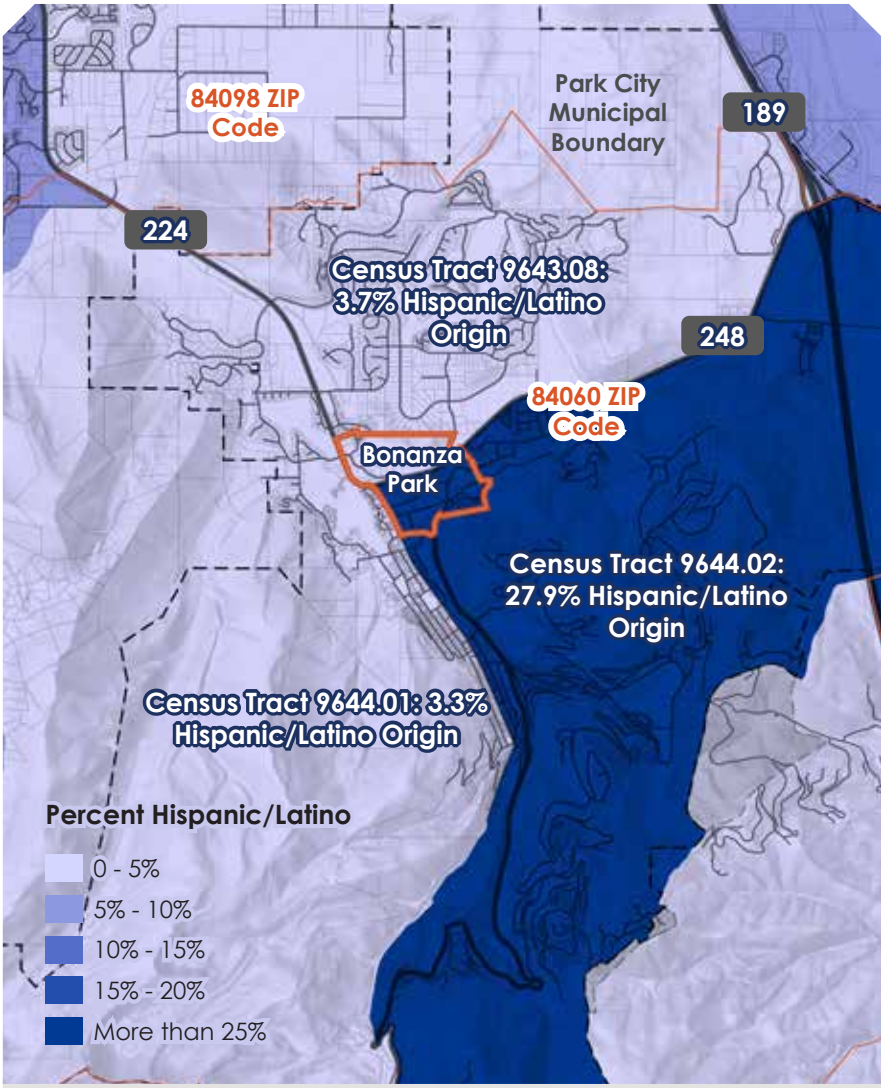
Percent Hispanic/Latino

Of its 2022 estimated citywide population of 8,374 residents, 15.3% are of Hispanic/Latino origin. As a hub for Park City's Latino community, Bonanza Park's 200-acre boundary has 44.3% of its population identifying as having Hispanic/Latino origin. This is a higher number than its surrounding census tracts, as shown on the map to the right (U.S. Census).

Bonanza Park is significant gateway into Park City. Its two main roadways, Park Avenue and Kearns Boulevard, funnel vehicular traffic into and out of the city from nearby State Route 189 and Interstate 80, respectively. As such, many tourists, residents, and commuters experience these corridors and move through Bonanza Park when heading toward Old Town and Park City's ski resorts.

As a geographical center for the city, Bonanza Park sits between vibrant residential and commercial communities. Nestled between the charming residences of Park Meadows, the mixed use character of Prospector, and the picturesque and world-renowned Old Town, Bonanza Park has the opportunity to connect the city.

Despite this centrality, and its location at the crux of various vibrant neighborhoods, Bonanza Park remains a neighborhood where many drive through, but few walk toward. Its auto-oriented physical nature, exacerbated by auto-oriented land uses and development patterns, both challenge connectivity and create an opportunity for this plan to explore.



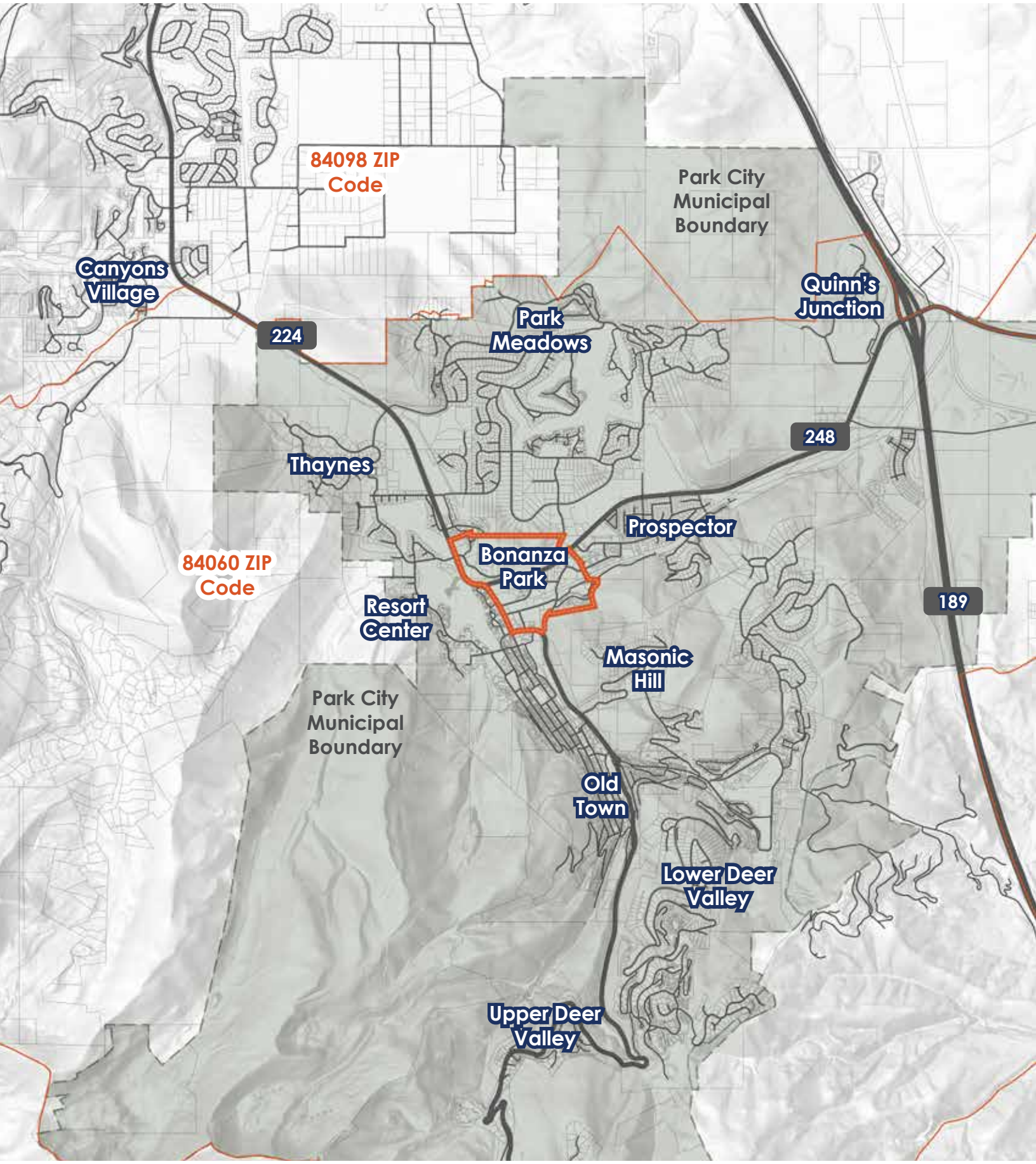
Bonanza Park Boundary 2023 Population by Race/ Ethnicity (Esri)

White	53.7%
Black	0.8%
American Indian	0.4%
Asian	2.9%
Pacific Islander	0.0%
Some Other Race	28.8%
Two or More Races	13.3%

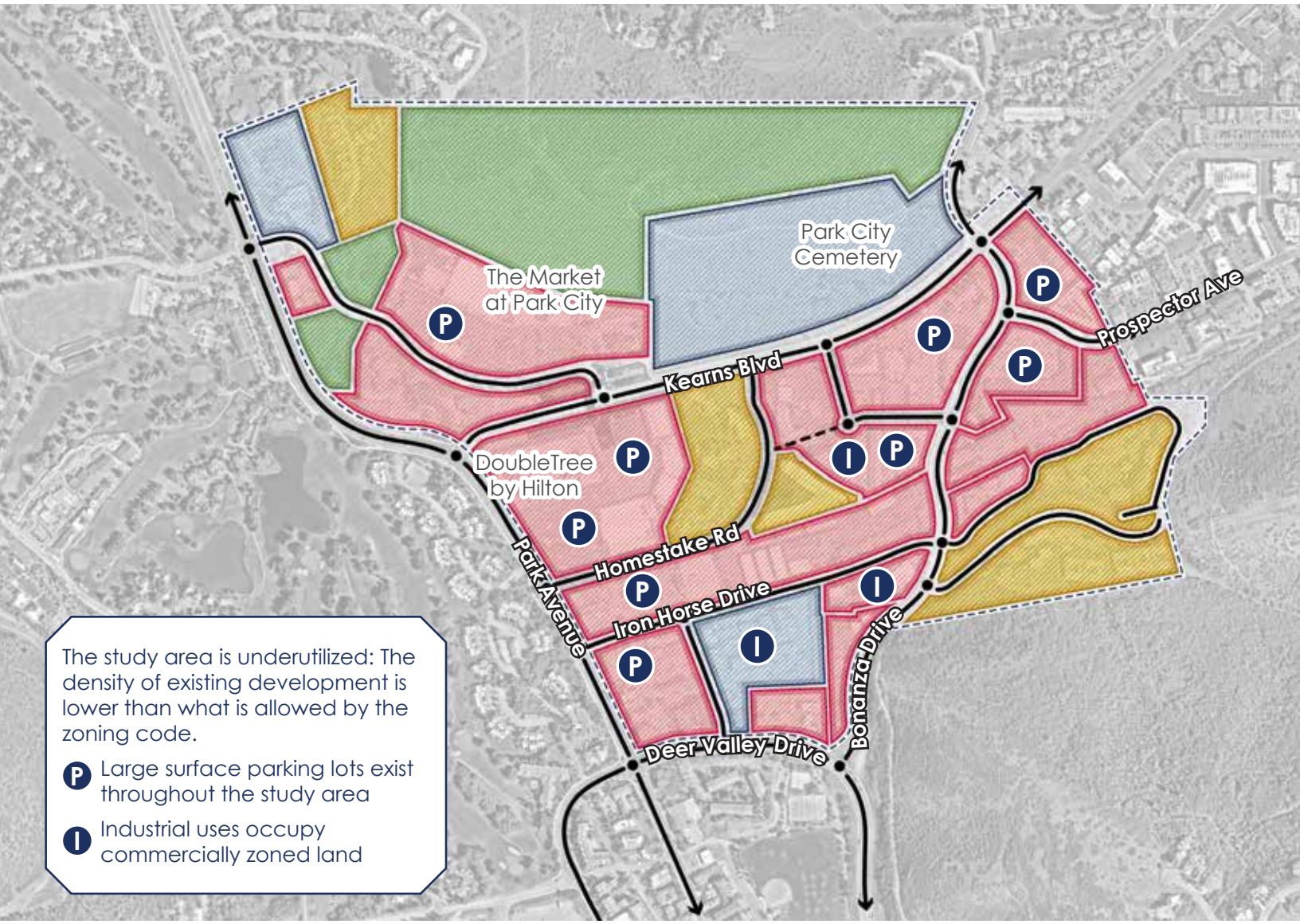
44.3%

Bonanza Park Hispanic Origin of 2023 Population (Esri)

Bonanza Park Regional Context



Existing Land Uses & Underutilized Areas



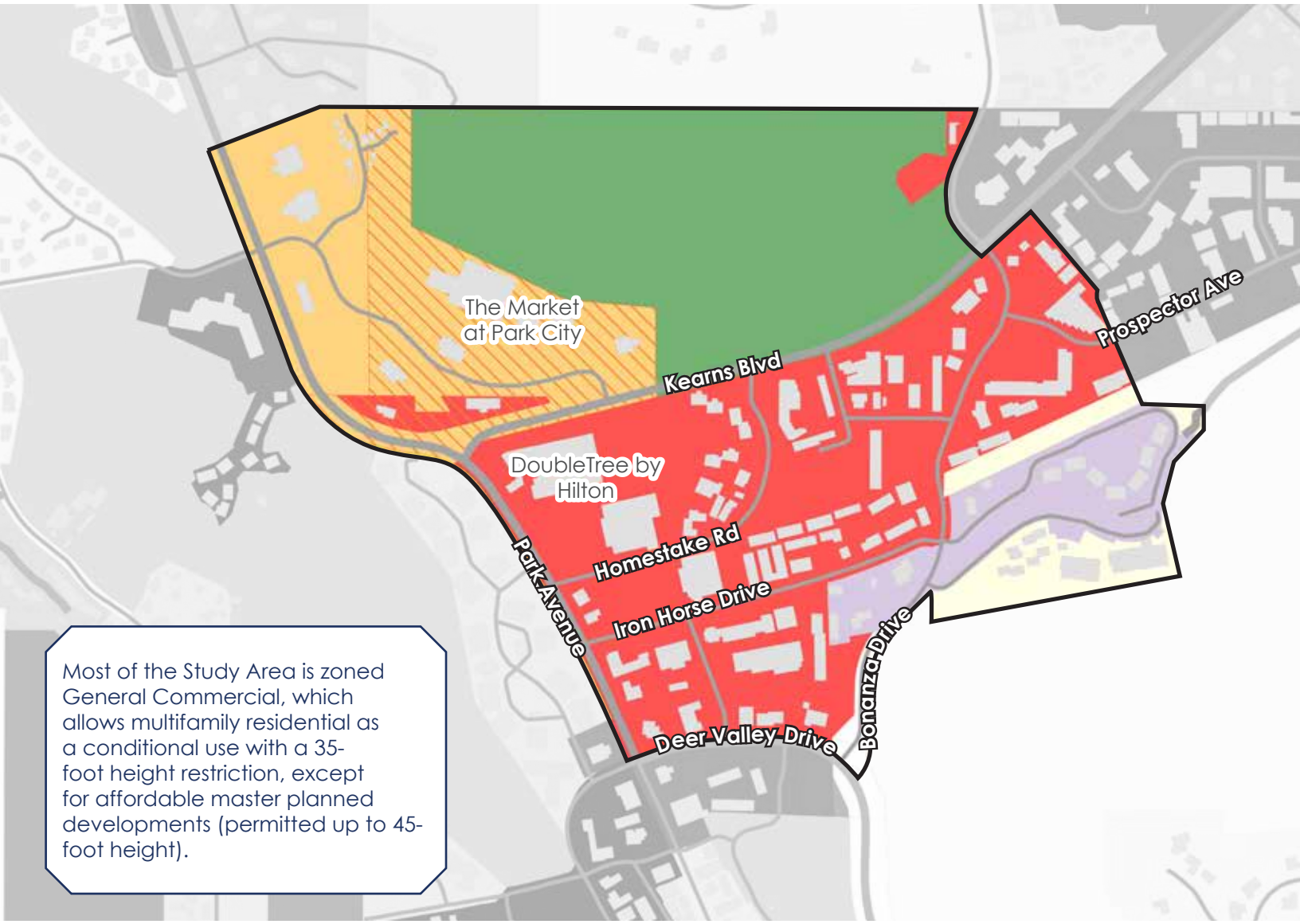
Bonanza Park is primarily composed of commercial and retail uses. Home to two grocery stores, a hotel, restaurants, and shops, the neighborhood is a significant shopping and dining destination for Parkites. As shown on the map, many of these commercial properties were designed with car users in mind, many featuring large surface parking lots along major roads and wide setbacks.

Once considered the "outskirts" of town, Bonanza Park also includes municipal uses often found at the perimeter of a community, not in its geographical center. These include a public works facility, a recycling center, storage facilities, gravel parking areas and storage yards, and an electric substation. These legacy industrial and commercial uses sit adjacent to residential areas, which include multifamily condos, apartments, and affordable cottages.

Much of the 200-acre boundary is dedicated to preserved green spaces with sensitive slopes north of Kearns Boulevard, and the Park City Cemetery.

- Institutional
- Commercial
- Residential
- Open Space

Existing Zoning Districts



Most of the Study Area is zoned General Commercial, which allows multifamily residential as a conditional use with a 35-foot height restriction, except for affordable master planned developments (permitted up to 45-foot height).

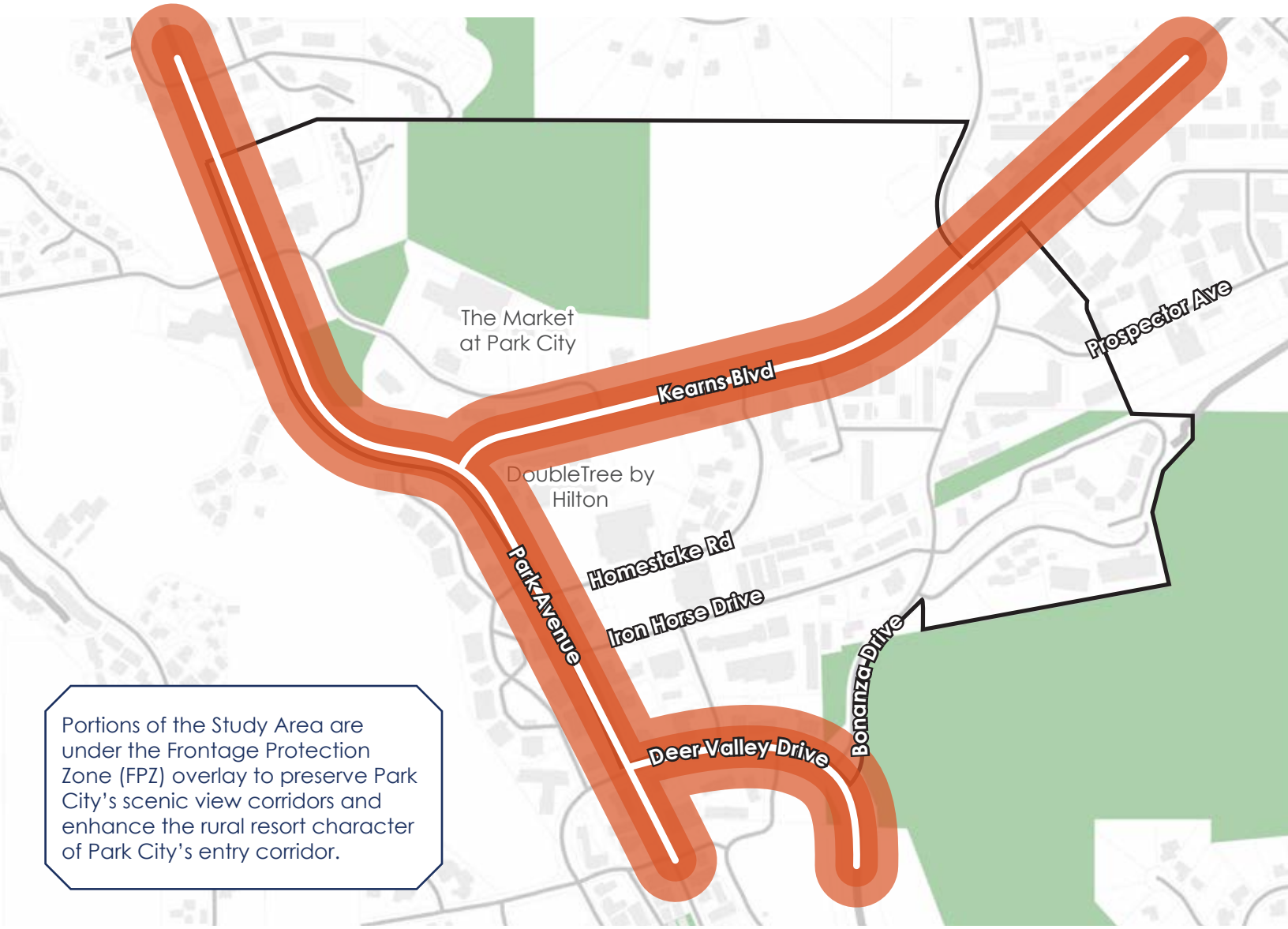
Reflecting the commercial and industrial character of its current land uses, much of the 200-acre study area is currently zoned General Commercial (GC). This zoning district focuses on commercial retail, dining, and hospitality uses by-right, allowing for residential uses as a conditional use. Density is restricted via setback requirements, and a building height limit of 35-feet for most structures, which is approximately three stories. Buildings that qualify for an Affordable Master Plan Development (AMPD) may have a total building height of 45 feet, or approximately four stories.

Reflecting the study area's history as an industrial sector outside the core, much of the eastern portion of the study area is zoned Light Industrial (LI), though the majority of the uses in these parcels are residential apartments.

North of Kearns Boulevard, outside of protected open spaces, much of the study area is zoned Medium Density Residential Development (RDM) with a Regional Commercial Overlay (RCO). This is consistent with the area's main tenant, The Market retail shopping plaza, which includes retail commercial uses.

- GC - General Commercial
- RDM - Res. Development - Medium Density
- RCO - Regional Commercial Overlay
- ROS - Recreation Open Space
- E - Estate
- LI - Light Industrial

Frontage Protection Zone



Portions of the Study Area are under the Frontage Protection Zone (FPZ) overlay to preserve Park City's scenic view corridors and enhance the rural resort character of Park City's entry corridor.

Bonanza Park's key corridors fall under the citywide Frontage Protection Zone (FPZ) Overlay. Within Bonanza Park, the FPZ includes properties with frontage on, and within one hundred feet (100') of the Right-of Way line of Kearns Boulevard, Park Avenue, and Deer Valley Drive.

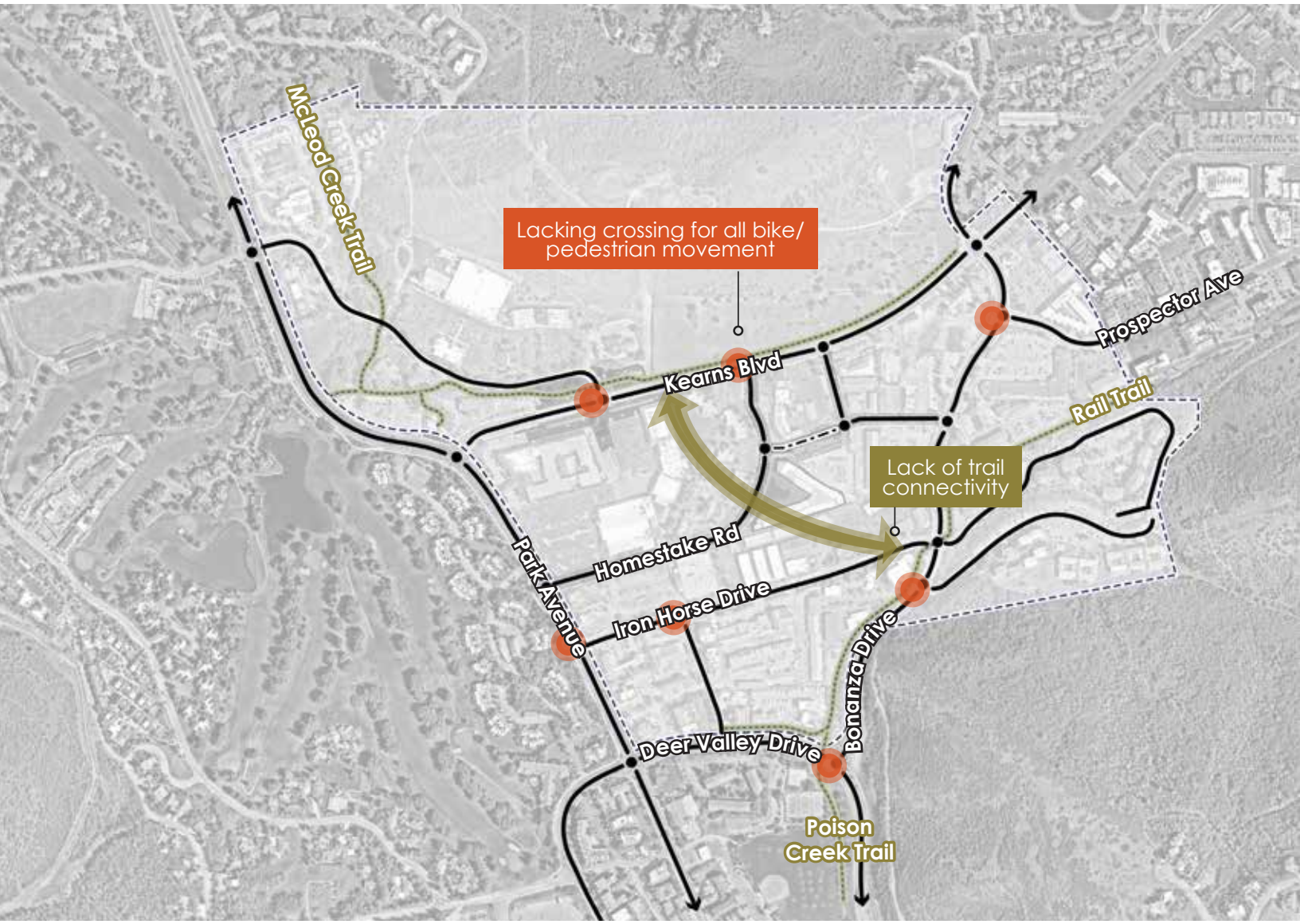
The FPZ restricts any new structures, including buildings or signs, within the first thirty feet (30') of the nearest Right-of-Way along these three corridors. Sidewalks or trails with pedestrian amenities may be built within this setback, with city review and authorization.

All construction activity, including permanent signs, in the Setback Area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use permit.

The FPZ is intended as a regulatory tool to protect scenic view corridors for those coming into Park City, enhancing the area's rural resort character. The wide setback requirements along these corridors protect vistas of surrounding mountains and hills for drivers entering and leaving the city.

Frontage Protection Zone

Bike and Pedestrian Facilities and Connectivity Issues



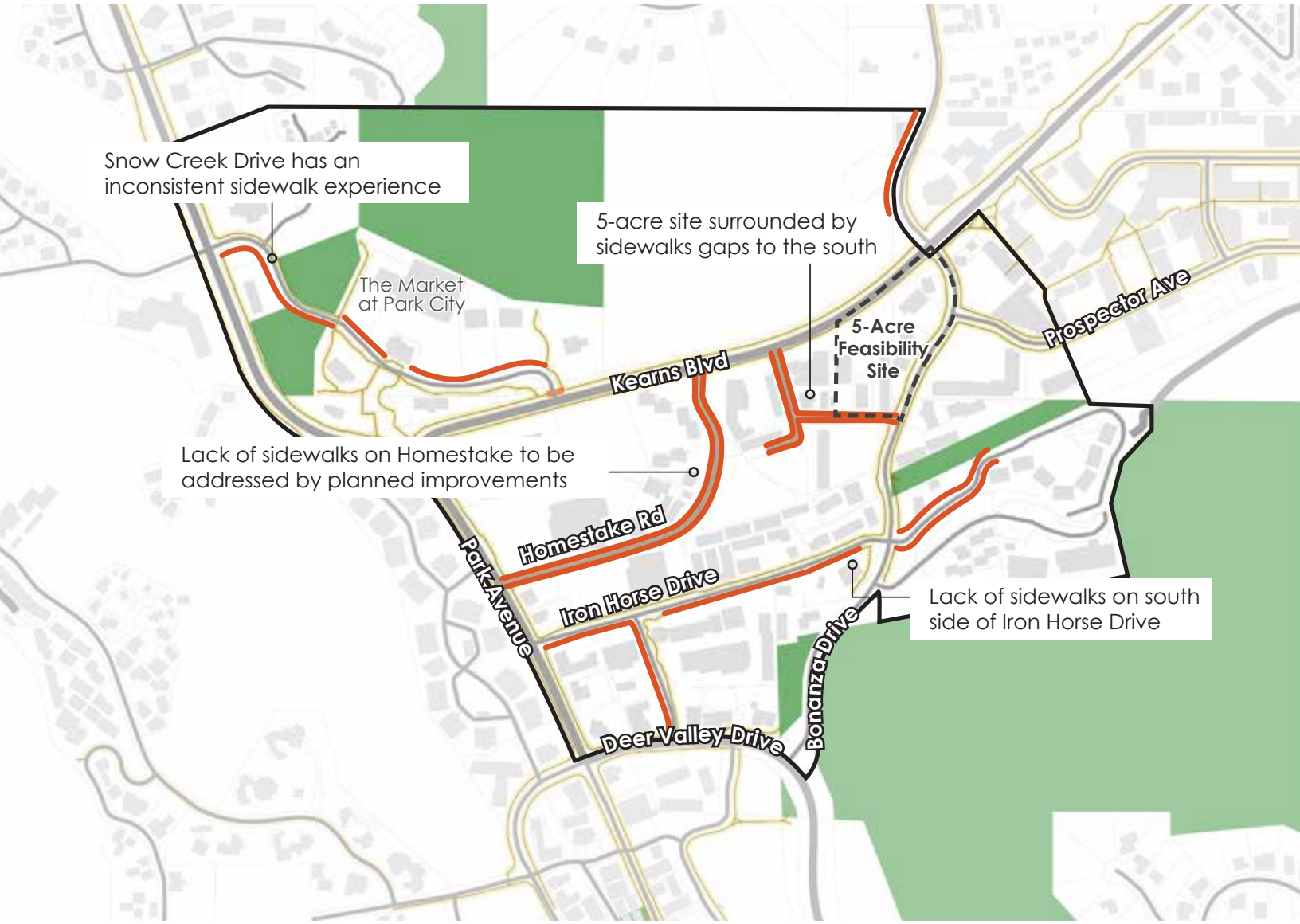
Bonanza Park is home to three regional trail networks - the McLeod Creek Trail north of Kearns Boulevard and along Snow Creek Drive; the Historic Union Pacific Rail Trail running from Bonanza Park to Echo Reservoir; and the Poison Creek Trail running along Park City's eastern edge toward Old Town.

Despite their convergence in Bonanza Park, these trails remain disconnected through the interior portions of the neighborhood. Pedestrians and bike users wishing to move between the Rail Trail/ Poison Creek Trail toward the McLeod Creek Trail are met with a maze of sidewalk gaps, intersections lacking crossings for all bike/ped movement, and a disjointed street network that hinders all connectivity.

As such, moving through Bonanza Park as a cyclist, runner, or pedestrian can be an arduous task requiring cutting through private parking lots, and crossing wide streets with little to no pedestrian infrastructure.

- Existing Street
- Planned Connection
- Existing Trail
- Existing Intersection
- Intersection Lacking Crossings for all Bike/ Ped Movement

Sidewalk Gaps

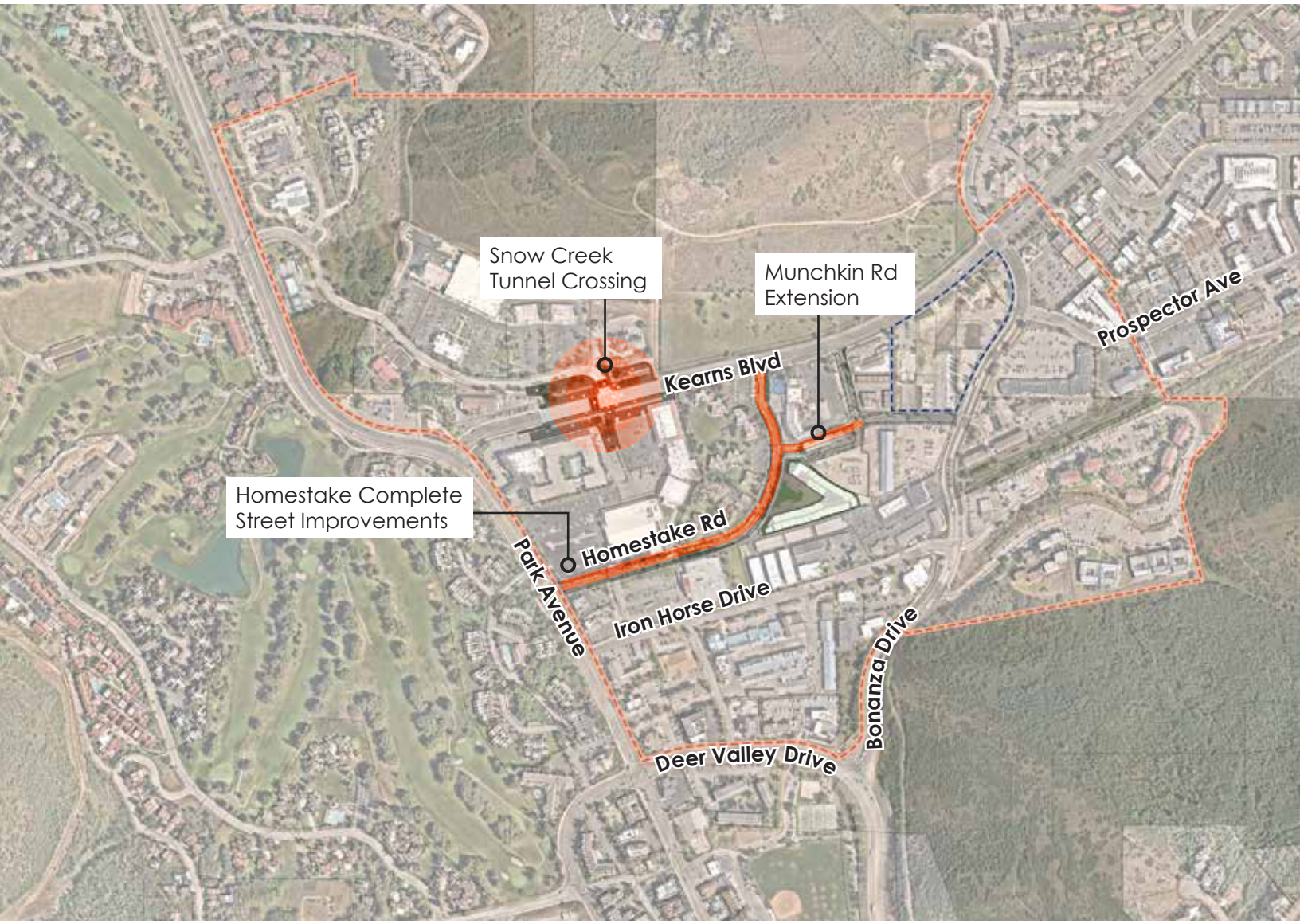


Bonanza Park's pedestrian network is hindered by a widespread prevalence of sidewalk gaps. When walking through the neighborhood, Parkites face challenging conditions as key streets, moving in both east-west and north-south directions, have significant segments lacking sidewalk facilities.

Some of these gaps will be addressed through planned improvements to the street network, detailed in the following page. These include the complete street redesign of Homestake Road, and the Munchkin Road extension. Nonetheless, other key streets remain with sidewalks, such as Iron Horse Drive, which is missing key segments of sidewalk along its south-facing side at a critical juncture toward the rail trail. Likewise, Snow Creek Boulevard lacks sidewalks on segments along both sides of the street at a critical connection between retailers at The Market at Park City shopping center and the McLeod Creek Trail.

Sidewalk Coverage
Sidewalk Gaps

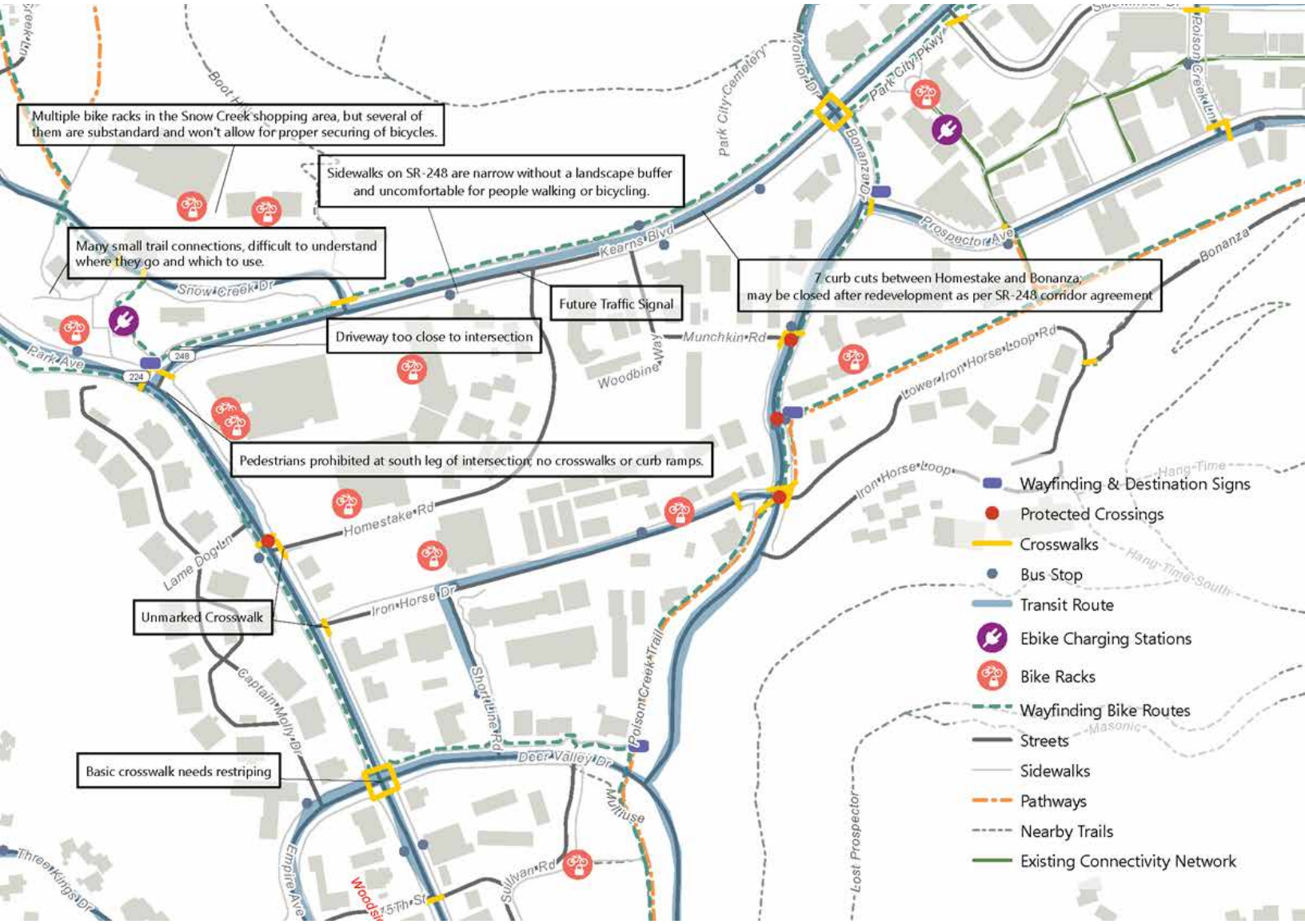
Planned Improvements



Some of the sidewalks and connectivity gaps described earlier in this section will be addressed or improved through the following projects, shown in the map above and detailed below. The descriptions of these projects and their improvements reflect the planning team's understanding as informed by the Plan Alignment described in the first section of this document. They include:

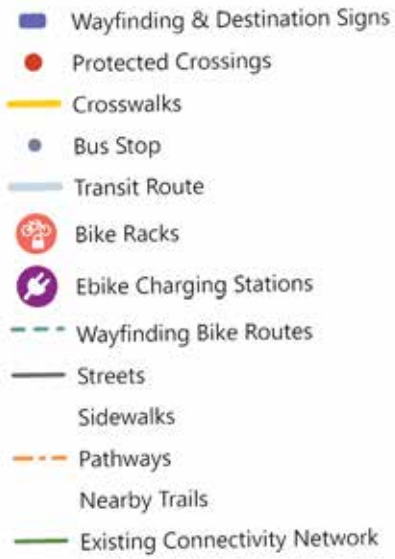
- **Homestake Complete Street Improvements:** Currently functioning as a curbless drive, the future Homestake Road will include sidewalks on both sides, curbs, on-street parking, and marked crossings.
- **Snow Creek Tunnel Crossing:** A potential tunnel crossing may connect under Kearns Boulevard at the intersection with Snow Creek Drive. The tunnels could ease pedestrian travel between The Market at Park City and the McLeod Creek Trail toward the heart of Bonanza Park.
- **Munchkin Road Extension:** The east-west extension of Munchkin Road will connect Homestake Road eastward with Bonanza Drive. Through the addition of sidewalks, and improvements and a one-way conversion of Woodbine Way, this key connection will allow for additional east-west travel through Bonanza Park. The project will require the relocation of the Recycle Utah facility.

Transportation and Mobility Overview



As an appendix to this document, the engineering firm Fehr & Peers conducted a detailed study of existing conditions, modeling the traffic impacts of some of the infill development envisioned in this small area plan. As part of this examination, the planning team included a summary of Bonanza Park's key mobility observations, concerns, and considerations, including the following key take-aways:

- Bonanza Park has a strong multimodal network that is nonetheless hindered by incomplete sidewalks, missing crossings, and limited wayfinding.
- Existing crossings are limited on Park Ave and Kearns Blvd.
- The sidewalk network is incomplete on Snow Creek Drive and Iron Horse Boulevard.
- Wayfinding signage is too infrequent throughout the study area.



Intersection Level of Service

The map above shows Level of Service (LOS) for the PM peak hour traffic conditions. LOS is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Typically, LOS D or better is considered acceptable during peak hours.

LOS RATING	Description
A	Free Flow/ Insignificant Delay
B	Stable Operations / Minimum Delays
C	Stable Operations / Acceptable Delays
D	Approaching Unstable Flows / Tolerable Delays
E	Unstable Operations / Significant Delays Can Occur
F	Forced, Unpredictable Flows / Excessive Delays

INTERSECTION	CONTROL	LOS (2023)
SR 224 & Snow Creek Dr	Signal	A
SR 224 & SR 248	Signal	C
SR 224 & Homestake Rd	WB Stop	F
SR 224 & Iron Horse Dr	WB Stop	E
SR 224 & Deer Valley Dr	Signal	F
SR 248 & Snow Creek Dr	SB/NB Stop	C
Homestake Rd & SR 248	NB Stop	C
Woodbine Way & SR 248	NB Stop (right in right out)	C
Bonanza Dr & SR 248	Signal	F
Sidewinder Dr & SR 248	NB Stop	E
Bonanza Dr & Prospector Ave	EB/WB Stop	F
Bonanza Dr & Munchkin Rd	EB/WB Stop	E
Bonanza Dr & Iron Horse Dr	EB/WB Stop	F
Deer Valley Dr & Bonanza Dr***	Signal	B
Woodbine Way & Munchkin Rd	WB/EB Stop	A

***During some days in the winter, queues from SR 248 & Bonanza and SR 224 & Park Avenue frequently spill back through this intersection, sometimes reaching as far back as Aerie Drive. This capacity analysis reflects conditions for Friday, February 17, 2023 , though operations on other days may appear to be worse than the conditions shown.

Community Engagement

The planning process included robust engagement that brought more that 1,500 Park City voices into the conversation.

The Bonanza Park Small Area Plan represents the ideas, comments, and aspirations of the more than 1,500 Parkites that participated in the process. Their passion and dedication to the future of Bonanza Park is evident in the thousands of comments reviewed by the planning team. This Small Area Plan shared much of the engagement events with the concurrent 5-Acre Site Feasibility Study, though topic areas and activities were kept separate. The information and take-aways in this document focus entirely on the Bonanza Park Small Area Plan.

Through three community meetings with more than 500 attendees, two online surveys with almost 1,000 responses, 12 stakeholder roundtables, and a variety of other in-person events, the plan reached all segments of Park City's community. The process was guided by an Advisory Group of 14 individuals with vested interests in the neighborhood, including residents, land owners, business owners, and institutional partners. This group, meeting four times through the process, advised the planning team to ensure that the plan's ideas were effectively communicated, and provided a sounding board for the planning team.

The plan's engagement was divided into three distinct phases, each culminating with a presentation and update to City Council for reflection and direction on next steps. The plan's phases included:

- **Phase 1 Engagement:** This phase included the launch of a project website, stakeholder roundtables, the first community meeting, an online survey, two Advisory Group meetings, and an update to City Council to review engagement results.
- **Phase 2 Engagement:** The second phase included the development of a vision statement, project goals, and initial recommendations. These materials were presented to the Advisory Group at a second meeting, followed by a second community meeting and an online survey. Likewise, the planning team hosted a walking tour with residents, engagement with high school students, and engagement with young families. This phase culminated with an update to Planning Commission and City Council.
- **Phase 3 Engagement:** The third and final phase of engagement included the development of plan recommendations, shared at a fourth Advisory Group Meeting and a third community meeting. This phase culminated with the plan's Adoption Process.

3 Community Meetings
(500+ Attendees)
12 Stakeholder Roundtables
(62 Stakeholders)
1,500+
Park City Voices Engaged
Online/Paper Surveys
(970 Responses)
Ongoing Project Website
Methods
Advisory Group
Project Website
12 Stakeholder Roundtables
Meetings
3 Community Meetings
Community Site Tour
Additional Outreach in Spanish
Engagement with Young Families and High School Students
Surveys
2 Online Surveys
(English & Spanish)

Advisory Group

The Advisory Group represents a broad spectrum of Park City residents, advocates, employers, institutional partners, landowners, and other key stakeholders. The group's key roles and responsibilities through this process included:

- Meet throughout the process at project milestones to review materials that will be shared with the larger Park City community.
- Support and augment the community engagement process by sharing project event information.
- Provide feedback to help the team craft a vision.
- Once the plan is implemented, serve as a partner in the implementation of the plan's concepts and recommendations.

The Advisory Group met four times throughout the process, with the addition of a fifth special meeting to preview phase 1 engagement results prior to being shared with City Council. This additional meeting was requested by Advisory Group members during their second meeting. At the onset of the planning process, members of the Advisory Group, together with City Staff, were invited to join visits and tours of three vibrant cities with examples of successful neighborhoods. These included Toronto, Columbus, OH, and Washington, D.C.

- **Meeting 1:** Occurring virtually on May 23, 2023 this first meeting provided an opportunity for the planning team to meet the group's members, share information about their expected roles and responsibilities, and provide an overview of the planning process to come.

Members of the Advisory Group were invited to join Park City Leaders and City Staff on trips to Toronto, Columbus, OH, and Washington, D.C. to reflect on the successes of other cities.

- **Meeting 2:** The second meeting occurred in-person on July 19, 2023. A consultant presentation provided the result of the Plan Alignment, and an overview of transportation existing conditions. The presentation was followed by a preview of the first community meeting, and a discussion centered around the Advisory Group members' tours of three cities.
- **Special Meeting:** Hosted virtually on August 7, 2023, the planning team provided a preview of the phase 1 engagement results and takeaways to the Advisory Group, followed by discussion.
- **Meeting 3:** Held in-person on October 18, 2023 a day prior to the second community meeting, the consultant team shared the draft vision statement, project goals, and initial land use and connectivity ideas and concepts. The presentation was followed by a discussion that resulted in presentation edits for the second community meeting.
- **Meeting 4:** The fourth and final meeting with the Advisory group was conducted on February 14, 2024. This meeting included a presentation introducing the plan's recommendations, followed by a discussion on how to best refine these prior to sharing with the community at a third and final community meeting.

Stakeholder Roundtables

During the first phase of engagement, the planning team conducted roundtables with Parkites invested in the future of Bonanza Park. These meetings occurred on July 18, the day prior to the first Community Meeting.

Grouped by topic theme, the 15 stakeholder roundtables brought together representations including land owners, residents, transportation experts, hotel operators, economic development officials, local artists, and arts and culture institutions. This engagement was concurrent with the 5-Acre Site Feasibility Study. As such, the city-owned site was also discussed, though this document focuses on the portions of these discussions centered around the Bonanza Park study area.

Through various conversations with stakeholders, the following common themes emerged:

- **Bonanza Park is a "locals neighborhood"** where restaurants and businesses serve locals more than tourists.
- **There is a strong need for additional housing**, especially affordable housing - not enough people live near the site and in Bonanza Park.
- **Bonanza Park lacks walkable connections,** especially on major streets like Bonanza Park and Kearns Boulevard.
- **Future improvements should focus on transportation**, as this is critical to redevelopment. The area has to be convenient for locals to move their way through.

Community Meetings

Community Meetings are an invaluable method for the planning team to share ideas with the community, engage in conversations about how Bonanza Parks works today and what needs to be improved, and collect feedback on how to best move forward in the planning process.

The Bonanza Park Small Area Plan included three community meetings, one in each phase of engagement, attracting more than 500 Parkites. The meeting results are cataloged as part of the engagement phase summaries at the end of this section. The first two meetings were held in tandem with the 5-Acre Site Feasibility Study, while the third and final meeting focused solely on this plan. Meetings were advertised via online and paper flyers, email lists, radio interviews, a printed postcard distributed to all property owners in the city, and support from the Advisory Group.

- **Community Meeting 1:** Held at the DoubleTree Hotel on July 19, 202, this meeting focused on learning and listening form the community. With an open house format, Parkites were asked to share their vision for Bonanza Park, and participate in activities about the types of uses and connections they would like to see happen in the future.
- **Community Meeting 2:** Held at the Park City Library on October 18, 2023 this meeting included a presentation and an open house introducing the project vision statement and goals, and initial land use and connectivity concepts.
- **Community Meeting 3:** The final meeting was held on April 9, 2024 at the Park City Library and included a presentation and open house introducing the plan's recommendations.

250
people attended the first community meeting on July 19 at the Doubletree by Hilton Park City.

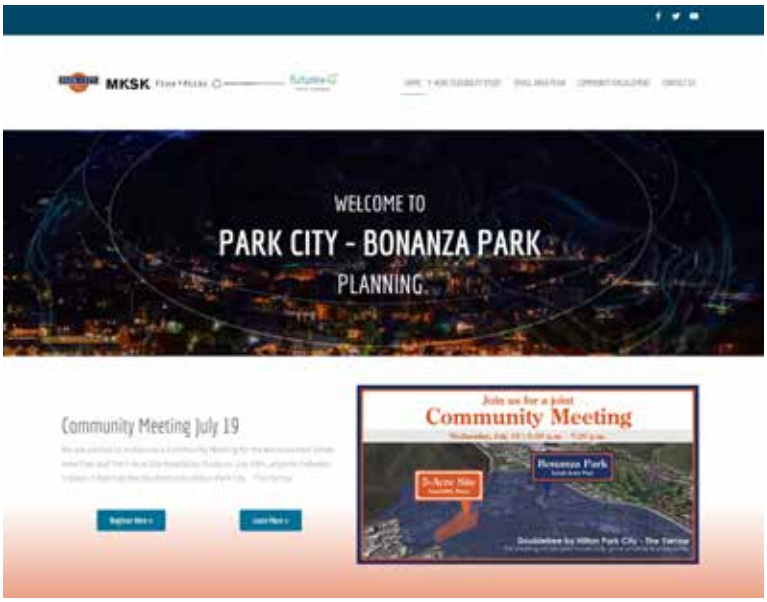
150
people attended the second community meeting on October 18, at the Park City Library.

100
people attended the third community meeting on April 9, at the Park City Library.

Online Engagement

Though community meetings are a crucial method to collect feedback and share information, dedicating one's evening to attend a meeting is a challenging task for many. As such, the plan's engagement was amplified through a project website and two online surveys, ensuring that the Parkites unable to participate in-person had a means to share their input and ideas. This plan's online survey results are embedded in the engagement phase summaries at the end of this section. The plan's online presence included:

- **Online Website:** Launched at the beginning of the planning process, the project website www.bonanzapark.com served as a repository of all project information, presentations, updates, and information about upcoming events. The website was continuously updated with new content and featured video interviews with meeting attendees, links to other relevant plans, and interactive tools to visualize online survey results.
- **Online Surveys:** The planning team shared two online surveys during the first two phases on engagement, focusing on gathering input around the content developed for the first and second community meeting. The online surveys gathered 970+ responses total. The results were displayed in the project website, which also included a download link for the raw survey results.
- **Social Media:** Throughout the process, Park City's Communications Department shared all meeting and survey notices via the city's official social media accounts.



The planning team launched two online surveys for the Bonanza Park Small Area Plan during the first and second phases of engagement.

The survey was promoted via Park City's Social Media accounts, distributed via email, publicized in English/ Spanish flyers (digital and print), and shared by project partners via email.

721

Total responses to the **first online survey** between July 19 and August 4 of 2023.

67%

of all survey responses were from the 84060 ZIP Code.

250

Total responses to the **second online survey** between October 30 and November 22 of 2023.

73%

of all survey responses were from the 84060 ZIP Code.

Nontraditional Engagement

To ensure an equitable planning process, the project team committed to engaging with Parkites from all backgrounds, with a focus on reaching groups traditionally underrepresented in a planning process. This effort acknowledges that while many Parkites are comfortable attending in-person events or sharing their input via an online survey, many feel left out of the decision-making, or are unable to fit the plan's engagement activities into their busy schedules.

As such, following each phase of engagement, the planning team reviewed engagement results to identify portions of the community that were not being adequately represented in the process up to that moment in time. As a result, the planning team, in collaboration with City Staff, devised an engagement strategy to better advertise to, and reach, these groups. The events and activities below were pivotal in reaching these communities where they live, work, or attend school.

- **Spanish-Language Engagement:** To engage with Park City's Spanish-speaking population, the planning team hosted a coffee and pastry event at the Park City Library on August 29, 2023. Additionally, the project website included a dedicated Spanish-language page and a full translation of the entire site, with both online surveys made available in Spanish. All meeting flyers and social media graphics were likewise posted both in English and in Spanish, for all phases of engagement.

Engaging with Park City's Spanish-Speaking Community

The planning team provided various project materials in Spanish, including online/paper surveys, informational flyers, and the project website.

- **Engaging with Young Parkites:** To better understand the needs and hopes of Park City's younger residents, the planning team hosted two engagement sessions with students from Park City High School on October 17, 2023. These sessions centered around a discussion about the strengths, issues, and opportunities in Bonanza Park.
- **Engaging with Young Families:** Park City planning staff hosted two roundtable discussions with Park City's young families to understand their needs and wants for the future of Bonanza Park.
- **Community Site Tour & Walk:** Prior to the second community meeting, the planing team hosted a walking tour of Bonanza Park and the city-owned 5-acre site during the afternoon of October 18, 2023. Attended by more than 50 Parkites, including various members of the Advisory Group, the tour included stops at several neighborhood locations including the Kimball Art Center, the under-construction EngineHouse development, the site of the proposed Park+Kearns development at the current DoubleTree Hotel, and Prospector Square.

Engaging with Young Parkites

The planning team hosted an engagement session with Park City High School Students on October 17, 2023 to discuss their vision for Bonanza Park.

Engaging with Young Families

The planning team facilitated two roundtable sessions with young families in Park City to understand their concerns and vision for the future of this community.

Community Site Tour & Walk

The planning team hosted a community site tour on October 18, through the Bonanza Park Neighborhood, attended by approximately 50 Parkites.

Phase 1 Engagement

The first of three community meetings kicked off phase 1 engagement, where the planning team listened to Parkites voice the strengths, weaknesses, and opportunities for the neighborhood. Stakeholder roundtables were also conducted to group individuals by expertise for more focused conservations around challenges and opportunities in the neighborhood. An online survey that included visuals and prompts from the community meeting was likewise circulated in both Spanish and English for residents who were not able to attend the meeting in person. The feedback received through these means of engagement resulted in the following key takeaways:

- **Bonanza Park is a "Locals' Neighborhood".** Unlike Main Street, which mostly caters to tourists, Bonanza Park is where Parkites shop, dine, and gather.
- **Parks and open spaces are a community priority.** There is a need and desire for additional green spaces where locals can come together as a community.
- **Future redevelopment and infill should focus on creating a destination for locals**. New businesses and destinations should be local and authentically Park City.
- **The 5-acre site cannot alone meet the city's goals.** Whatever happens on the 5-acre site can influence its surroundings, and be complementary to the character of Bonanza Park.
- **The community would like to see arts and culture woven into the neighborhood fabric.** There are opportunities for

Community Meeting: Places Parkites Love

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

Community Meeting: Places Parkites Want Changed or Improved

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

public art, housing for artists, and galleries or exhibit spaces.

- **The Kimball Arts Center (KAC) is one of Bonanza Park's top assets** and needs a permanent home. The KAC is a cherished destination that should remain in the neighborhood.
- **Moving through the study area should be safer and more intuitive.** Transportation improvements should focus on wide streets and unsafe intersections.
- **The Study Area lacks walkable and bikeable connections.** Improving connectivity to the rail trail and addressing sidewalk gaps are a priority.
- **Bonanza Park is the right place for density** and building height. As the area redevelops, mixed use buildings should embrace walkable streets.
- **Bonanza Park needs more affordable and workforce housing.** For there to be a critical mass, there needs to be a strong resident base.

Favorite Things about the Study Area

Top 5 Mentions (460 Written Responses)

Restaurants: Mentioned 160+ times

Rail Trail: Mentioned 50 times

Proximity/ Location: Mentioned 40 times

Kimball Art Center: Mentioned 39 times

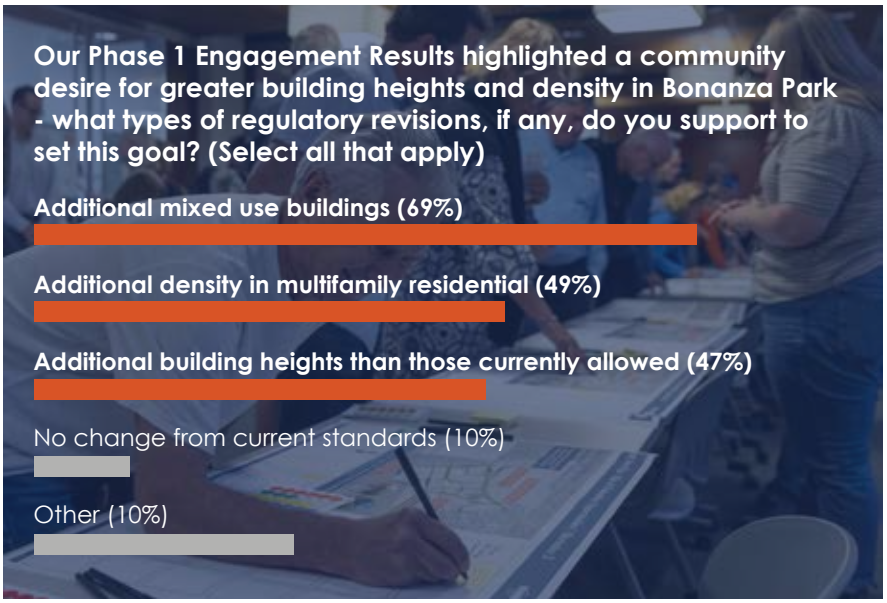
Recycle Utah: Mentioned 32 times

Phase 2 Engagement

During the second phase of engagement, a second community meeting was held to introduce the vision statement, the six project goals, and initial ideas for improving the area's land use and connectivity. The community meeting was accompanied by an online survey in both Spanish and English for those who were not able to attend the meeting.

Prior to the meeting, a walking tour of Bonanza Park took place to give residents the opportunity to discuss neighborhood focus areas directly with the planning team. An engagement session at Park City High School was also conducted to include a youth perspective in the vision for the neighborhood. Through the means of engagement detailed above, the following takeaways were formed around the priorities for future development of Bonanza Park:

- **Additional Density:** While there is support for additional building heights and density in some parts of Bonanza Park, Parkites expect to trade these off with community benefits, such as affordable housing, or public realm improvements.
- **Prioritizing Connectivity:** Parkites would like to prioritize as many long-term connections as possible in Bonanza Park. New connections should be geared toward pedestrians and cyclists, and limit cars. There is a clear priority on improving sidewalks.
- **Local for Locals:** Future uses should focus on serving the needs of locals. There is lack of support for any future hotels, but widespread support for more restaurants/ dining, retail, open space, and multifamily residential.



Key findings from the second phase of engagement

1

Parkites expect to trade off additional density with community benefits, such as affordable housing, or public realm improvements.

Where: Key catalyst sites and long term infill sites

2

Parkites would like to prioritize pedestrian and cyclist connections in Bonanza Park.

Where: Across the entire neighborhood boundary

3

Future uses, such as restaurants/dining, retail, open space, and multifamily, should focus on serving the needs of locals.

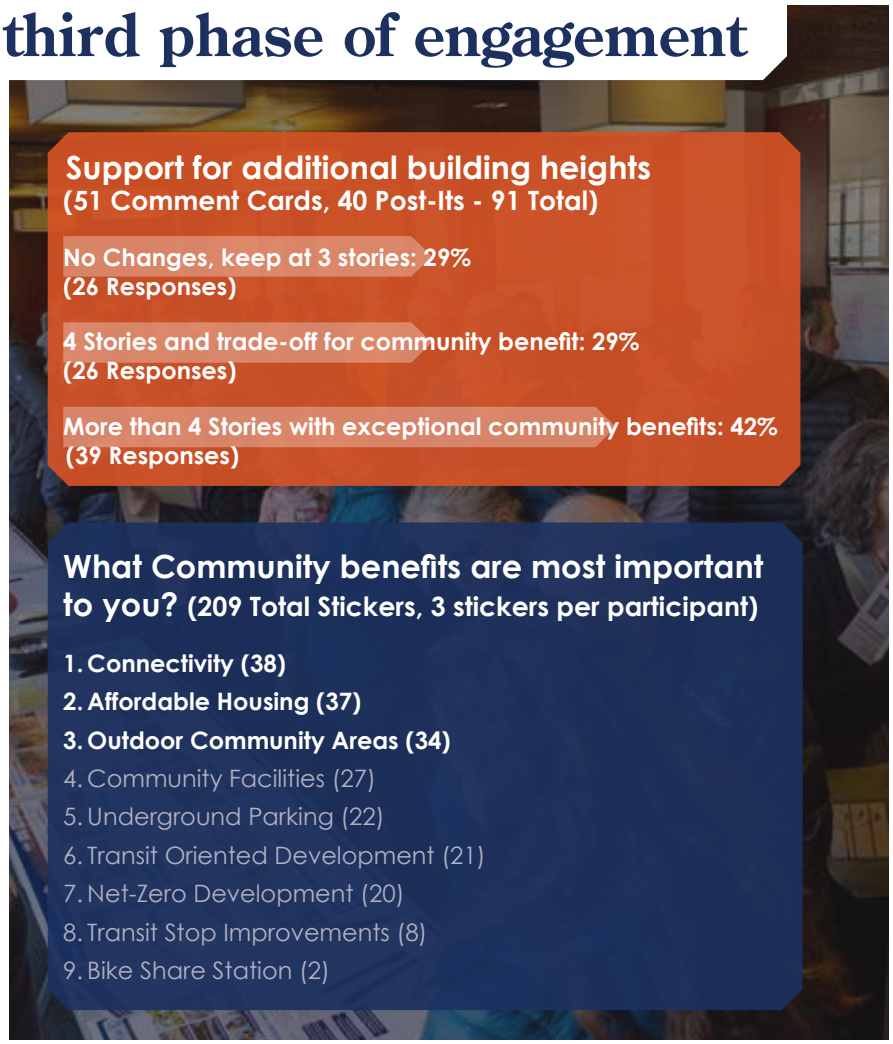
Where: Anywhere where redevelopment occurs in the community

Key answers from the third phase of engagement

Phase 3 Engagement

The third phase of engagement focused on introducing draft recommendations for the Bonanza Park Small Area Plan that support the vision and goals for the neighborhood as expressed by Parkites during the first two phases of engagement. The recommendations were presented during the third and final community meeting, where attendants were given the opportunity to evaluate if anything was missing through interactive activities, a comment card, and one-on-one conversations directly with the planning team. Feedback obtained through community meeting 3 formed the following takeaways:

- **Additional density:** Support was expressed for additional building heights in parts of Bonanza Park in return for community benefits, with connectivity and affordable housing ranking as the most important. Meeting participants expressed widespread support for buildings at four stories, with some supporting more than five stories with exceptional community benefit.
- **Building setbacks:** Parkites expressed that updating the Frontage Protection Zone is a necessary step to protect the mountain views that make Park City unique.
- **Support a neighborhood for locals:** The comments received showed that Parkites supported limiting the amount of new nightly rentals, hotels, and timeshares in Bonanza Park. Many expressed that commercial square footages should be capped (with the exception of grocery stores) to support local businesses as ground floor tenants.



- **Prioritize pedestrian safety:** When establishing future connectivity network, safety features must be included in the design of the road network for pedestrians and bicyclists. Participants overwhelmingly noted that the connectivity framework shared as part of this plan matched their vision for the neighborhood.
- **Connect with adjacent neighborhoods:** The Connectivity network established for Bonanza Park should not only support the neighborhood internally, but also work externally with adjacent neighborhoods, such as Prospector.
- **Establish affordability metrics:** In order to create an inclusive neighborhood, Bonanza Park must work with the development community to build more affordable and workforce housing.
- **Parks and outdoor community spaces are a priority.** There is a need and desire for additional outdoor community gathering spaces where locals can come together.
- **Incorporate art in development and open space design:** Art, especially created by local artists, should be included in the neighborhood and in open spaces whenever possible. Parkites strongly supported the addition of new murals and sculptures.

Vision Statement and Project Goals

This plan is guided by vision and goals established through the planning process.

The recommendations in this plan represent hundreds of voices engaged through community meetings, online surveys, and one-on-one conversations. Through these engagement activities, the planning team asked Parkites to describe the Bonanza Park of today, and to outline their vision for the Bonanza Park of tomorrow.

The result from these comments, ideas, activity results, survey responses, and roundtable conversations are encapsulated in the vision statement and project goals introduced in this section.

Vision Statement

The vision statement is a simple and succinct series of sentences that summarize the community's vision for the future of Bonanza Park. This statement represents a community voice that is authored by the hundreds of comments, ideas, concerns and messages received and reviewed through the plan's engagement. The vision statement was introduced to the community at the second community meeting for their feedback, after which it was refined to reflect the community's priorities.

The vision statement gives clarity to the plan's intent and guided the development of the plan's recommendations. As such, the statement is both descriptive and aspirational - it describes how Parkites perceive Bonanza Park today, and establishes an aspiration for its future. From this vision statement, the planning team developed and refined project goals that guide a series of recommendations under each goal.

This plan is organized through the following three pillars:

Vision Statement

Simple and succinct statement that summarizes the community's vision for the future of Bonanza Park.

Project Goals

Broad outcomes for Bonanza Park desired by the community, organized by the plan's topic areas.

Recommendations

Concrete strategies to achieve a corresponding goal through a specific project, policy, or program.

Descriptive: Bonanza Park Today

↓

Vision Statement

Bonanza Park is a neighborhood where Parkites gather to shop, dine, and express local art and culture. The Bonanza Park of tomorrow will build on this vibrancy to become a more walkable, connected, livable, and inclusive community for current and future Parkites of all ages.

↑

Aspirational: Bonanza Park in the Future

Project Goals

The Bonanza Park Small Area Plan and its recommendations are guided and organized by six project goals developed by the planning team using results from the first phase of engagement. The purpose of these goals is twofold - they establish broad desired outcomes for Bonanza Park that are supported by the community, and they create the topic areas by which the plan's recommendations are organized. In the following section of this report, each project goal is explored with a greater amount of detail, and each goal is supplemented by recommendations that establish concrete strategies to achieve their corresponding goal through specific projects, policies, or programs.

The goals were introduced to the community at the second community meeting. At this meeting and in a follow-up online survey, Parkites were given an opportunity to revise, refine, and add to the project goals. The goals were met with widespread enthusiasm and support, with only minor revisions to language suggested by Parkites, and the suggestions that the goals incorporate environmental sustainability and resilience.

The plan's project goals, introduced below and in the following page, build on what Parkites described as the future for Bonanza Park:

- **Bonanza Park is Mixed Use:** The Bonanza Park of tomorrow will be a mixed use neighborhood with livability in mind. Bonanza Park is an appropriate place for additional density, where more compact development can continue to reflect Park City's small town and resort character.
- **Bonanza Park is User-Friendly:** The future Bonanza Park will be a safe haven for pedestrians, cyclists, and transit riders, while considering vehicular traffic flow. Improvements to existing streets and intersections, and the addition of future connections, will create a safe & intuitive network for current and future users.
- **Bonanza Park is Green:** Bonanza Park will replace its myriad of surface parking lots and paved areas community gathering spaces, pervious surfaces, and new and sustainable development that welcome new residents.
- **Bonanza Park is Local:** Bonanza Park will continue to be a "locals' neighborhood" that serves Parkites through and through. As development and growth occurs, policies should reflect a commitment to encouraging local businesses that reflect the community's authenticity over national chains.
- **Bonanza Park is Inclusive:** Home to much of Park City's naturally-occurring affordable housing, Bonanza Park must remain attainable to Park City's workforce. As such, programs and partnerships should expand the availability of affordable and workforce housing units in the neighborhood.
- **Bonanza Park is Cultural:** As the home to the Kimball Arts Center, Bonanza Park is an emerging hub for Park City's local arts scene. The neighborhood needs to better reflect this energy and activity and weave arts and culture into the community fabric.

Project Goals:
Bonanza Park is...

Mixed Use
Create a mixed use neighborhood with livability in mind.

Local
Support locally-owned business & entrepreneurship.

User-Friendly
Create a safe & intuitive network for pedestrians, cyclists, and transit users.

Inclusive
Expand the availability of affordable and workforce housing units.

Green
Create a more welcoming and sustainable community.

Cultural
Weave arts and culture into the community fabric.

03

Bonanza Park Tomorrow

This Chapter Includes:

Mixed Use | Local | User-Friendly | Inclusive | Green | Cultural

Bonanza Park is...

Mixed Use

Create a mixed use neighborhood with livability in mind.

Through the community engagement process, Parkites described a future Bonanza Park where autocentric development would make way toward a more mixed-use and compact development pattern at a pedestrian scale. At community meetings and online surveys, Parkites reiterated that Bonanza Park is an appropriate place for additional density and building heights. Its central location, proximity to Old Town, transit connectivity, and access to regional trail systems, were noted as various factors that contributed to the neighborhood's readiness for mixed-use development.

Across the neighborhood, the development community has recognized the market opportunity in Bonanza Park for additional retail, residential, and hospitality. Proposed developments and active applications, such as the Park + Kearns redevelopment of the DoubleTree Hotel, or the potential redevelopment of the Iron Horse District, will add new housing units and commercial retail to Bonanza Park. As well, a future potential redevelopment of the city-owned 5-acre site on Kearns Boulevard and Bonanza Drive into a mixed-use district with housing, retail, and an arts center, has the potential to transform a landmark corner and gateway into the neighborhood. As such, Bonanza Park is poised to transform – the time to plan and accommodate this growth is now.

This section explores strategies for how to capitalize on this momentum to re-think suburban development patterns and make Bonanza Park a more livable, walkable, and mixed-use community. This section does so through three key recommendations, each explored with greater detail in the following pages:

- **MU1:** Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.
- **MU2:** Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.
- **MU3:** Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.

The Bonanza Park Mixed Use District (BPMX) will establish a mixed-use vision for the neighborhood's future, allowing for increased densities when new development provides significant community benefits and respects adjacencies and context.

MU1: Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.

A future rezoning of Bonanza Park into a new Bonanza Park Mixed Use District (BPMX) will establish regulatory tools to ensure that future growth in the neighborhood reflects a more walkable, mixed-use, and human scale. This potential district, to be written following this plan's adoption with additional and robust community engagement, is a proactive approach to growth management. Understanding that Bonanza Park will continue to attract development activity, the neighborhood's existing zoning districts of General Commercial (GC), Light Industrial (LI), and Medium Density Residential (RDM), are ill-suited to properly guide this growth in the manner that Parkites described through the plan's engagement. The current zoning reflects legacy uses at times no longer in place, allows for autocentric development patterns, and heavily leans toward single-use commercial development with ample surface parking.

The future BPMX District can likely utilize the existing boundary of this Small Area Plan, with the exception of parcels currently zoned as Recreation Open Space (ROS). The latter are properties with protected green space, cemeteries, or trail connections that will not be subject to future redevelopment. The remaining properties in the study area boundary can be rezoned into a new BPMX District

featuring the following potential concepts, to be refined with additional engagement following this process:

- **More residential uses by right:** The new BPXM District should encourage additional housing in Bonanza Park by making residential uses by right, rather than as a conditional use (as is the case currently through the GC Zoning District). Additionally, a rezoning is an opportunity to expand allowed housing types in Bonanza Park to include housing typologies commonly associated with Missing Middle Housing. These may include townhomes, duplexes, triplexes, quad apartments, and cottage courts.
- **Vertical Zoning Standards:** To ensure an active ground level where buildings engage the street and sidewalks, a future BPMX can require active ground level uses as part of vertical zoning standards. These uses should draw pedestrians, cyclists, and transit riders in active streetscapes, and may include commercial retail, restaurants/dining, coffee shops, hardware stores, and childcare/daycare.
- **Building Heights:** To protect the existing scale, character, and charm in Park City as described by those who engaged in this planning process, a future BPMX District is recommended to maintain the existing by-right building height of 35-feet already included in the GC District. Nonetheless, recognizing that many Parkites expressed that there is a desire and need for additional density in Bonanza Park, a BPMX can establish a framework where developers can apply for density bonus in exchange for a community benefit.

Proposed Concepts in a future Bonanza Park Mixed Use Zoning District (BPMX)

More residential uses by right

- Residential uses noted as conditional uses in the General Commercial (GC) district are proposed to be by right in a new BPMX.
- Encourages Missing Middle housing.

Vertical Zoning Standards

- Active ground level uses required.
- Policies to encourage a walkable neighborhood.

Building Heights

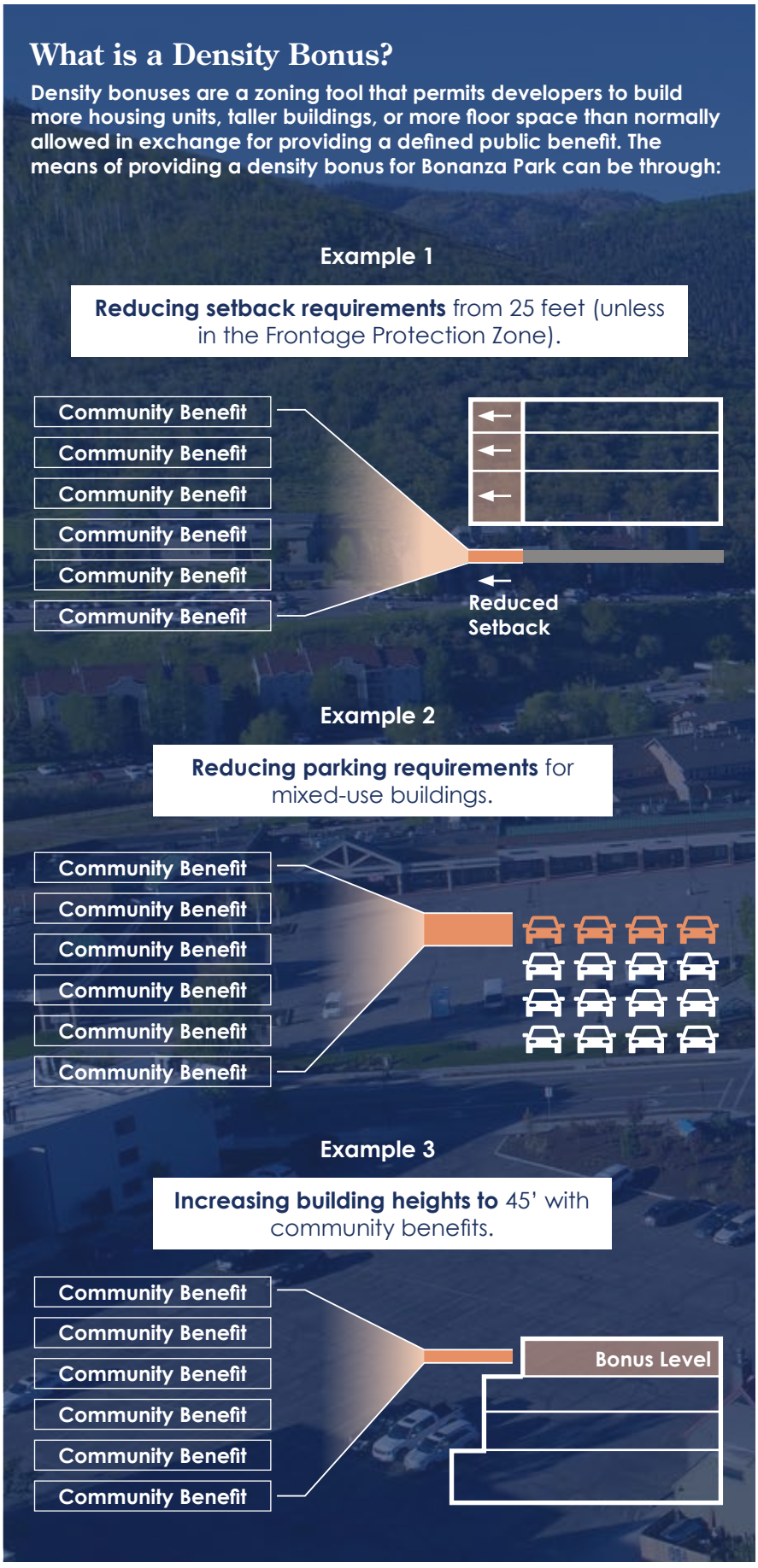
- Base height of 35' (unchanged from General Commercial).
- Opportunities for a density bonus.

Establishing a Density Bonus for Community Benefits

A Density bonus is a zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed in exchange for providing a defined public or community benefit. Cities across the country have enacted density bonuses, many in exchange for the types of benefits that Parkites described and supported through the engagement process. These community benefits range from affordable housing units, outdoor community spaces, improvements to the site or area's overall connectivity, to more site-intensive benefits like providing underground parking to mitigate the visual impacts of surface parking lots or parking garages.

The types of community benefits to consider as part of a density bonus are listed below and should be determined via additional engagement with the community, and be further defined by Park City Staff following this process. The process of how community benefits translate into a density bonus is similarly a next step implementation item.

- **Publicly-accessible outdoor community spaces** suitable for year-round use, and of a high design quality with gathering spaces, seating areas, play structures, and public art.
- **Affordable/Workforce housing** that goes above and beyond what is requirement by code for a master planned or affordable master planned development (currently 20% affordable units for an MPD; 50% for an AMPD) and help meet desired affordability goals for Bonanza Park.



Examples of community benefits supported by the Parkites we engaged in this process:

Community Benefits will be weighed into tiers that reflect their relative value and investment.

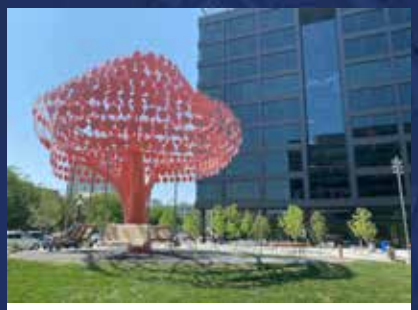
Outdoor Community Spaces

Affordable/Workforce Housing

Transit/Mobility Hub

Connectivity

Underground Parking



Art and Placemaking

Community Facilities

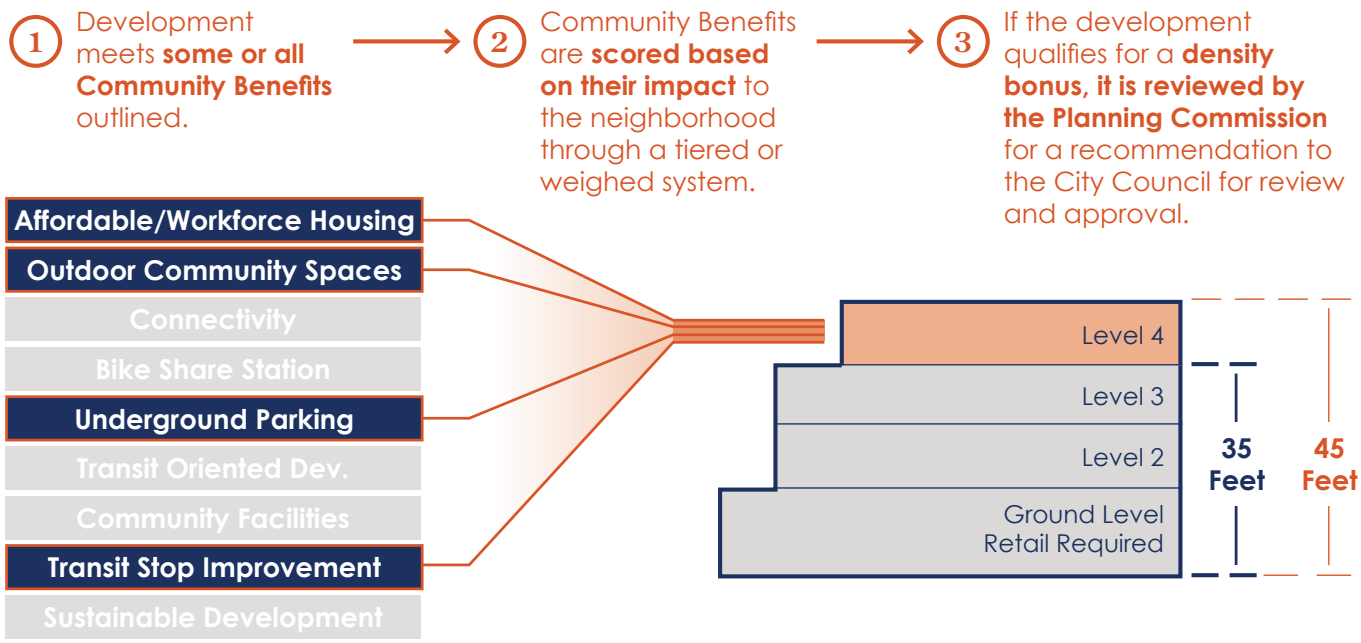
Transit Oriented Dev.

Net Zero Development

- **Transit/Mobility hub** where users can access multiple types of transport modes (bike share, transit, etc.) in a single location. A desired location in Bonanza Park for a transit hub is the Park Avenue transit stop by the Fresh Market. A future hub in this location could include a heated enclosed structures, public restrooms, and other transit amenities.
- **Connectivity improvements**, such as new pedestrian paths or streets that create walkable and connected development patterns and break up existing superblocks, or major improvements such as pedestrian tunnels to nearby neighborhoods.
- **Underground parking** for a significant portion of spaces provided, to mitigate the visual impact of a large parking structure in the neighborhood.
- **Art/Placemaking elements**, such as murals, lighting, and signage that reflect the identity and character of Bonanza Park.
- **Community facilities**, such as daycare or essential services that support a livable residential neighborhood for Parkites.
- **Transit Oriented Development** where higher densities are located near a high frequency transit line.
- **Sustainable Development** that meets or exceeds Park City's net-zero goals.
- **Undergrounding of overhead utilities** to increase the developable area within a single site, make existing sites more attractive, and improve the appearance of new development.

The need for a density bonus in Bonanza Park is more pressing than ever. The development community has

Establishing a Density Bonus for Community Benefits: How does it work?



taken notice of the market opportunity in Bonanza Park and have submitted or proposed redevelopments of key properties in the area. Nonetheless, increased land costs, higher labor costs in construction, and a need for affordable or workforce housing has led the development community to submitting development application with buildings that exceed the allowed heights in the current zoning.

Without regulatory tools in place, the City is forced to negotiate these variances on a case-by-case basis, leading to uncertainty in the development market, and running the risk of not maximizing the community benefit received in exchange for the increased density.

The means of providing a density bonus for Bonanza Park, in exchange for a community benefit though an etsablished system can provide the development community predictable and quantifiable metrics to include in a development application. **As a next step implementation item, Park City Staff should develop a categorization system with tiers that reflect the relative value and investment of each community benefit.**

This weighed system can be applied through a review by the Planning Commission for a recommendation to the City Council for review and approval before the Planning Commission reviews the project.

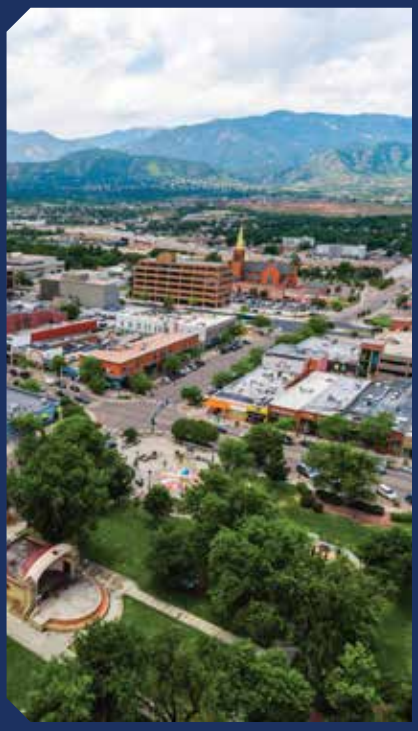
A notable example to follow is the city of Colorado Springs, CO, where a form-based code for their downtown includes a points-based system of community benefits and a point exchange rate table. In Bonanza Park, the community expressed strong support for this trade-off, with a majority of Parkites in the third community meeting supporting the exchange of a community benefit with one or more of the following examples:

- **Example 1:** Reducing setback requirements from 25 feet unless the property falls within the Frontage Protection Zone.
- **Example 2:** Reducing parking requirements for mixed-use buildings, as detailed later in this report in the User Friendly Goal, under the UF4 recommendation.
- **Example 3:** Increasing maximum allowed building height to 45-feet, from the current 35-foot maximum recommended for the BPMX District and within the current GC Zoning.

Increasing maximum building height to 45-feet is consistent with requirements for those applying for an Affordable Master Plan Development (AMPD), in which a developer meets affordability metrics. This recommendation expands this notion even further, through which a developer has additional flexibility to increase building heights, while the Bonanza Park community is able to trade off this impact through a menu of desired community benefits.

Density Bonus Case Studies:

How other communities use this regulatory tool



Colorado Springs, CO

Colorado Springs, Colorado uses density bonuses that allow building elements that exceed zoning requirements in exchange for the inclusion of amenities that benefit the greater community. Density bonus opportunities are split into eight (8) categories:

1. Pedestrian alley improvements
2. Public art and cultural amenities
3. Market rate housing units
4. Affordable housing units
5. Green building design
6. Historic Preservation
7. Underground Parking
8. Bicycle Storage

Each density bonus category describes the amenity and the level of improvement that must be achieved in order for the improvements to count toward a density bonus. Points are awarded for each category meeting the minimums, and points are exchanged into additional height allowances. Exchange limits are listed within the Code and all point exchanges are approved through either the Downtown Review Board and/or the City Council.

Seattle, WA

Seattle, Washington uses incentive zoning that allows additional floor area and/or height that exceeds the zoning requirements in exchange for public amenities. Incentive zoning opportunities are split into five (5) amenities options:

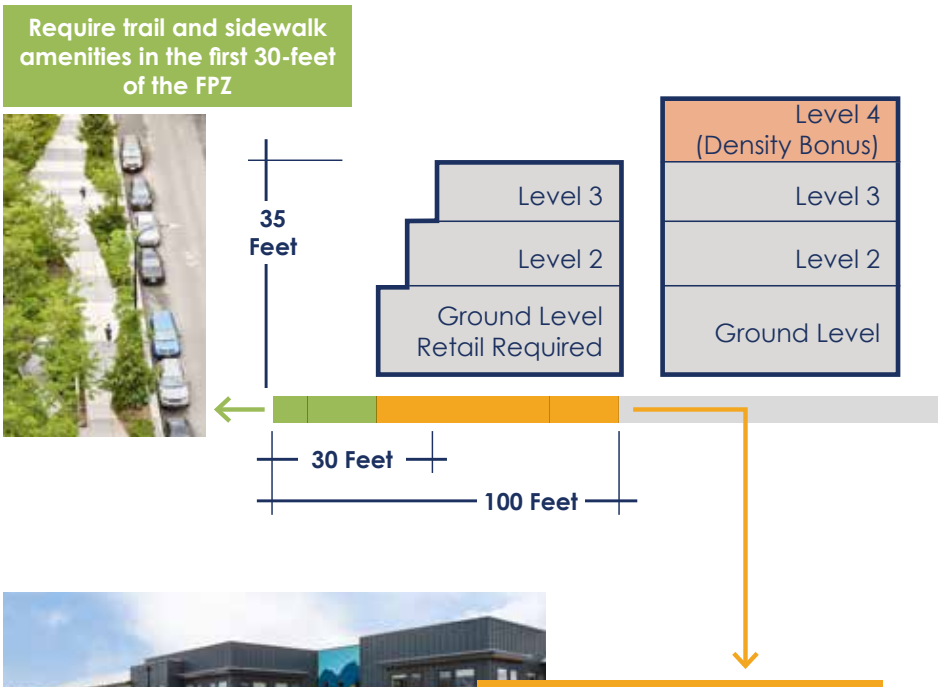
1. Affordable Housing
2. Childcare
3. Open Spaces
4. Transferable Development Potential and Rights (TDP/TDR)
5. Regional Development Credits (RDC)

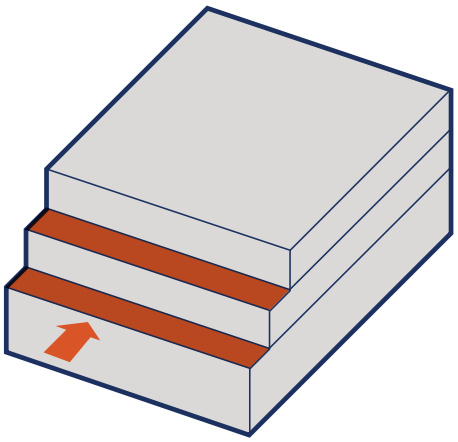
Seattle uses three (3) incentive zoning programs, one specifically to satisfy the requirements for affordable housing within residential developments that allows additional floor area, one voluntary program that offers amenities in exchange for additional floor area and building height and one specifically for Downtown that allows additional floor area. Each incentive option must follow the requirements listed within the zoning code, including but not limited to agreements with the city, review by state and human services director, duration requirements, size/distribution/rent requirements, location requirements, and minimum amenities included.

MU2: Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.

The Frontage Protection Zone (FPZ) is an existing overlay that protects viewsheds along Park City's entry corridors through a 100-foot zone. Within Bonanza Park, the FPZ impacts Kearns Boulevard, Park Avenue, and Deer Valley Drive. Currently, as outlined in the existing conditions section of this report, no structures, including signs, are allowed within thirty feet (30') of the nearest highway Right-of-Way. All construction activity, including permanent signs, proposed in the area between thirty feet (30') and one hundred feet (100') from the nearest Right-of-Way line requires a Conditional Use Permit. Through the plan's engagement, Parkites expressed widespread support for the FPZ's role in enhancing and preserving Park City's character. Nonetheless, Parkites also supported improving the FPZ to better align with their vision for Bonanza Park. These improvements, noted below, are recommended to be considered as an overall update to the FPZ language:

- **Maintain Planning Commission discretion within the Frontage Protection Zone through the current Conditional Use Permit (CUP) process** to ensure that site-specific criteria can be considered when evaluating buildings within the FPZ. For instance, the Commission may consider designated vantage points, corner lot considerations, site depth, adjacent land uses, desired pedestrian connections, etc.

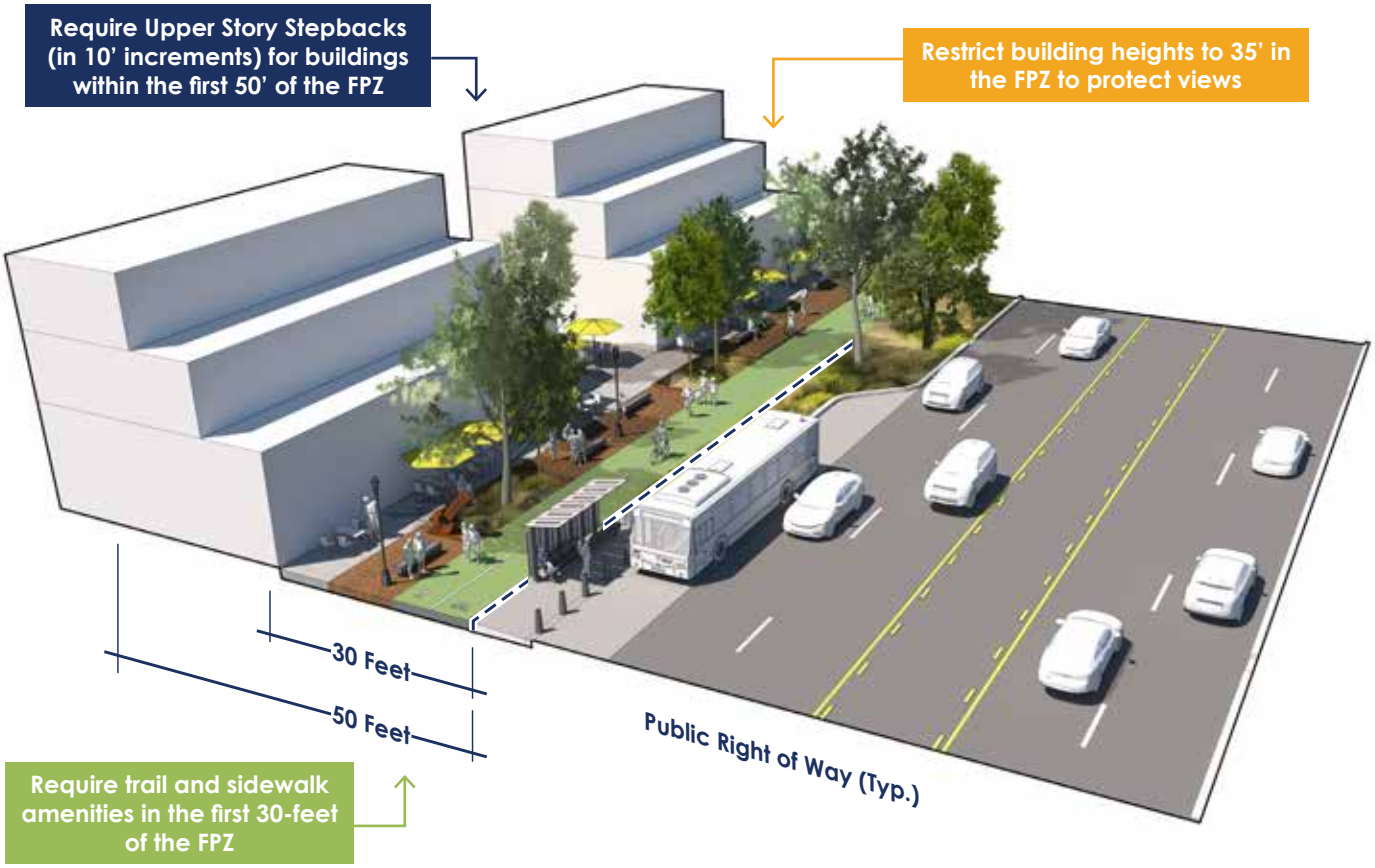




- **Restrict building heights to 35-feet within the FPZ** to mitigate the visual impact of additional development and density on Park City's entry corridors. Building heights along the entirety of the 100-foot FPZ should be restricted to 35-feet, regardless of the underlying zoning or any additional density bonus. Mechanical equipment and elevator shafts should be screened from street visibility.

- **Allow for exceptions that prioritize good design in small or challenging sites.** In corner sites or small sites where the FPZ occupies a majority or a significant portion of the developable area, the Planning Commission is recommended to have discretion to make exceptions that prioritize site-specific designs.
- **Require trail and sidewalk amenities in the first 30-feet of the FPZ** to treat this section as a linear green. While sidewalks and trails are allowed within the first 30-feet of the FPZ, there is an opportunity to ensure that the first 30 feet of the FPZ setback is treated as a linear green with ample sidewalks, multi-use trails, street trees, landscaping, seating, transit facilities, and pedestrian-scale lighting. The design of these linear greens should prioritize the pedestrian and cyclist experience, encouraging the undergrounding of overhead utilities. These new linear greenspaces in the Frontage Protection Zone should be woven into the site design as a means of breaking up superblocks and creating welcoming spaces that invite people into the neighborhood from the perimeter.
- **Allow for arts and culture elements** within the first 30-feet of the FPZ. These may include sculptures, supergraphics, decorative or artistic lighting, play elements, or neighborhood gateway elements.
- **Require Upper Story Stepbacks:** For buildings proposed within the first 50 feet of the FPZ, require upper story stepbacks (in ten-foot increments) along facades facing corridors in the FPZ to preserve mountain views and reduce the visual impact of additional development.

The graphic below depicts the impact of these improvements of the Frontage Protection Zone to new development on the entry corridors in Bonanza Park. New buildings will meet the street with linear greens, gathering spaces, artistic elements, and improved transit infrastructure.



Front Yards

Entrances & Porches

Landscaping & Trees

Windows & Doors

Block Patterns & Sizes

Roofs

Fences

Parking Placement

As part of a Bonanza Park Mixed Use District, ensure that new multifamily and mixed use buildings reflect human scale design for a walkable community by regulating design elements. Excludes single and two-family dwellings.

MU3: Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.

With Bonanza Park poised for additional growth, the neighborhood's character, scale, and architectural quality will continue to evolve as new buildings and uses replace surface lots and underutilized parcels. For instance, recent developments like the affordable housing-focused Engine House on Homestake Road, bring in new residents and street life to what was otherwise a surface parking lot.

As this development momentum continues, Parkites expressed through this plan's engagement process that new buildings must reflect the charm, architectural quality, and design sensitivities that have made Park City an international destination and a place with high quality of life for residents. To protect this architectural authenticity, it is recommended that Bonanza Park establish development guidelines for new multifamily and mixed-use buildings proposed within the Bonanza Park study area, whether as a stand-alone regulatory document or as part of a new Bonanza Park Mixed Use District. These guidelines, per state statute, would exclude single and two-family dwellings. Similarly, new design guidelines are not intended to mandate a specific architectural style or preclude from innovative design. Instead, development or design guidelines focus on ensuring good quality design that is human scaled, reflects a walkable setting, and is sensitive to its context and surroundings.

Unlike a Form-Based Code or form-based regulations, development or design standards thus focus on building aspects that are more qualitative in nature to ensure a high design quality in new construction. For instance, they typically address, but are not limited to, aspects like building articulation, site design and orientation, placement or parking lots and structures, location and orientation of yards, entrances, and windows, and location and specifications for landscaping and trees. As well, they can regulate overall development patterns and encourage breaking down Bonanza Park's superblocks into a more compact and connected street grid, where key corridors are activated at the ground level and delivery/trash/recycling areas are consolidated and screened from view, accessed via alleys or service drives.

Their application into an existing community adds predictability to the development process and signals the quality of design expected of the development community.

How these Recommendations can Shape Development

Taken together, these improvements to the base zoning, FPZ, and the addition of development guidelines will shape development. As growth occurs, the recommendations in this section will preserve and enhance viewsheds and ensure that new buildings contribute to Park City's charm and character.

To illustrate this opportunity, the following example graphics demonstrate how improvements to the FPZ would regulate building form along key corridors in Bonanza Park. The developments shown in these graphics are purely hypothetical massing studies along Park Avenue, Kearns Boulevard, and Bonanza Drive. It should be noted that the massing study along Iron Horse Boulevard and Bonanza Drive is outside the FPZ and illustrates how development elsewhere in Bonanza Park may incorporate these regulations as part of a Bonanza Park Mixed Use District.

Kearns Boulevard & Homestake Road

Park Avenue & Woodbine Way

Existing Conditions

Conceptual 3-Story Development

Iron Horse Boulevard and Bonanza Drive

Conceptual 3-Story Development

Existing Conditions

Bonanza Park is...

Local

Support locally-owned business & entrepreneurship.

At community meetings, walking tours, roundtables, and online surveys, Parkites described Bonanza Park as "locals' neighborhood"- a place where Parkites live and go out to dine, shop, and run errands. This was in contrast to Old Town and the Main Street corridor, which many of the Parkites we engaged described as catering toward tourists and out of town visitors. For instance, Parkites described the charm of the Boneyard Saloon and Roadhouse Grill, and how they would likely run into neighbors when dining out. These impromptu meetings, where neighbors converse and can comfortably and naturally gather, create and foster a strong sense of community and belonging. Their happening is not exclusive to the venue in which they occur, but instead enhanced by the authenticity of the venue and how it feels representative of the community's values. As such, Parkites expressed a desire that new businesses and establishments that come into the neighborhood as development and growth occurs continue to reflect the personality and authenticity of Bonanza Park.

Similarly, the Parkites we engaged expressed the value of Bonanza Park being a true neighborhood where Parkites live, work, and recreate. The neighborhood is already home to more than 700 residents and is expected to continue to add residents with new development proposals. As an internationally renowned tourist destination, Park City's appeal is widespread and highly desirable. While the tourism-based economy creates economic opportunities and supports the overall community, it also creates pressures on land values and the housing market through the addition of hotels, timeshares, and nightly rentals. Preserving the neighborhood's character as a place for Parkites continues to be a key community priority. This section does so through the following recommendations:

- **L1:** Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals.
- **L2:** Limit conventional chain businesses to prioritize locally owned and unique retailers/ restaurants in Bonanza Park.
- **L3:** Cap commercial square footage per building, with exceptions for grocery stores, to incentivize mixed use development.

L1: Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals.

Bonanza Park is a neighborhood by locals, for locals. As growth occurs, Parkites engaged through this process supported a future land use vision centered around additional mixed-use development that brings in more full-time residents and provides homes for Park City's workforce, and limits the addition of hotels, nightly rentals, and other hospitality uses. With this goal and outcome in mind, there is an opportunity to limit nightly rentals, hotels, and timeshares in the neighborhood.

Limiting Future Hotels

With the exception of the DoubleTree Hotel at the corner of Park Avenue and Bonanza Park and the Park Regency Resort on Prospector Avenue, Bonanza Park is largely commercial in nature with some pockets of residential condos and apartments. Through a rezoning of the neighborhood into a future Bonanza Park Mixed Use District, there is an opportunity to classify major hotels, or those with more than fifteen hotel rooms, as a conditional use. Currently, both major and minor hotels are uses allowed by right in the General Commercial (GC) zoning district. This rezoning will establish an additional check on whether any proposed hospitality uses will impact the overall character of Bonanza Park, providing an opportunity for potential new hospitality uses to establish compatibility standards with the remainder of the neighborhood.

Limiting Nightly Rentals

In the last decade, nightly rentals have disrupted and transformed the hospitality industry, and as a consequence, the neighborhoods where they are located. While they provide visitors additional choice beyond a traditional hotel and may even introduce new visitors and economic activity to an otherwise residential community, their presence is not without negative impacts to housing affordability and impacts to the character of a neighborhood. According to AirDNA, the world leader in nightly rental intelligence data, nightly rentals in the United States, on average, increased home values between 1 to 4 percent over the last four years – though this percentage may be as high as 17 to 20 percent in very specific touristic areas. * Thus, while limiting nightly rentals alone will not fix housing supply shortages and erase affordability concerns, when heavily concentrated in a community, they may have a significant impact. As such, cities with tourism-driven local economies have enacted strategies to limit nightly rentals both citywide, and within specific neighborhood boundaries.

Park City already regulates nightly rentals citywide through zoning and a licensing process. Anyone with the intent to offer paid lodging for a period of under 30 days, if within one of the allowable zoning districts, must apply for a nightly rental license to operate. The entirety of Bonanza Park is within zoning districts that allow nightly rentals. However, with the exception of portions zoned

Light Industrial (LI), lockout units, or dwellings with separate exterior access that include a bathroom but no kitchen, require a Conditional Use Permit.

Strategies to limit nightly rentals in Bonanza Park may include a menu of options, to be considered by City Council as a next step implementation item. These may impact the Bonanza Park study area directly, as either additions to the Regulation Of Nightly Rentals section of the Land Development Code, or as part of a future Bonanza Park Mixed Use District. These may include:

- Establishing a total cap or quota on the total number of nightly rentals in Bonanza Park, as a percentage of the total housing units in the neighborhood, or as a number influenced by the number of nightly rentals currently permitted in Bonanza Park.
- Limiting the number of tenants who can stay in a nightly rental per single stay, to prevent "party houses" in established residential areas.
- Establishing a policy limiting investor-owned nightly rentals, or owners who own and operate multiple nightly rental licenses, while still allowing licenses for homeowners wanting to operate a nightly rental from their primary residence.
- Adopting a full-time resident requirement for nightly rental license holders impacting absentee landlords or out-of-town owners.

These nightly rental policies, however, only work effectively through appropriate enforcement and monitoring of the supply of rentals in the community. It is recommended that any updates to policies impacting nightly rentals in Bonanza Park are evaluated by their ability to be properly enforced.

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

Parkites responding to surveys and attended meetings described Bonanza Park's current retailers, dining establishments, and shops and one of their top "favorite things" about the neighborhood. Many of Bonanza Park's commercial properties are indeed home to local businesses with local or regional ownership, many of which attended stakeholder roundtables conducted by the planning team in the first phase of community engagement. These owners are highly invested in the success of the community, and champion improvements to the area.

As new businesses move into the area, in both existing commercial buildings, or as part of a redevelopment, there is an opportunity to ensure that new tenants reflect the richness, authenticity, and character of the community. A key strategy for such is to limit conventional chain businesses from operating in Bonanza Park. Park City already defines a conventional chain business through the Land Development Code, as a commercial storefront substantially identical to more than ten (10) other businesses, regardless of ownership or location, based on standardized menu, merchandise, apparel, or architectural design or decor. Strategies to limit chain businesses in Bonanza Park include:

- Limit the total number of chain businesses allowed in the Bonanza Park neighborhood, either as

part of a prohibited use in a new Bonanza Park Mixed Use District, or as an addition to the General Commercial (GC) Zoning District. The Park City municipal code already does so for two zoning districts - the Historic Recreation Commercial (HRC), where no more than seven chain businesses are permitted, and the Historic Commercial Business (HCB) District, where no more than 17 chain businesses are permitted.

- Limit the size of allowed square footage for a chain business to no more than 5,000 square feet to discourage "big box" retail users.
- Limit the proportionate amount of square footage a conventional chain business may occupy within a single building. For instance, a future policy may outline that chain businesses must not occupy more than 30% of the total commercial space in a single building.

L3: Cap commercial square footage per building, with exceptions for grocery stores, to incentivize mixed use development.

In order to incentivize mixed use development over single use commercial development, a future Bonanza Park Mixed Use Zoning District can include regulations that cap the maximum allowable commercial square footages for a single development, building, or application. These recommendations can carve exceptions for potential uses that require a higher total square footage, and are associated with a livable community, such as a full-service grocery store, institutional uses such as an art center or museum, or municipal and civic uses. These terms need to be further defined by Park City Staff following this process, for clarity. For instance, Park City's Land Management Code and its definitions do not currently distinguish a grocery store from other major retail and service commercial uses.

The potential regulations to be considered include the following:

- Limit the allowable commercial square feet for a single building to no more than 15,000 to 29,000 square feet, to ensure that building massing remains at the same scale as the surrounding neighborhood.
- Limit the size of allowed square footage for all commercial uses to no more than 5,000 square feet for a single tenant, to discourage "big box" retail users.
- Require that at least 50% of the total square footage for mixed use buildings that include commercial uses at the ground level are dedicated to residential or commercial office uses.

Bonanza Park is...

User-Friendly

Create a safe & intuitive network for pedestrians, cyclists, and transit users.

From the very first engagement session, Parkites reiterated their support for a more connected, walkable, bikeable, and transit-rich Bonanza Park. At community meetings and stakeholder roundtables, Parkites described moving through the neighborhood as a confusing and often challenging endeavor.

The Mixed Use goal of this plan envisions a more mixed use, compact, and livable Bonanza Park. In order for this type of development vision to thrive, Bonanza Park will require significant investments to its network of streets, sidewalks, and to its overall connectivity. At the neighborhood scale, livability begins and ends with user-friendliness for all users, from pedestrians to cyclists, transit users, and lastly, for those driving a personal car. As such, this section focuses on improvements to the neighborhood's existing infrastructure, and outlines policy recommendations to ensure that new development supports a more connected mobility network, through four key recommendations:

- **UF1:** Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.
- **UF2:** When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.
- **UF3:** Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods.
- **UF4:** Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.

Understanding that additional development may impact vehicular traffic, a stand-alone mobility component was developed as part of this planning process. This separate report includes a more detailed existing conditions analysis and includes the results of a traffic model measuring impacts to intersection Levels of Service. This technical document was prepared by Fehr and Peers, in collaboration with the planning team.

UF1: Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.

To become a more walkable and connected neighborhood, Bonanza Parks needs to focus on building its network of pedestrian and bicycle linkages. This plan recommends doing so through a focus on addressing sidewalk gaps, and an investment into high quality trails, noted as Signature Trails.

Improving Sidewalk and Pedestrian Connectivity

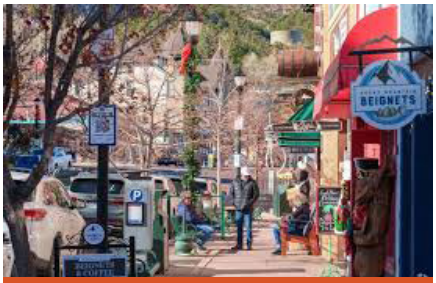
Pedestrian connectivity begins with basic infrastructure – sidewalks. Every street within Bonanza Park must include, at the very least, sidewalks on both sides of the street that meet or exceed Park City's standards. Sidewalk gaps within the neighborhood include the south side of Iron Horse Boulevard, both sides of Shortline Road, and both sides of Homestake Road, though this will be addressed via a complete street redesign of the street. Additionally, there is an opportunity to add sidewalk/trail linkages within the neighborhood core to add mid-block connections in otherwise large superblocks. These interior connections are noted in the accompanying map and include connections between the Rail Trail on Bonanza Drive to Iron Horse Drive and Shortline Road, potential future connections within the superblock at the intersection of Park Avenue and Kearns Boulevard, and internal connections near the city-owned site at Kearns Boulevard and Bonanza Drive.

Potential Bike/Ped Connection Typologies

Neighborhood Street

Shared Street "Woonerf"

Alley or Service Drive



Retail Street

Off-Street Trail

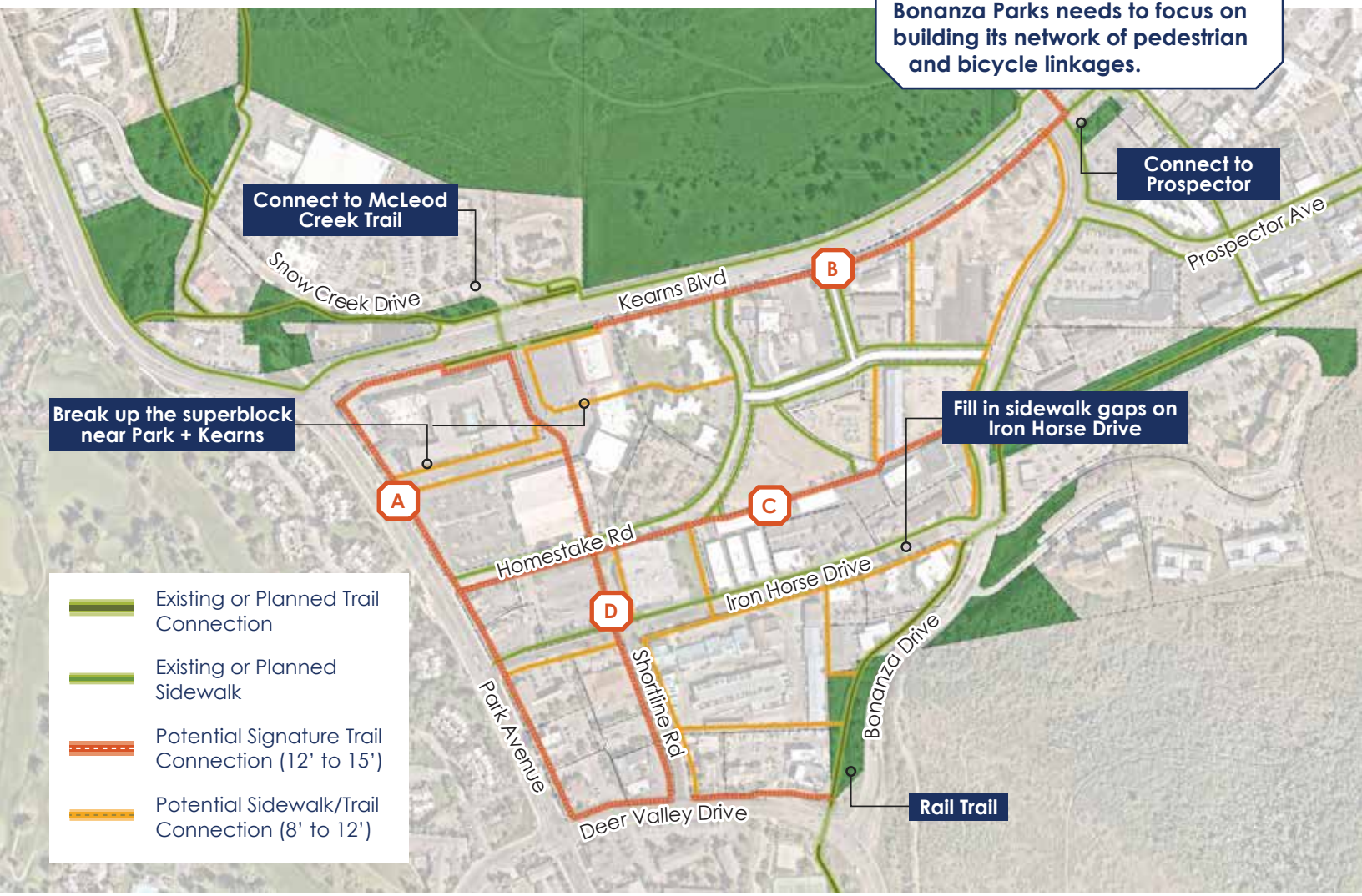
On-Street Bike

Pedestrian Way

Linear Green

Intersections within the neighborhood core and those between local streets, such as the intersection of Iron Horse Drive and Shortline Road, must prioritize marked pedestrian crossings. At neighborhood thresholds and gateways to nearby communities, such as the connection to Prospector, pedestrian tunnels can provide a more seamless and safe crossing. Park City is already making a similar investment with a tunnel under Kearns Boulevard toward Snow Creek Drive.

The Connectivity Vision for Bonanza Park



Investing in Signature Trails

Bonanza Parks also sits near three regional trail systems of high quality – the Historic Union Pacific Rail Trail to the east, the McLeod Creek Trail to the north, and the Poison Creek Trail to the south. While the rail trail and the Poison Creek trail are seamlessly connected along Bonanza Drive through various pedestrian tunnels, this network remains cut off from the McLeod Creek Trail. Moving from one trail to the other through the neighborhood involves walking along streets missing sidewalks, cutting through surface parking lots, or walking along narrow sidewalks that lack street trees or pedestrian crossings. As such, this plan recommends investing in Signature Trails, or trails matching or exceeding existing regional trail standards, such as 12- to 15-foot widths, landscaped edges, consistent wayfinding and signage, bicycle repair stations, seating areas, and trailheads at key intersections. Trail and trailhead design should also prioritize comfort during the winter months through pedestrian/bicyclist amenities that are seasonal, such as covered bicycle parking, outdoor seating areas/benches, etc.

The addition of these trails is a significant investment in Bonanza Park's future, though may be challenged by a limited amount of space within the existing right of way. As a way to prioritize pedestrian and cyclist movement, future revisions to the Frontage Protection Zone should consider requirements for corner lots and additional setbacks to allow for pedestrian/cyclist movement and circulation through Bonanza Park.

Potential routes for signature trails in Bonanza Park include:

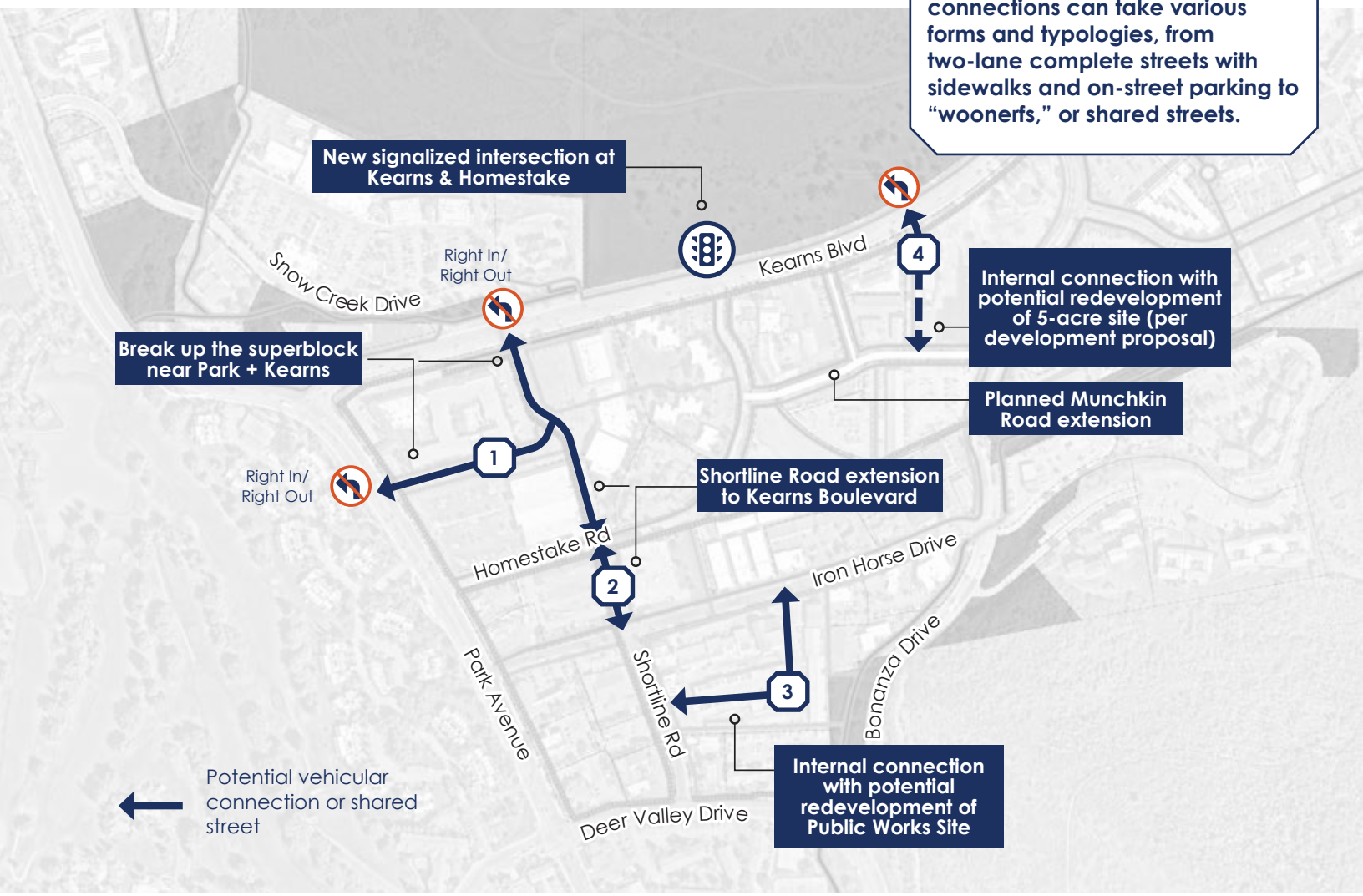
- **A** Park Avenue, between Deer Valley Drive and Kearns Boulevard.
- **B** Kearns Boulevard, along its south side between Park Avenue and Bonanza Drive.

Example of a Signature Trail

C A new east-west connection between Park Avenue and the Rail Trail, through the south side of Homestake Road and within portions of the Iron Horse District.

D A new north-south connection between Deer Valley Drive and Kearns Boulevard, along Shortline Road, the Walgreens property, and through a future redevelopment of the Fresh Market site toward the proposed Snow Creek Drive Tunnel under Kearns Boulevard.

Breaking down Superblocks with Redevelopment



UF2: When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.

Through the years, Bonanza Park's development patterns has resulted in a disjointed network of overly sized superblocks where internal pedestrian and vehicular connections are often lacking. As redevelopment occurs within these superblocks, there must be a focus on breaking down this superblock pattern into more compact, walkable, and connected blocks. New internal streets and connections can take various forms and typologies, from two-lane complete streets with sidewalks and on-street parking to "woonerfs," or shared streets, where streets are designed to slow down vehicular traffic and prioritize pedestrian and cyclist movement. The internal street network connections to consider as redevelopment occurs are as follows:

1. Superblock between Park Avenue, Kearns Boulevard, and Homestake Road: A future redevelopment of the commercial properties in this area should prioritize created new east-west and north-south connections. Streets connecting to Park Avenue or Kearns Boulevard should remain as right-in/right-out intersections, to lessen impacts to regional traffic.
2. Extension of Shortline Road: With a redevelopment or improvement of the Walgreens site, Shortline Road can be extended toward Homestake Road, eventually connecting with a new north-south connection toward Kearns Boulevard.

Example of a Vehicular and Trail Connection

3 Public Works Site: In the case of a future redevelopment of the Public Works facility on Iron Horse Drive, a new east-west and north-south connection can create a more compact block size near the Rail Trail.

4 City-Owned 5-Acre Site: In a future redevelopment of the city-owned site at the corner of Park Avenue and Bonanza Drive, a new internal connection should be considered between Munchkin Road and Kearns Boulevard.

UF3: Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods.

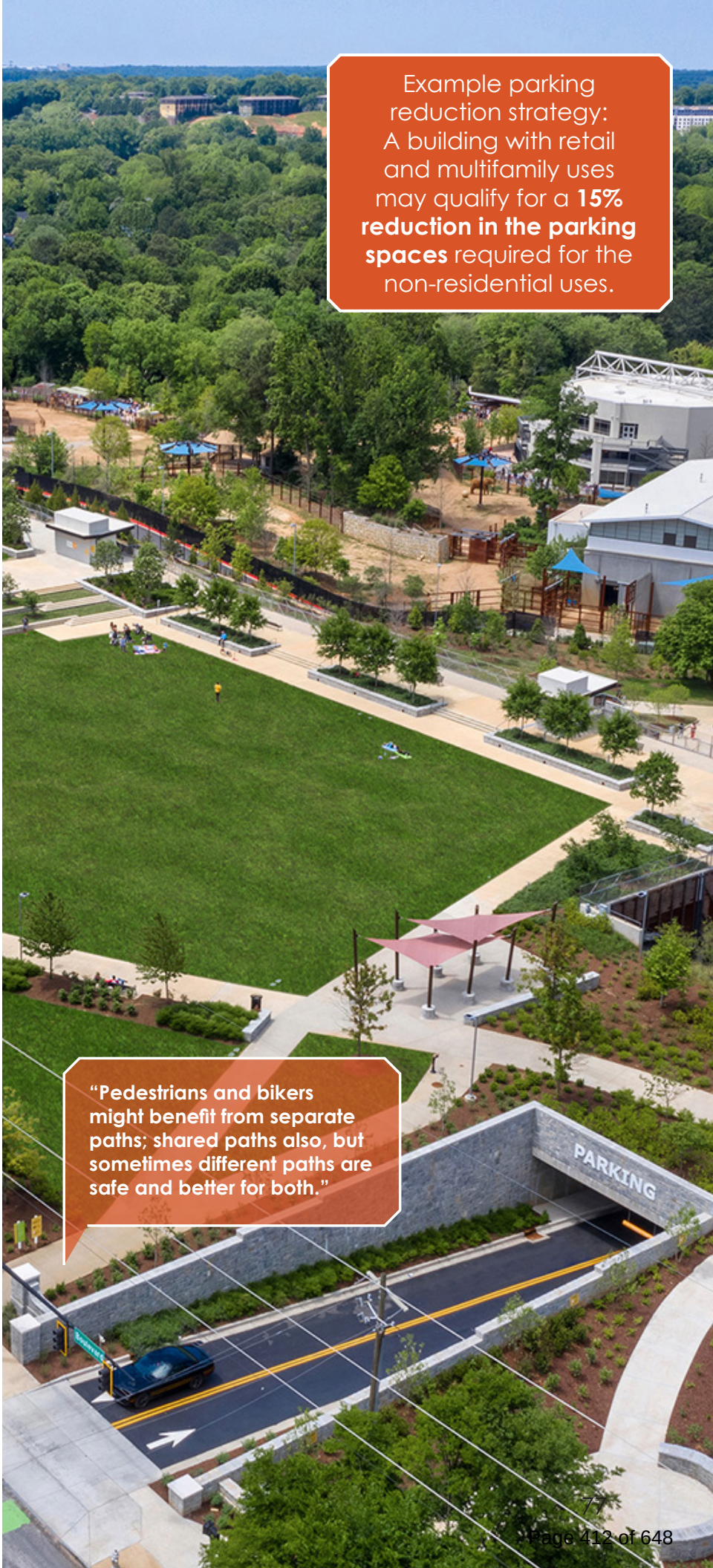
The improvements described in this section are ambitious and will require significant funding. Understanding that municipal funds are limited in accomplishing these goals, there is an opportunity to leverage future developments to fund and implement some of the mobility improvements most needed in Bonanza Drive. While these are investments in the public realm, they may help make Bonanza Park a more vibrant and walkable place, benefiting both existing residents and future residents brought in through new buildings. In collaboration with Park City, developers can choose to provide some of these as a community benefit when applying for a density bonus, as described in the Mixed Use goal, or may choose to pay a fee-in-lieu into a mobility improvement fund. The potential improvements to be considered as high priorities for Bonanza Park include:

- **Traffic calming measures:** Bump-outs at intersections, on-street parking as part of a complete street design, parklets, sidewalks, signage, and street trees.
- **Crosswalk improvements:** Clearly marked crosswalks and pedestrian signage.
- **Mobility Hubs:** Bus shelters (with lighting, seating, cover, and signage), bus pullouts, and access to last-mile connectivity, such as bike share or micro-mobility.
- **Pedestrian Connections:** Continuing to invest in connectivity to the surrounding area, with a focus on creating tunnel or bridge connections with adjacent neighborhoods.

UF4: Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.

As part of a new Bonanza Park Mixed Use District (BPMX), Park City may consider the following strategies to shift the development paradigm in Bonanza Park and ensure that new development supports a walkable environment:

- **Restrict car-centric uses:** In a future BPXD Zoning district, auto related retail, drive-up windows, and gas stations, may be considered as potential prohibited uses.
- **Significantly lower parking minimums for all shared uses:** Lower required parking minimums for mixed use developments, boutique hotels, complementary uses in a single development, or when in close proximity to transit. A shared parking strategy should be developed as an implementation next step. For instance, a building with retail and multifamily uses may qualify for a 15% reduction in the parking spaces required for the non-residential uses, following a parking impact study submitted as part of the development application.
- **Incentivize underground parking:** Included as a community benefit within the proposed BPMX, underground parking should be encouraged and incentivized through a parking reduction. For instance, peer communities have included a 5% reduction of the required parking minimum for parking space included below grade.



Bonanza Park is...

Inclusive

Expand the availability of affordable and workforce housing units.

The Parkites engaged throughout the planning process described a future Bonanza Park where folks of all backgrounds and incomes have access to attainable housing, eco-friendly spaces, improved air quality, and a vibrant local economy built around local businesses. When housing is adequate, other essential elements of community fall more easily into place including healthcare, education, and job opportunities. The common myth that affordable and workforce housing will negatively impact the economy or social qualities of a community is a harmful narrative to communities. Communities flourish when homes are reasonably priced by way of steady rental rates, increased spending power, less stress, more available jobs, and increased tax revenue that can be used to improve infrastructure, educational facilities, and other vital community resources. The U.S. Department of Housing and Urban Development defines affordable housing as housing on which the occupant is paying no more than 30 percent of gross income for housing costs, including utilities. From tenant-based rental assistance to project-based affordable housing, there are multiple options that cities can utilize and incentivize to facilitate the development and preservation of affordable housing. Shortages of affordable and workforce housing are a long-standing challenge throughout the country and in Park City.

In an effort to promote community sustainability, housing has been a focus of Park City since the early 1990's, adopting the first housing policies as early as 1993 intended to create and preserve affordable housing. As a resort town that attracts thousands of visitors every winter season, seasonal workers are an essential part of the workforce with a need for affordable housing, that make it possible for the city to flourish during peak tourism periods.

Park City's Inclusionary Housing Ordinance requires that Master Planned Developments provide affordable units for 20% of the residential units. In 2023, the Five-Year Moderate Income Housing Plan inventoried 651 moderate-income homes citywide, with 439 rental units

and 212 owner-occupied units. Currently this equates to approximately 20% of the total units in Park City, meeting the minimum goal for affordable units citywide. As future development is anticipated within the Bonanza Park and Snow Creek study area, it is critical to continue to incentivize affordable and workforce housing so that Park City's minimum target of units citywide doesn't drop below the 20% threshold. Ideally, future affordable units in Bonanza Park would increase the percentage beyond 20%.

In order to promote a more inclusive Bonanza Park and expand the availability of affordable and workforce housing units, this study provides four recommendations:

- **I1:** Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.
- **I2:** Establish bold affordability metrics to guide decision-making and track short- and long-term success.
- **I3:** Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.
- **I4:** Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.

Affordable Housing Case Study:

The Martha | Boise, ID

The Martha is a 2- to 3- story apartment building in Boise, Idaho developed by the Capital City Development Corporation (CCDC), Boise's redevelopment and urban renewal agency. A follow up to the West Downtown Neighborhood Plan, The Martha is the result of a Request for Proposals (RFP) for the redevelopment of CCDC-owned property. The RFP process resulted in a development agreement in 2021, and the project broke ground at the end of 2021, and was completed in 2022.

The development includes 48 mixed-income units with 21 studios, 14 one-bedroom units, and 13 two-bedroom units. All units are affordable to residents earning between 60-120% of Boise's Area Median Income (AMI). The building was designed to reflect the area's historic architecture and scale, and is LEED Silver Certified.

Source: Capital City Development Corporation (CCDC)

Affordable Housing Case Study:

Union Flats | St. Paul, MN

The Union Flats development includes 217 workforce housing units to a neighborhood in St. Paul, MN with little to no affordable options. Built on a formerly contaminated site, the development team used a funding strategy that employed the Low Income Housing Tax Credit Program (LIHTC), among other taxable bonds. The development includes resident amenities like courtyards, a pool and deck, a bike lounge, and proximity to nearby regional rail.

As a LIHTC property, rental rates are designed to be under the St. Paul's AMI, with income restrictions in place.

Source: The National Affordable Housing Management Association

EngineHouse Affordable Housing in Bonanza Park: 99 new deed-restricted units targeting Area Median Incomes (AMI) from 40-80%. Expected to be completed in spring 2025. *(Source: Park City Municipal)*

I1: Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.

Park City has the most aggressive local inclusionary affordable housing obligation in the State of Utah at 20%. Per the City's affordable housing policies, private development providing more than 10 residential units must meet this 20% obligation through one of the following six tools:

1. Building the affordable units on site
2. Build affordable units within City limits
3. Deed restrict existing units
4. Build affordable units outside city limits but within the Park City School District Boundary
5. Convey land to the city within the Park City School District Boundary
6. Pay an in-lieu fee, currently $389,700 per Affordable Unit Equivalent

In addition to these tools, this study recommends exploring additional development agreement options that would ensure that developments seeking public investment align with the needs of the broader Bonanza Park and Park City community, such as providing important community benefits as a part of the overall development. Public incentives combined with private funding can also provide private sector technology and innovation, and potentially spread the cost of infrastructure over a more extended period, freeing up public funds that could be applied to areas where private investment is not appropriate or impossible. Lastly, encouraging the construction of various unit sizes and types including micro-units, apartments, townhouses, and condominiums may lead to multiple price points offered within Bonanza Park.

I2: Establish bold affordability metrics to guide decision making and track short and long-term success.

By setting targets for the number of affordable and workforce units that should be built in Bonanza Park and the desired AMI level, Park City will be able to monitor affordability that will help assess progress and determine if changes to the strategy are necessary. Policy objects such as increasing the affordability of rental housing or expanding affordable housing goals within Bonanza Park. By establishing bold affordability metrics that are specific and measurable, Park City will be able to determine to what extent progress is being made in achieving affordability goals. Specific housing goals provide the detail for effective measurement of success rather than vague goals that simply "promote" affordable housing opportunities. Establishing a baseline that begins in a given year and setting a goal for new housing in a five-year period would be an example of a measurable goal for short-term affordable housing.

I3: Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.

With the addition of the EngineHouse affordable housing development coming online in 2024, Bonanza Park will provide a significant percentage of Park City's 2024 affordable and workforce housing target. Identified as rental housing that is affordable without the use of public subsidies, Naturally Occurring Affordable Housing (NOAH) occupies the space between market-rate units and government-assisted subsidized units. Opportunities to preserve naturally occurring moderate income housing include innovative financing strategies, providing tools to mission driven owners like reliable acquisition financing and mixed-income approach, capital and incentives for responsible NOAH owners, and rental assistance for tenants are a few examples.

I4: Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.

Universal design are principles through which public and private spaces are designed to have equal access by people of all ages and abilities, with little or no need for adaptation or specialized design. A key aspect of design that allows for aging-in-place, universal design follows guidelines developed with the American with Disabilities Act (ADA) in mind.

To continue to be a welcoming community for all Parkites, especially those with special requirements or limited mobility, new housing must incorporate elements commonly associated with universal design. These include no-step entries, appropriate widths for doors and hallways, non-slip surfaces on floors and bathtubs, and housing options that include single-story units.

Bonanza Park is...

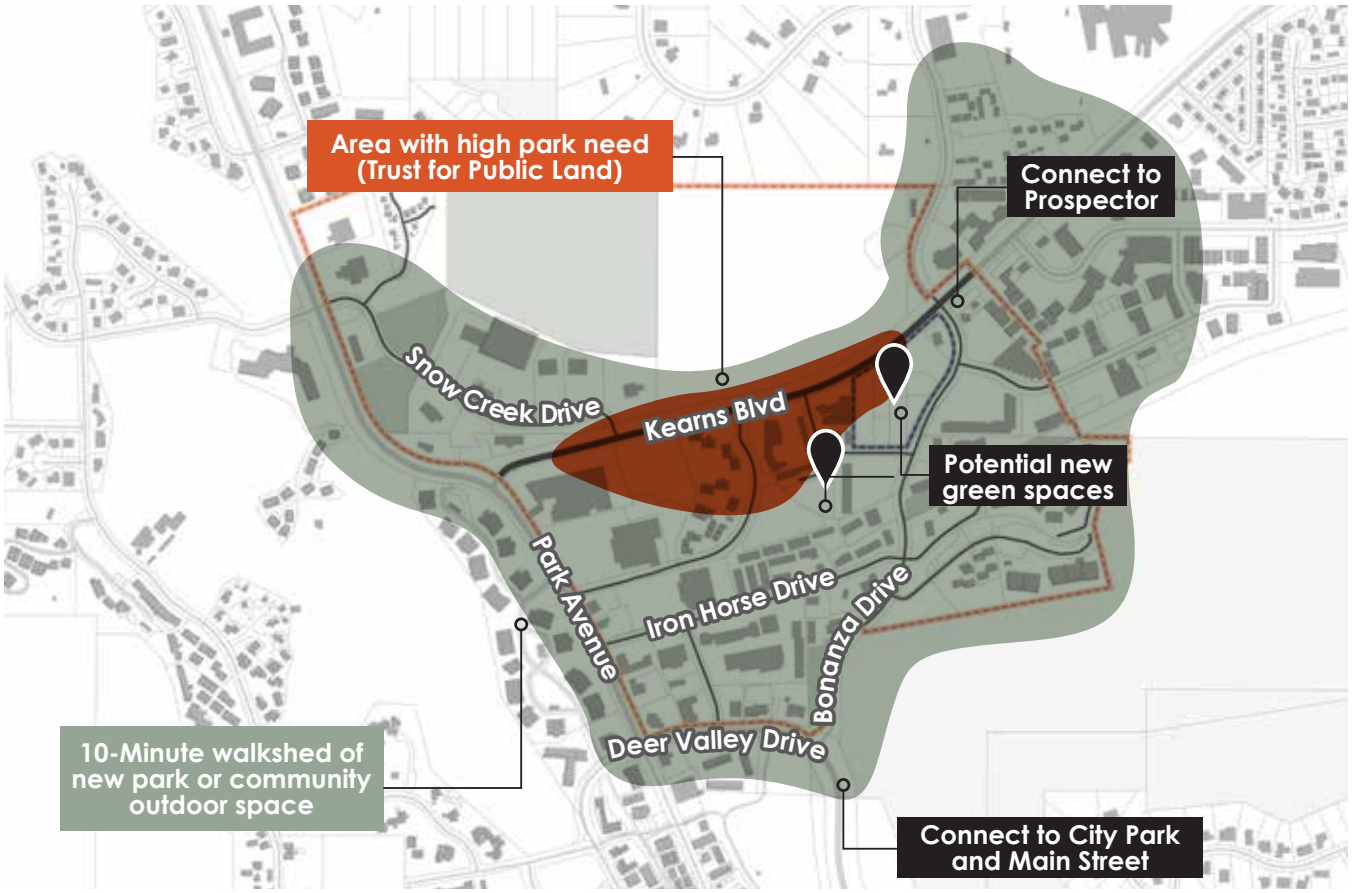
Green

Create a more welcoming and sustainable community.

As Park City and the Bonanza and Snow Creek neighborhoods continue to grow and develop, promoting a greener and more sustainable community that allows people to connect with nature is more important than ever. Sustainable communities provide a wealth of benefits including improved air quality, reduced heat island effects, improved mental and physical health, reduced energy costs, and increased biodiversity. Parks and outdoor community spaces also strengthen social cohesion within a community by offering a range of activities that provide opportunities for people to come together at events like festivals, concerts, and markets. These spaces also promote long-term economic growth by driving tourism, generating income for local businesses, and attracting new residents and businesses to the study area. Finally, community gathering spaces and sustainable development promotes biodiversity and combats the impacts of climate change through vegetation that absorbs carbon from the atmosphere and improves air quality, regulates ecological processes such as pollination and pest control, and serve as conservation areas to protect wildlife and important habitat.

Throughout the arch of the study process including community meetings and online and paper surveys, the incorporation of green and community spaces in future development within the Bonanza and Snow Creek study area received overwhelming community support. Support for a greener, more resilient Bonanza Park is explored through three key recommendations:

- **G1:** Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.
- **G2:** Provide examples of publicly accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.
- **G3:** Incentivize sustainable development within Bonanza Park to meet Park City's net zero goals, reduce vehicle trips, and improve access to transit.



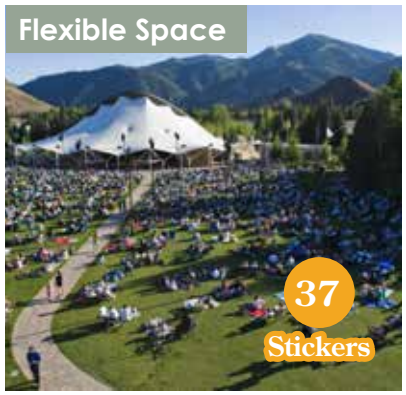
G1: Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.

The addition of new parks and trails within Bonanza Park would provide an opportunity for nearly 1,000 nearby residents to be within a 10-minute walking distance of critical community open space and promote a more sustainable environment for the entire community. Future development should be incentivized to provide new outdoor community spaces through public-private partnerships or development agreements. There is also the opportunity to create a new neighborhood outdoor community space in the heart of Bonanza Park with the potential relocation of the utility substation or as part of the redevelopment of the 5-acre site at the corner of Kearns Boulevard and Bonanza Drive. Finally, a focus on trails and pedestrian connections will ensure that biking and walking to a park or trail is safe and comfortable.

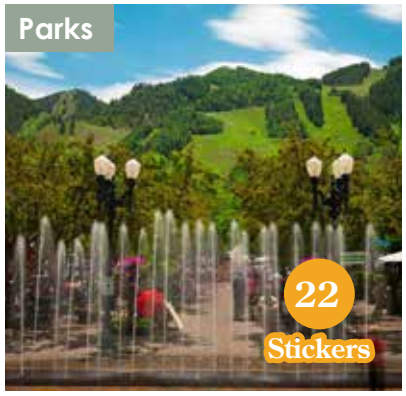
G2: Provide examples of publicly accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.

While providing a wealth of ecological, economic, social, educational benefits to a community, the appearance, scale, and programming of green spaces and outdoor community spaces may vary widely from project to project. Urban plazas, pocket parks, courtyards, parks, and community gardens are a few examples of green community spaces that have the opportunity to offer high quality community benefit, provide environmental and ecological benefits, and promote social cohesion. Careful consideration should be given to each project within Bonanza Park to offer complementary outdoor spaces and experiences throughout the neighborhood and foster a more sustainable and greener community.

These green space typologies should be formalized as a menu of options available to the development community applying for a density bonus within Bonanza Park as part of a new Bonanza Park Mixed Use (BPMX) District, or when proposing development within the Frontage Protection Zone. For each typology, in a future BPMX or elsewhere, the design of these spaces should be guided by supporting language describing their intended use and context, example imagery of best practices, and recommendations for how to best integrate these spaces with a surrounding development.



At the third community meeting, Parkites were asked to share what types of publicly accessible green spaces elements they would like to see in Bonanza Park. Those who participated in this activity were given three stickers and asked to distribute them among the green spaces shown.



G3: Incentivize sustainable development within Bonanza Park to meet Park City's net zero goals, reduce vehicle trips, and improve access to transit.

The impact of our buildings and infrastructure on our environment is significant and overarching, both economically, socially, as well as environmentally. The construction industry and new development is a significant contributor to climate change, which poses a threat to overall public health and has significant impacts on our overall environment and the air that we breathe. By incentivizing greener and more sustainable development, Bonanza Park can contribute to a healthier community for all Parkites and can become a more resilient neighborhood.

Park City has a goal to be a net-zero community by 2030, running on 100% renewable energy. As of 2016, buildings within Park City accounted for 60 percent of all carbon emissions, well above the national average. Investing in green technologies and renewable energy resources like solar, wind and geothermal the Bonanza neighborhood can significantly reduce greenhouse gas emissions. Additionally, green infrastructure such as green roofs, parks, bike paths, and public transit can help reduce air pollution and promote a healthier environment, and future development should be incentivized to include these sustainable features. Finally, future developments should incorporate convenient access to transit routes to encourage reduced dependency on personal vehicles.

Park City has a goal to be a net-zero community by 2030, running on 100% renewable energy. As of 2016, buildings accounted for 60 percent of carbon emissions, well above the national average.

Following this process, Park City Staff must further defines what constitutes a "sustainable development." This may be conceived in various forms, such as looking at a development for its total contribution to carbon emissions, its inclusion of sustainable site design elements, or its adherence to existing guidance on sustainable development. For instance, since 2017, Park City's municipal buildings are required to follow net-zero energy performance requirements. These requirements have as a purpose to "balance the annual energy use of all buildings and facilities with on-site renewables, or as close to the site as possible." For private developments, or developments with public-private partnerships, similar or equal standards may be considered to be classified as a sustainable development.

"I do feel that creating nature based spaces is important; the feel of the neighborhood will be more welcoming."

Bonanza Park is...

Cultural

Weave arts and culture into the community fabric.

Quality of life and caring about community are at the core of embracing arts and culture within the places we inhabit. Providing a way for people to engage in public life, successful placemaking incorporates arts and culture at the center of thriving cities and neighborhoods. Arts and culture have the capacity to transform space into place, and the public realm is a perfect example of spaces that have the potential for us all to relate to place and weave art, programming, and activation into our communities as a civic benefit for everyone. Ranging from murals and sculptures to dance performances and orchestras in the park, public and community art have the ability to promote dialogue with the community, especially when the community is engaged in the inception and creation of the expression. Public art also provides economic benefits including job creation and tourism and has the potential to foster youth development in the arts through apprenticeships and education.

The multi-phased engagement approach for the Bonanza Park and Snow Creek Area Plan identified arts and culture as a priority and a goal that should be embraced and encouraged throughout the community, weaving through all aspects of the neighborhood ranging from public infrastructure to new development. This plan does so through the following recommendations:

- **C1**: Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.
- **C2**: Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.

C1: Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.

Current and future improvements and redevelopment within Bonanza Park should incorporate the transformation of space to place by reimagining and reinventing public spaces as the heart of the development or community. By focusing on access & connectivity, sociability, uses & activities, and comfort and image, the community-driven process of incorporating public art and placemaking strategies capitalizes on Bonanza Park's local assets and results in the creation of authentic public spaces that contribute to overall health, happiness, and well-being.

Bonanza Park has the unique opportunity to allow art installations within the Frontage Protection Zone when approved through the Public Arts Advisory Board process and dedicated to the city. There are many examples throughout the country of cities and districts incorporating public art within the streetscapes and traffic calming measures, such as creative crosswalks, wayfinding, and neighborhood signage. Additionally, public art, such as sculptures and murals, could enhance trails and gateways at key neighborhood entrances and thresholds. The existing Rail Trail should be enhanced with public art, interactive placemaking strategies, and creative district signage.

Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park

C2: Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.

The inclusion of public art within future development projects received overwhelming public support throughout the planning and engagement process for this project. This goal recommends requiring public and local art to be incorporated into Master Planned Developments, to be reviewed and approved through the Public Arts Advisory Board process. It also recommends that community outdoor spaces be created as part of a new development including public art and colorful, creative, and comfortable seating areas. Lastly, the incorporation of murals, supergraphics, and color serves to break up building facades and reflect the neighborhood's identity.

Community Meeting 3 Engagement Results:

What types of placemaking elements would you like to see?

Creative Intersections

Murals

Swings and Creative Seating

Sculptures

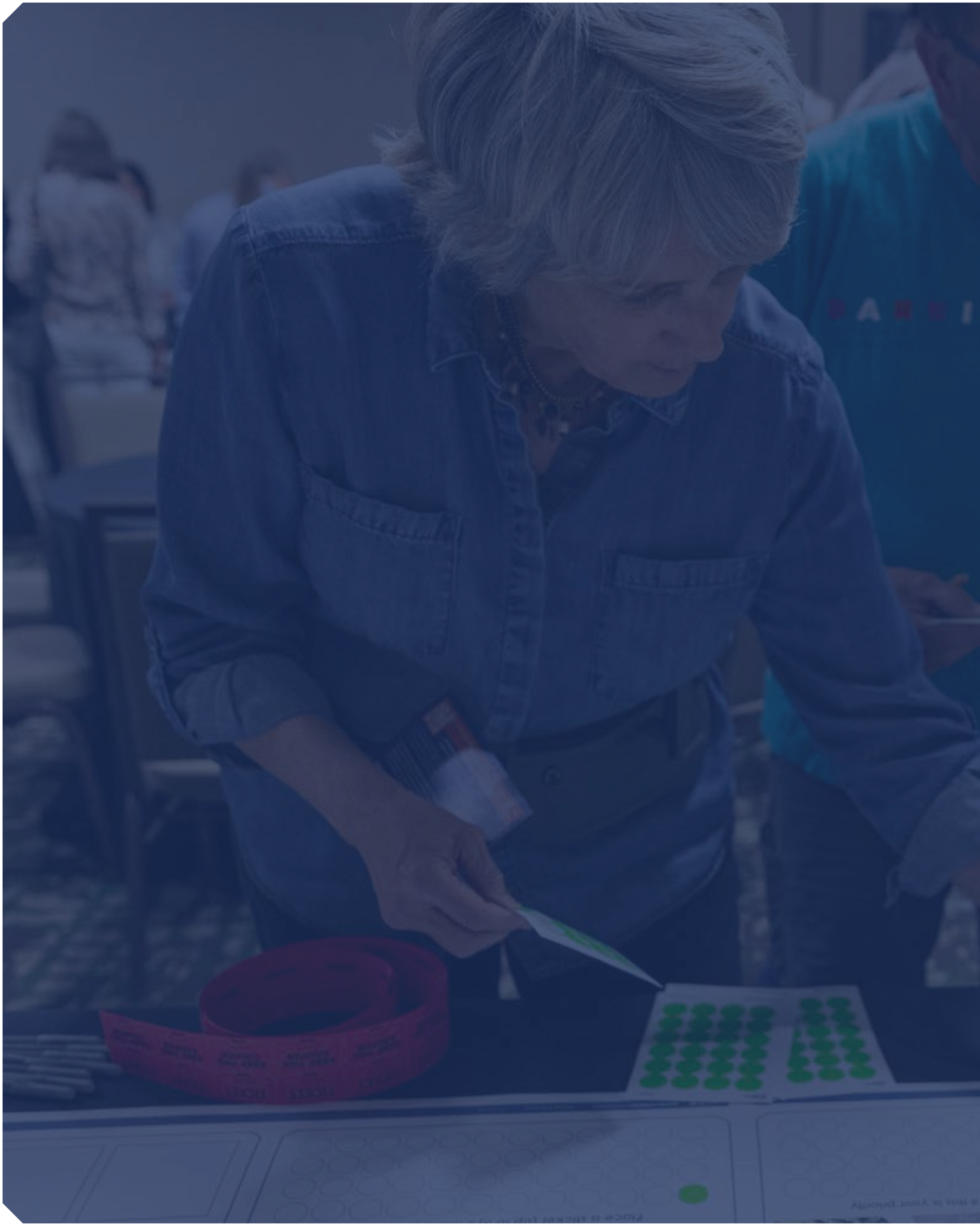
At the third community meeting, Parkites were asked to share what types of placemaking elements they would like to see in Bonanza Park. Those who participated in this activity were given three stickers and were asked to distribute them among the placemaking elements shown.

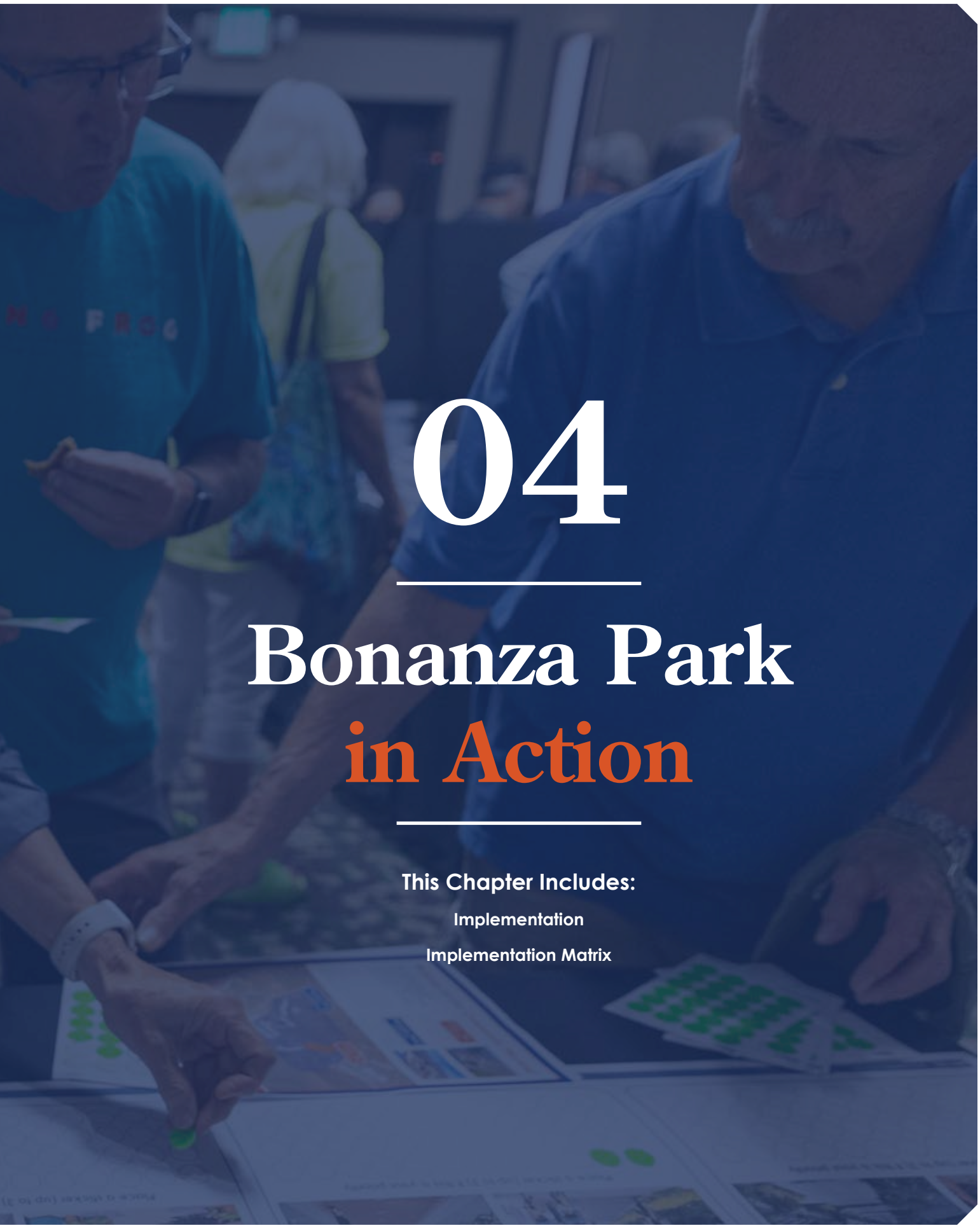
Play Elements

District Signage & Gateways

Wayfinding

Creative Lighting





04

Bonanza Park in Action

This Chapter Includes:

Implementation

Implementation Matrix

Implementation

The community-driven vision of the Bonanza Park Small Area Plan will require additional engagement and public-private partnerships.

In the first public meeting, Parkites who chatted with the planning team stressed the importance of having this plan implemented. Following years of unrealized visions in Bonanza Park, **the community is ready for, and is expecting, action.**

The ideas introduced in this document include capital improvement projects and policy recommendations. The Parkites we engaged passionately advocated for each of the six goals and 19 recommendations in this plan. While every recommendation in this plan is feasible, the reality of implementation is that some must be prioritized over others to efficiently allocate resources, and to set up subsequent recommendations for success. As with all municipalities, Park City has limited funding and City Staff has to prioritize their time and expertise.

As such, this plan recommends that the following key recommendations are prioritized as the first enabling steps in implementation:

- **Draft the new Bonanza Park Mixed Use Zoning (BPMX) language:** The BPMX is an umbrella recommendation that will enable and overlap with many of the concepts and ideas in many of the plan's goals. The BPMX will not only establish a zoning tool that is appropriate for the area's existing conditions, it will also guide growth and development for key redevelopment sites in Bonanza Park, such as the city-owned site at the corner of Kearns Boulevard and Bonanza Drive.
- **Update the Frontage Protection Zone (FPZ):** Updates to the FPZ will ensure that development along these key corridors will honor Park City's scale and character. The update is equally important to the rezoning of Bonanza Park to a new BPMX, as it will ensure that any increases to allowable building heights with community benefits, are stepped down toward these scenic corridors.
- **Ensure that all streets in Bonanza Park meet a baseline standard:** All streets in Bonanza Park should include basic pedestrian facilities, such as sidewalks and marked crossings at intersections. The initial focus should be on addressing all sidewalk gaps identified in this plan.

Key first steps in implementing this vision

1

Draft the new Bonanza Park Mixed Use Zoning (BPMX) language, and share with the community through additional engagement prior to rezoning the Bonanza Park study area.

How: Formalize the concepts shared in this document into draft zoning language, after which share with the community via additional engagement. Use the engagement conducted in this process to guide initial considerations on density.

2

Update the Frontage Protection Zone (FPZ) to guide future development in Bonanza Park along parcels impacted by this overlay, and parcels expected to redevelop in the next 5 years.

How: Formalize the ideas introduced in this document into draft ordinance language, after which share with the community via additional engagement. Use the engagement conducted in this process to guide initial considerations on scale.

3

Ensure that all streets in Bonanza Park include a baseline of sidewalks, street trees, lighting, and safe crossings. Work with partners to ensure that transit stops include shelters and seating.

How: Focus on key sidewalks gaps, with a priority on Iron Horse Boulevard and completing the Homestake Road improvements. Work with Prospector Square stakeholders to establish long term connectivity solutions.

Funding Strategy

As Park City considers these implementation priorities, City Staff should continue to explore multiple funding sources and mechanisms. Many of the recommendations in this document, such as addressing sidewalk gaps, investing in trails, improving streetscapes, supporting local businesses, creating affordable housing, and adding outdoor community gathering spaces, are noted as community benefits supported by Parkites. The funding for these improvements is commonly achieved through citywide funds, such as direct financing from the City's General Fund. However, this type of funding is often tightly allocated. As such, improvements can also be achieved through funding mechanisms that leverage private investment and development in Bonanza Park. These funding methods include:

- **Tax Increment Financing (TIF):** Infrastructure improvements are funded through future increases in property values as spurred by redevelopment. TIFs in Utah are flexible and allow for cities to pay for economic development activities, such a site cleanup or utility undergrounding.
- **Community Reinvestment Agency (CRA):** Also called Redevelopment Agencies (RDAs) or Community Development and Renewal Agencies (CDRAs), a CRA is created by a municipality or county to stimulate redevelopment. The CRA is governed by the legislative body creating the entity, such as a City Council, and is authorized to create a project area. The CRA raises funds to help pay for infrastructure improvements, affordable housing, or other development projects. The funding mechanism for a CRA may include Tax Increment Financing (TIF).
- **Public Infrastructure District (PID):** A PID is created by cities or counties to finance public infrastructure for new development and redevelopment. PIDs have the authority to issue debt repayable from property taxes or assessments on the property owners within a district boundary. PIDs are designed to complement other funding strategies, such as Tax Increment Financing (TIF)or assessment areas and bonds, and require the consent of 100% of the property owners and voters within the proposed district boundary.
- **Private-Public Partnerships (PPP):** For improvements near or within city-owned land, a PPP establishes a long term agreement between the City and a private sector entity. A PPP can be leveraged to improve infrastructure in return for incentives.
- **Community Land Trust (CLT)**: A CLT is an effective tool in building and maintaining affordable housing. A CLT may act as a development arm, acquiring land and maintaining its ownership to ensure affordable pricing.

Funding Mechanism Options:
Tax Increment Financing (TIF)
Community Reinvestment Agency (CRA)
Public Infrastructure District (PID):
Private-Public Partnerships (PPP)
Community Land Trust (CLT)

Implementation Matrix

The following matrix is a tool to guide the plan's implementation. The matrix suggests timeframes, partners, and establishes priorities.

The planning team has crafted the following matrix to guide the plan's implementation process. The matrix is organized by project goal, listing the recommendations under each goal as introduced in the Bonanza Park Tomorrow chapter of this document.

Following plan adoption, Park City staff will begin the process of making the ideas in this plan a reality. Recognizing that the bold ideas in this plan will require cooperation with private and public entities and organizations, the matrix includes potential partners that will need to collaborate on implementation.

As well, the matrix suggests an implementation timeline for each recommendation, based on the planning team's understanding of staff resources, allocated funding, and general support from the plan's engagement process. The timelines suggested in the matrix are listed below:

- **Quick Wins:** Policies and projects that can begin right away, and completed in less that six months to a year.
- **Short Term:** Policies and projects that can begin right away or within less than a year, and may take up to one year to complete.
- **Medium Term:** Policies and projects that may need other items to be implemented first, and could take 2 to 5 years to complete.
- **Long Term:** Policies and projects that are long term efforts or ongoing, and will take more than 5 years to commence and/or complete.

This matrix is a dynamic tool intended to be evaluated on a yearly basis. Upon every year, city staff is recommended to check in on each goal's status to evaluate the implementation's success and to identify needed adjustments or changes. As recommendations are completed, others might be added due to unforeseen or unexpected follow-up needs. Likewise, City Staff is expected to leverage and capitalize on funding as it becomes available, or to speed up certain recommendations if community priorities shift.

As such, this implementation matrix ensures accountability, keeping both Park City and the Parkites that will partner in these ideas on track and on schedule.

	Recommendations	Timeline	Potential Partners
	Mixed Use: Create a mixed use neighborhood with livability in mind		
MU1	Create a Bonanza Park Mixed Use District that allows for increased densities when new development provides significant community benefits.	Short Term	Park City Municipal, Bonanza Park residents
MU2	Update the Frontage Protection Zone to ensure that Park City's entry corridors remain scenic and awe-inspiring.	Short Term	Park City Municipal, Bonanza Park residents
MU3	Establish development guidelines for new multifamily and mixed-use buildings to create walkable, human-scale, development that is contextual and sensitive to its environments.	Medium Term	Park City Municipal, Bonanza Park residents, area developers
	Local: Support locally-owned business & entrepreneurship		
L1	Limit nightly rentals, hotels, and timeshares to grow the residential base for Bonanza Park, and ensure that new dwellings are supporting a neighborhood for locals.	Short Term(as part of BPMX Process)	Park City Municipal, Visit Park City, Bonanza Park residents and hotel operators
L2	Limit conventional chain businesses to prioritize locally owned and unique retailers/ restaurants in Bonanza Park.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents and business leaders
L3	Cap commercial square footage per building, with exceptions for grocery stores, to incentivize mixed use development.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents and business leaders
	User-Friendly: Create a safe & intuitive network for pedestrians, cyclists, and transit users		
UF1	Establish a future network of pedestrian and bicycle linkages through Bonanza Park to connect with regional trails and improve the area's connectivity.	Short Term	Park City Municipal, Bonanza Park residents, Utah DNR, UDOT
UF2	When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.	Medium Term	Park City Municipal, Bonanza Park residents and business leaders

	Recommendations	Timeline	Potential Partners
UF3	Leverage future developments to fund and implement mobility improvements, such as traffic calming, crosswalk improvements, transit hubs, and tunnels to surrounding neighborhoods.	Long Term	Park City Municipal, Bonanza Park residents, area developers
UF4	Create a vibrant pedestrian-oriented neighborhood by restricting autocentric uses, lowering parking minimums, and incentivizing underground parking structures.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents, area developers
	Inclusive: Expand the availability of affordable and workforce housing units		
I1	Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.	Long Term: Ongoing Effort	Park City Municipal, Bonanza Park residents, area developers, local housing trusts
I2	Establish bold affordability metrics to guide decision-making and track short- and long-term success.	Quick Win	Park City Municipal, Bonanza Park residents, area developers, local housing trusts
I3	Work with residents and property owners to preserve naturally occurring moderate income housing already existing in the neighborhood.	Long Term: Ongoing Effort	Park City Municipal, Bonanza Park multifamily housing residents, multifamily property owners, local housing trusts
I4	Ensure that new housing and public spaces in Bonanza Park follow Universal Design Principles.	Short Term	Park City Municipal, Bonanza Park residents, area developers
	Green: Create a more welcoming and sustainable community		
G1	Ensure that all current and future Bonanza Park residents are within a safe and comfortable 10-minute walk to a park, outdoor community space, or trail connection.	Short Term	Park City Municipal, Bonanza Park residents
G2	Provide examples of publicly accessible green spaces or outdoor community spaces as part of a Bonanza Park Mixed Use District to ensure that those added as part of a community benefit are of high quality.	Short Term(as part of BPMX Process)	Park City Municipal, Bonanza Park residents, area developers

	Recommendations	Timeline	Potential Partners
G3	Incentivize sustainable development within Bonanza Park to meet Park City's net zero goals, reduce vehicle trips, and improve access to transit.	Medium Term	Park City Municipal, Bonanza Park residents, area developers
	Cultural: Weave arts and culture into the community fabric		
C1	Use public art and placemaking elements to inspire, delight, and enliven public spaces and streets in Bonanza Park.	Quick Win	Park City Municipal, Bonanza Park residents, Park City and Summit County Arts Council, Summit County Public Art Advisory Board, local art community
C2	Ensure that public art is meaningfully incorporated into development proposals and their community outdoor spaces.	Medium Term	Park City Municipal, Bonanza Park residents, area developers, Park City and Summit County Arts Council, Summit County Public Art Advisory Board, local art community

PARK CITY
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Bonanza Park

Small Area Plan

Stand-Alone Mobility Component

Adopted July 11, 2024

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Stand-Alone Mobility Component

This appendix to the Bonanza Park Small Area Plan discusses transportation and mobility needs in the Bonanza Park Study Area.

This Chapter discusses transportation and mobility needs in the Bonanza Park/ Snow Creek study area, both with and without the development scenarios proposed in this plan. This Chapter addresses background traffic conditions, transit service and ridership, existing challenges to walking and bicycling activity in the study area, and current accessibility for people with limited mobility. It also discusses the impacts of proposed development on traffic conditions at intersections surrounding the study area, identifying some limited mitigation measures for those conditions, and demonstrating the amount of parking that may be needed to serve the development. It also identifies transit strategies and amenities that can support transportation choices for residents and visitors, and recommends a range of other strategies to incentivize travel choices that make more efficient use of the transportation network.

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Existing Conditions

Vehicle Mobility

Introduction

The purpose of this section is to document the traffic analysis conducted as part of the Bonanza Park and Snow Creek Small Area Plan. The project encompasses proposed development in the study area. This memorandum documents the Existing (2023) conditions, analyzing the Friday PM peak hour for President's Day weekend, 2023 (capturing commuter peak traffic as well as peak ski season holiday weekend traffic).

Analysis Methodology

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 6th Edition (HCM 2016) methodology was used in this study to remain consistent with "state of the practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For this study, the traffic analysis software Synchro was used to analyze the HCM results at the study intersections. This study is generally consistent with the recently adopted Traffic Impact Study guidelines governed by Park City (June 2023).

Table 1: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh)[1]	Avg. Delay (sec/veh)[2]
A	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0

D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	*Forced, Unpredictable Flows / Excessive Delays* Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst movement LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual, 6th Edition*.

Background

Study Intersections

This study analyzes the existing conditions of traffic operations of the Bonanza Park and Snow Creek area. The existing conditions are specifically addressed at the following study intersections, noting their existing intersection controls:

- SR-224 & Snow Creek Dr (signal)
- SR-224 & SR-248 (signal)
- SR-224 & Homestake Rd (WB stop)
- SR-224 & Iron Horse Dr (WB stop)
- SR-224 & Deer Valley Dr (signal)
- SR-248 & Snow Creek Dr (SB stop)
- Homestake Rd & SR-248 (NB stop)
- Woodbine Way & SR-248 (NB stop)
- Bonanza Dr & SR-248 (signal)
- Sidewinder Dr & SR-248 (NB stop)
- Bonanza Dr & Prospector Ave (EB/WB stop)
- Bonanza Dr & Munchkin Rd (EB/WB stop)
- Bonanza Dr & Iron Horse Dr (EB/WB stop)
- Deer Valley Dr & Bonanza Dr (signal)
- Woodbine Way & Munchkin Rd (WB stop)

Existing Background Conditions

The existing background conditions analysis examines the study intersections and roadways during the peak evening travel period (4:45 pm to 5:45 pm, based on

observed traffic volumes throughout the study area) under existing traffic and geometric conditions. Through this analysis, existing traffic operational deficiencies were identified to serve as a basis for the study area build conditions.

Roadway System

The primary roadways included in the analysis for this study are described below.

- **Bonanza Drive** has a posted speed limit of 25 and is classified as a minor arterial in the study area. Bonanza Drive has one northbound lane and one southbound lane divided by a 14-foot median and a two-way left turn lane (TWLTL) throughout its entirety.
- **Deer Valley Drive** has a posted speed limit of 35 and is classified as a principal arterial in the study area. Between SR-224 and Bonanza Drive, Deer Valley Drive has two westbound lanes, two eastbound lanes, and a TWLTL.
- **Homestake Road** has a posted speed limit of 25 and is classified as a major collector in the study area. Homestake Road has no lane markings.
- **Iron Horse Drive** has a posted speed limit of 25 and is classified as a major collector in the study area. Iron Horse Drive has no lane markings.
- **Munchkin Road** has no posted speed limit and is classified as a local road in the study area. Munchkin Road has no lane markings.
- **Prospector Avenue** has a posted speed limit of 25 and is classified as a major collector in the study area. Prospector Avenue has one westbound lane and one eastbound lane with sharrows.
- **Sidewinder Drive** has a posted speed limit of 25 and is classified as a major collector in the study area. Sidewinder Drive has no lane markings aside from sharrows.
- **Snow Creek Drive** has a posted speed limit of 25 and is classified as a local road in the study area.
- **SR-224** has a posted speed limit of 40 and is classified as a principal arterial in the study area. SR-224 has two northbound lanes, two southbound lanes, and one TWLTL from Snow Creek Drive to Deer Valley Drive.
- **SR-248** has a posted speed limit of 35 and is classified as a principal arterial in the study area. From SR-224 to Sidewinder Drive, the road has two westbound lanes, two eastbound lanes, and a TWLTL. Moving east from Sidewinder Drive, the road has one westbound lane, one eastbound lane, and a TWLTL.
- **Woodbine Way** has no posted speed limit and is classified as a local road in the study area. Woodbine Way has no lane markings.

Traffic Volumes

Fehr & Peers collected traffic counts at the study intersections to establish existing conditions for the study area. Counts were collected from 4:00 PM to 6:00 PM on Friday,

January 20, 2023 (during Sundance Film Festival), and on Friday, February 17, 2023 (President's Day weekend). The counts were compared between the two Fridays, and it was observed that the counts in February were higher in most locations. The February counts were used for analysis for this study.

Analysis Results

Using Synchro software and the HCM 6 delay thresholds described in the *Analysis Methodology* section of this memorandum, the existing 2023 background weekday PM peak hour LOS were computed for each study intersection. The results of this analysis are reported in Table 2.

Fehr & Peers initially performed a traffic operations analysis on the study intersections based on the counted demand volumes at each intersection. Since the Synchro software uses a deterministic model based on HCM calculations at each study intersection, it has limitations in capturing delays at intersections due to queue spillback from downstream intersections. The initial analysis showed acceptable LOS along SR-248 and Bonanza Drive. However, field observations indicated queues from downstream intersections on SR-248 (the merge point east of Bonanza Drive, and Comstock Drive) spilling back to the study intersections, affecting the demand volumes. Fehr & Peers modified the Synchro analysis to account for the latent demand due to the congested conditions, as shown in the "updated" results for some intersections in Table 2.

The modifications of the Synchro analysis included observing videos from the intersection turning movement counts to estimate the latent demand at the Bonanza Drive & SR-248 intersection. The volumes along SR-248 were then modified by adding the estimated latent demand at the intersections. Additionally, the LOS at the Bonanza Drive & SR-248 intersection was modified to be LOS F qualitatively based on the observed conditions.

Table 2: Existing Conditions LOS Results

Intersection					Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Results	Movement [3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	Initial	-	-	-	7	A
2	SR-224 & SR-248	PM	Signal	Initial	-	-	-	22	C
3	SR-224 & Homestake Rd	PM	WB Stop	Initial	WB L/R	59	**F***	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	Initial	WB L/R	38	**E***	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	Initial	-	-	-	102	**F**

6	SR-248 & Snow Creek Dr	PM	SB Stop	Initial	SB Left	23	C	-	-
7	Homestake Rd & SR-248	PM	NB Stop	Initial	NB L/R	15	B	-	-
				Updated	NB L/R	-	C	-	-
8	Woodbine Way & SR-248	PM	NB Stop	Initial	NB L/R	18	C	-	-
9	Bonanza Dr & SR-248	PM	Signal	Initial	-	-	-	30	C
				Updated	-	-	-	-	**F****
10	Sidewinder Dr & SR-248	PM	NB Stop	Initial	NB Left	34	D	-	-
				Updated	NB Left	-	**E***	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	Initial	WB Left	198	**F**	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	Initial	WB L/T/R	33	D	-	-
				Updated	WB L/T/R	-	**E***	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	Initial	EB Left	213	**F**	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	Initial	-	-	-	12	B
				Updated	-	-	-	-	B***
15	Woodbine Way & Munchkin Rd	PM	WB Stop	Initial	WB L/R	9	A	-	-

Notes:
1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
   *Unsignalized intersections with high levels of delay, though capacity is sufficient to serve volume with reasonable queues.
   **HCM methodology indicates LOS D based on demand volume, however, field observations suggest unacceptable operations due to downstream queue spillback.
   ***During some days in the winter, queues from SR-248 & Bonanza and SR-224 & SR-224 frequently spill back through this intersection, sometimes reaching as far back as Aerie Drive. This capacity analysis reflects conditions for Friday, February 17, 2023 , though operations on other days may appear to be worse than the conditions shown.

Source: Fehr & Peers.

As shown in Table 2, the study intersections operate at acceptable LOS (LOS D or better) for the weekday PM peak hour, except for the following locations:

- SR-224 & Homestake Rd – LOS F
    - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto SR-224

- SR-224 & Iron Horse Dr
    - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto SR-224, despite left turn restrictions from Iron Horse between 3pm-6pm
- SR-224 & Deer Valley Dr
    - This signalized intersection experiences high delays due to high volumes in the eastbound, westbound, and southbound approaches.
- Bonanza Dr & SR-248
    - This intersection operates unacceptably due to queue spillback from the downstream delays due to the signal at Comstock Drive and the merge. However, in isolation this intersection would be able to handle the current demand, or with improvements downstream at the lane drop or the signal at Comstock Drive.
- Sidewinder Dr & SR-248
    - This is caused by the stop-controlled northbound approach attempting find a gap in traffic to turn left onto SR-248.
- Bonanza Dr & Prospector Ave
    - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto Bonanza Drive.
- Bonanza Dr & Munchkin Rd
    - This is caused by the stop-controlled westbound approach attempting find a gap in traffic to turn left onto Bonanza Drive.
- Bonanza Dr & Iron Horse Dr
    - This is caused by the stop-controlled eastbound approach attempting find a gap in traffic to turn left onto Bonanza Drive.

Transit Circulation and Ridership

Between Park City Transit and High Valley Transit, up to 12 different transit routes go through the study area depending on the season. These trips vary from every 15 minutes to only 6 trips daily. Most of the routes have a winter frequency of 20-30 minutes in the winter, dropping to 30 minutes during summer service. All of the routes that interact with the study area are listed in Table 3, with their respective operator and frequencies.

Table 3: Transit Route Frequency. Source: Park City Transit & High Valley Transit

Route	ID	Operator	Winter Frequency	Summer Frequency
Red	1	Park City Transit	20-30 min	30 Minute
Green	2	Park City Transit	20-30 min	30 Minute
Blue	3	Park City Transit	20-30 min	30 Minute
Yellow	5	Park City Transit	20-30 min	30 Minute
Silver	6	Park City Transit	40 min	40 min
Grey	7	Park City Transit	20 min	Suspended
Brown	8	Park City Transit	20 min	Suspended
White*	10	Park City Transit	15-30 min	*Transfers to High Valley Transit Spring 2024
Teal	50	Park City Transit	20 min	20 min
Spiro / 224 Local	101	High Valley Transit	15 min	15 min
Gateway / Kamas Valley Commuter	102	High Valley Transit	6 daily trips	6 daily trips
Wasatch Back Connector	106	High Valley Transit	8 daily trips	8 daily trips

Table 4 shows the current amenities available to users at each transit stop in the study area, as observed in the field. Most stops in the study area only have a sign to denote the stop and no amenities for users.

Table 4: Current Transit Amenities

Location	Sign	Bench	Trash	Shelter
2060 Snow Park Drive	x			
1550 Snow Creek Drive	x	x	x	x
SR-248, west of Homestake (WB)	x			
SR-248, west of Homestake (EB)	x			
SR-248/Woodbine (WB)	x			
SR-248/Woodbine (EB)	x			

SR-248, west of Bonanza (EB)	x			
SR-248, east of Sidewinder (WB)	x	x	x	x
Monitor/bank access (NB)	x			
Monitor/bank access (SB)	x			
Bonanza, south of Prospector (NB)	x			
Bonanza, north of Munchkin (SB)	x			
Bonanza/Rail Trail (NB)	x			
Bonanza/Rail Trail (SB)	x	x	x	
Iron Horse near picture framing shop (WB)	x			
Iron Horse near Walgreens (WB)	x			
Short Line (SB)	x			
SR-224/Homestake (NB)	x	x	x	x
SR-224/Homestake (SB)	x	x	x	x
SR-224 near Roadhouse Grill (NB)	x			
SR-224 near Hotel Park City (SB)	x			
Prospector east of Bonanza (EB)	x			
Prospector east of Pretty Bird (EB)	x			

Figure 1 and Figure 2 show the winter (2022-2023) and summer (2023) ridership for the study area stops. The stops with the highest ridership are the Fresh Market and the surrounding Park Ave Condos and Walgreens stops. The Fresh Market stop is located at approximately 1760 Park Avenue (also referred to as SR-224) and is the most frequented stop in the study area year-round. This stop is a primary connection point, serving both Park City Transit and High Valley Transit, providing connections between the two agencies. Additionally, this stop is located next to many services, including a grocery store, pharmacies, and several hotels. The Iron Horse Drive stops on Bonanza also show significant ridership. These stops are located next to the Park City Rail Trail, several small businesses, and high-density housing accessed via the Iron Horse Loop Road. These are all areas that typically show higher transit ridership due to the concentrations of housing and retail.

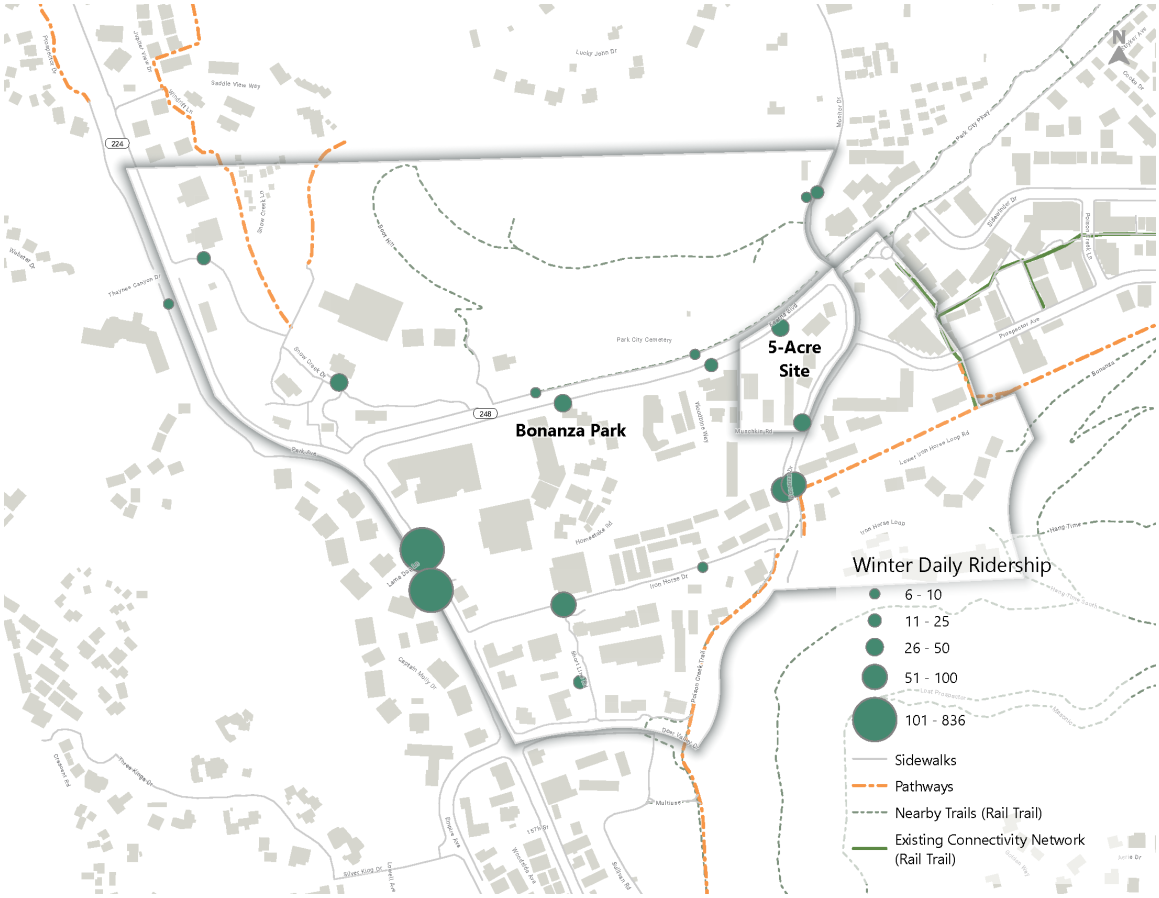

Figure 1: Average Transit Stop Daily Ridership for the 2022-2023 winter season. Source: Park City Transit.

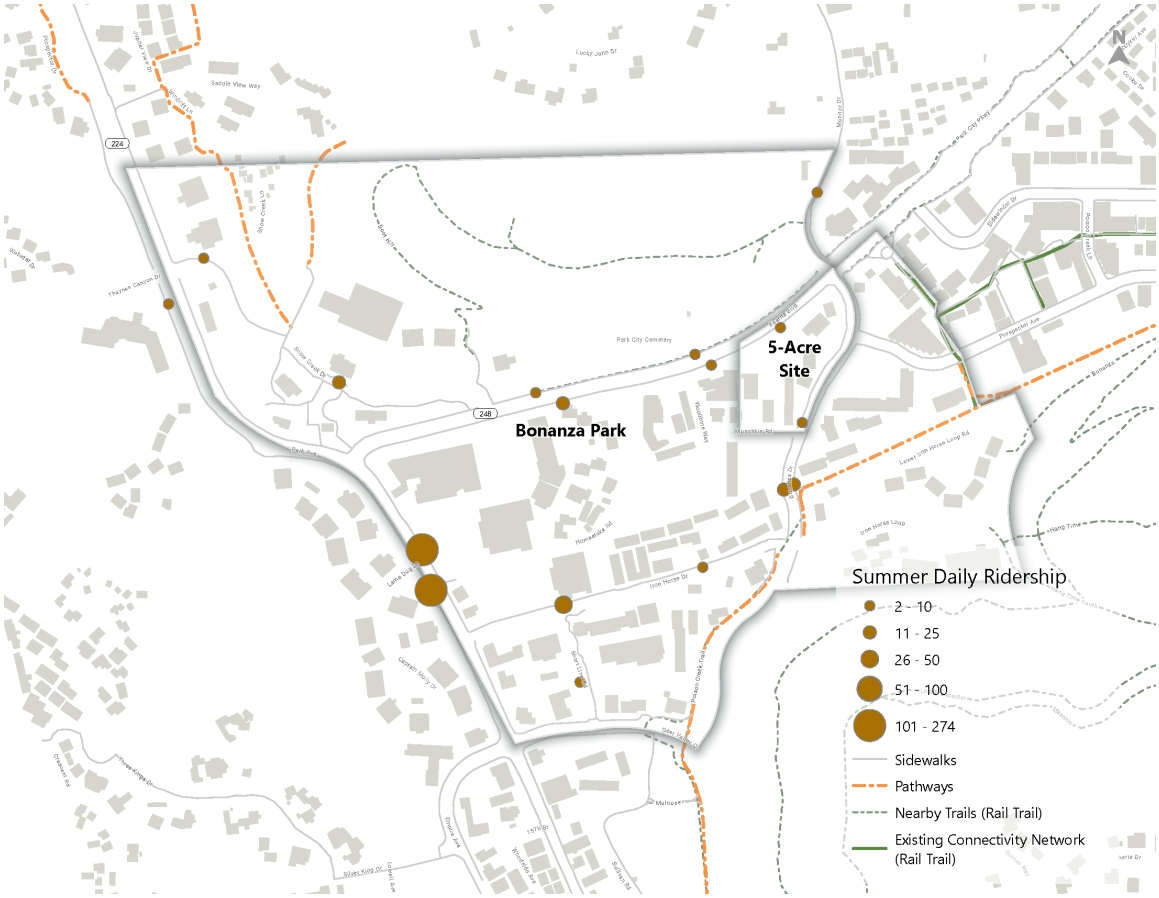

Figure 2: Average Transit Stop Daily Ridership for April - December 2023. Source: Park City Transit

Existing Active Transportation Conditions

Conditions for people walking and bicycling in the study area vary widely depending on the roadway. For example, Bonanza Drive has bicycle lanes, consistent sidewalks, a tunnel connecting the Rail Trail to the Poison Creek Trail, a pedestrian crossing with a Rapid Rectangular Flashing Beacon, and wayfinding signage for trail users. In contrast, many of the roads internal to the Bonanza Park portion of the study area lack consistent sidewalks, bicycle facilities, or crosswalk markings. Figure 3 shows an overview of active transportation facilities in the study area, including on-street facilities, bike racks and e-bike stations, crosswalks, and existing sidewalks and trail.

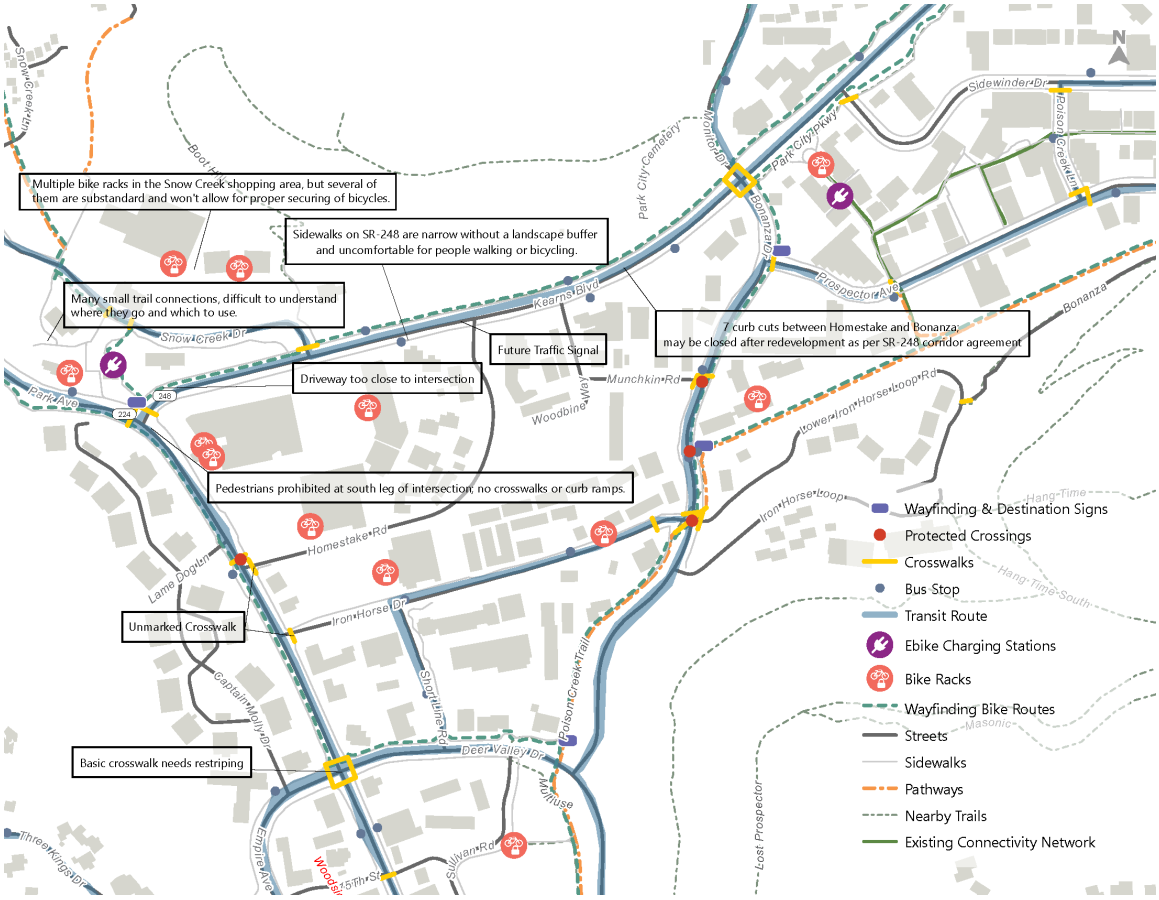

Figure 3: Existing Active Transportation Conditions

While the area generally has a strong active transportation network and connects well to other parts of the City (especially via paved trails), this connectivity is hindered by the inconsistent sidewalk network with the area, limited crossing opportunities on major roads such as SR-248 and SR-224, and infrequent wayfinding signage (or existing wayfinding signage that is difficult to interpret, such as the colored dots marking different trail segments). Additionally, the current layout of the Bonanza Park area makes it impenetrable to people attempting to cross through by walking or bicycling – internal

roads curve through the space or dead-end, leaving few opportunities to cross through the space north to south. In the Snow Park area, trails make twists and turns that are likely navigable only by people who already know the way, and then end uncomfortably at the intersection of SR-224 and SR-248. For people on bicycles, there is little indication on how to continue into the Bonanza district or to points south such as Main Street; the only option is to continue on the sidewalk along either SR-224 or SR-248, until a better option reveals itself.

Current Accessibility

The study area was assessed for accessibility based on the latest Public Right-of-Way Accessibility Guidelines (PROWAG) published in 2023. Currently, some roadways in the interior of the study area (such as Short Line Road, Homestake Road, and Munchkin Road) do not have accompanying sidewalks, forcing pedestrians into roadways or adding crossings and travel time to their desired route. A complete pedestrian network will benefit all users, and increase the safety of pedestrians traveling in the study area. Additionally, the Public Right-of-Way Accessibility Guidelines state that sidewalks or a similar pedestrian access route are needed to connect all accessible elements, spaces, and pedestrian facilities in the study area.

The major intersections at the site all have pedestrian signals, but most lack features required in the latest PROWAG updates including audio messages and tactile arrows. These are most consistently lacking at intersections under UDOT's full jurisdiction, such as the intersection of SR-224 and SR-248. Most non-signalized intersections and driveways have the appropriate signage and detectable warning surfaces, but the lack of consistent sidewalks in the area limit intersection accessibility.

Several intersections have detectable warning surfaces that were heavily worn, damaged, or missing at major intersections with heavy vehicular traffic. This was especially notable at the intersection of SR-224 and Deer Valley Drive. These detectable warning surfaces may no longer adequately perform and should be repaired or replaced. Additionally, detectable warning surfaces should be sized accordingly with the curb cut and crosswalk they service. The southernmost pedestrian crossing at the intersection of SR-224 and SR-248 is wider than the crosswalk it serves, potentially leading pedestrians into the intersection. The design of a curb ramp should not indicate pedestrian travel is permitted if a crosswalk is not available, as is currently indicated on the southern and western legs of the intersection of Bonanza Drive and Iron Horse Drive.

Future Recommendations

Private Vehicles

Plus-Project Traffic Scenarios

Plus-project traffic scenarios were analyzed for the Bonanza Park/Snow Creek small area plan, to assess how the development proposed in the plan might potentially change traffic conditions. All plus-project traffic scenarios are for the PM peak hour. The analysis of project-based traffic built upon traffic models developed for the existing conditions analysis described earlier in this chapter. To analyze plus-project conditions, a future background volume was calculated for the project area. To calculate the background volume, the land uses within the project extents were used to develop trip generation rates according to ITE and applied to the network. Those volumes were then subtracted from existing conditions volumes to get existing conditions minus the current project boundary uses, and these volumes were used as the background volume for plus-project trips. All plus-project traffic scenarios were based on the preferred land use plan developed for the study area, which had two versions: a high-density version and a low-density version. The primary difference between the two versions was the amount of residential units proposed: 4,925 multi-family residential units in the high-density version, and 3,844 multi-family residential units in the low-density version. All other land uses (hotel, dorms, art center, professional office, retail, restaurants, and grocery store) were the same for each version. The land use plan is described in more detail elsewhere in this Small Area Plan. The plus-project analysis results are described for each scenario in the following sections. A comparison of all scenarios including the existing background conditions can be found in Table 5. More detailed information about individual scenarios is provided in the following section.

Table 5: Comparison of Existing and Future Density Scenarios

Intersection				Existing Conditions	Existing + High Density Project	Existing + Low Density Project	2032 + High Density Project	2032 + Low Density Project
ID	Location	Period	Control	LOS	LOS	LOS	LOS	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	A	C	C	C	C
2	SR-224 & SR-248	PM	Signal	C	**F**	**F**	**F**	**F**
3	SR-224 & Homestake Rd	PM	WB Stop	**F**	**F**	**F**	**F**	**F**
4	SR-224 & Iron Horse Dr	PM	WB Stop	**E**	**F**	**F**	**F**	**F**

5	SR-224 & Deer Valley Dr	PM	Signal	**F**	**F**	**F**	**F**	**F**
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	C	B	B	B	B
7	Homestake Rd & SR-248	PM	Signal (plus-project only)	C	C	C	C	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	C	B	B	C	C
9	Bonanza Dr & SR-248	PM	Signal	**F**	**F**	**F**	**F**	**F**
10	Sidewinder Dr & SR-248	PM	NB Stop	**E**	**F**	**F**	**F**	**F**
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	**F**	**F**	**F**	**F**	**F**
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	**E**	**F**	**F**	**F**	**F**
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	**F**	**F**	**F**	**F**	**F**
14	Deer Valley Dr & Bonanza Dr*	PM	Signal	B	B	B	B	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	A	D	D	D	D
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	N/A	**F**	**F**	**F**	**F**

Notes:

*During some days in the winter, queues from SR-248 & Bonanza and SR-224 & SR-224 frequently spill back through this intersection, sometimes reaching as far back as Aerie Drive. This capacity analysis reflects conditions for Friday, February 17, 2023 , though operations on other days may appear to be worse than the conditions shown.

Source: Fehr & Peers.

Existing + High Development Density Project

This scenario evaluated how traffic conditions would look if the high-density land use plan were built out immediately, assuming project-related traffic would be added on top of the calculated background traffic circulating on the network, the calculation for which was detailed above Table 5. Table 6 provides the results of this analysis.

Table 6: Existing Plus Project: High Density Development

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	30	C
2	SR-224 & SR-248	PM	Signal	-	-	-	**155**	**F**
3	SR-224 & Homestake Rd	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	**177**	**F**
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	26	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	15	B	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	**136**	**F**
10	Sidewinder Dr & SR-248	PM	NB Stop	**NBL**	**>200**	**F**	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	**EB L/R**	**>200**	**F**	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	**WB L/T/R**	**>200**	**F**	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	**EB T/R**	**>200**	**F**	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	14	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	33	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	**WBR**	**140**	**F**	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

The following points may be noted about this scenario:

- The intersection of SR-224 (SR-224) and Snow Creek Drive degrades from an LOS A to LOS C. This is a function of the amount of development proposed in the Snow Creek area as a result of this small area plan: 1,048 multi-family housing units, 241 hotel or condo units, 6,106 square feet of professional office, and 14,232 square feet of retail space. Moreover, only two intersections can serve this development (SR-224/Snow Creek, and SR-248/Snow Creek) and of those two, a signal is only possible at SR-224/Snow Creek. This means that much of the traffic circulating in and out of the Snow Creek area will be relying on the SR-224/Snow Creek intersection for access.
- The intersection of SR-224 (SR-224) and SR-248 (SR-248) degrades from an LOS C to an LOS F. This is primarily due to the volume of traffic generated by proposed land uses within this Small Area Plan.
- The intersection of SR-224 and Iron Horse Drive degrades from a LOS E to an LOS F. While this intersection currently restricts left turn movements from Iron Horse onto SR-224 between 3 – 6 pm, drivers make this movement anyway. The delay experienced by those drivers contributes to the poor LOS in both the existing and plus-project scenarios.
- The intersection of SR-248 and Snow Creek Drive improves from an LOS C to LOS B. Currently, all turning movements are allowed out of Snow Creek Drive onto SR-248, with some drivers experiencing delay as they attempt to turn left out of Snow Creek Drive. The plus-project scenarios assume that Snow Creek Drive will become right-in/right-out only, eliminating the delay experienced by drivers formerly attempting to turn left out of Snow Creek Drive.
- The intersection of Woodbine Way and SR-248 improves from an LOS C to B. While cars are allowed to make a left turn out of Woodbine Way in the existing conditions, this will become right-in/right-out in the plus-project scenarios, limiting the delay experienced by vehicles attempting to turn left.
- The intersection of SR-248 and Sidewinder Drive degrades from an LOS E to LOS F. This is a result of increased delay for drivers attempting to turn left out of Sidewinder Drive onto SR-248, due to increased traffic and fewer gaps on SR-248.
- The intersection of Munchkin Road and Bonanza Drive degrades from an LOS E to an LOS F. While people attempting to turn left off Munchkin onto Bonanza are already experiencing high levels of delay due to limited gaps in the traffic stream, this will become worse in the plus-project conditions due to increased traffic volumes on Bonanza Drive as well as higher numbers of cars attempting to make the left turn from Munchkin.

- The intersection of Woodbine Way and Munchkin Road degrades from an LOS A to an LOS D. Currently the development in this part of Bonanza Park is low-intensity, industrial in nature, and generates relatively few traffic trips. The changes proposed in the land use plan will add a significant amount of housing, retail, restaurants, and other types of development that will draw many more people to the site, which contributes to the drop in LOS as part of this plus-project scenario.

Existing + Low Development Density Project

This scenario evaluated how traffic conditions would look if the low-density land use plan were built out immediately, assuming project-related traffic would be added on top of the calculated background traffic. Table 7 provides the results of this analysis.

Table 7: Existing Plus Project: Low Density Development

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	25	C
2	SR-224 & SR-248	PM	Signal	-	-	-	**147**	**F**
3	SR-224 & Homestake Rd	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	**170**	**F**
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	26	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	15	B	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	**126**	**F**
10	Sidewinder Dr & SR-248	PM	NB Stop	**NBL**	**>200**	**F**	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	**EB L/R**	**>200**	**F**	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	**WB L/T/R**	**>200**	**F**	-	-

13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	**EB T/R**	**>200**	**F**	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	14	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	31	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	**WBR**	**126**	**F**	-	-

Notes:
1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in the table, the traffic results for the existing + low-development density scenario are the same as for the high-density scenario. The decrease in housing units (1,081 units) is not enough to result in improved LOS because the amount of non-residential development proposed is still high, and has a heavy influence on travel patterns throughout the area. All traffic-related observations noted for the existing + high-development density scenario also apply to this scenario.

2032 Background + High Development Density Project

This scenario evaluated how traffic conditions would look if the high-density land use plan were built out by 2032. This accounts for both project-related traffic, as well as additional traffic increases in the area that will occur resulting from growth planned elsewhere in Park City and the region by 2032. Table 8 provides the results of this analysis.

Table 8: 2032 Plus Project: High Density Development

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	**Location**	**Period**	**Control**	**Movement[3]**	**Delay Sec/Veh**	**LOS**	**Avg. Delay Sec/Veh**	**LOS**
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	30	C
2	SR-224 & SR-248	PM	Signal	-	-	-	**157**	**F**
3	SR-224 & Homestake Rd	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	**182**	**F**

6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	27	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	18	C	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	**141**	**F**
10	Sidewinder Dr & SR-248	PM	NB Stop	**NBL**	**>200**	**F**	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	**EB L/R**	**>200**	**F**	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	**WB L/T/R**	**>200**	**F**	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	**EB T/R**	**>200**	**F**	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	15	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	33	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	**WBR**	**154**	**F**	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in the table, the traffic results for the 2032 + high-development density scenario are mostly the same as for the existing conditions scenarios. All traffic-related observations noted for the existing development density scenarios also apply to this scenario; the only difference in results between this scenario and the existing conditions scenarios is that the intersection of Woodbine Way and SR-248 performs slightly worse, slipping from an LOS B to LOS C. This is likely because vehicles making right turns out onto SR-248 are dealing with more traffic on SR-248 in 2032, and will need to wait longer until an adequate gap in traffic allows them to turn right.

2032 Background + Low Development Density Project

This scenario evaluated how traffic conditions would look if the low-density land use plan were built out by 2032. This accounts for both project-related traffic, as well as additional

traffic increases in the area that will occur resulting from growth planned elsewhere in Park City and the region by 2032. Table 9 provides the results of this analysis.

Table 9: 2032 Plus Project: Low Density Development

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	SR-224 & Snow Creek Dr	PM	Signal	-	-	-	25	C
2	SR-224 & SR-248	PM	Signal	-	-	-	**148**	**F**
3	SR-224 & Homestake Rd	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
4	SR-224 & Iron Horse Dr	PM	WB Stop	**WB L/R**	**>200**	**F**	-	-
5	SR-224 & Deer Valley Dr	PM	Signal	-	-	-	**176**	**F**
6	SR-248 & Snow Creek Dr	PM	SB/NB Stop (right in right out)	NBR	14	B	-	-
7	Homestake Rd & SR-248	PM	Signal	-	-	-	27	C
8	Woodbine Way & SR-248	PM	NB Stop (right in right out)	NBR	18	C	-	-
9	Bonanza Dr & SR-248	PM	Signal	-	-	-	**131**	**F**
10	Sidewinder Dr & SR-248	PM	NB Stop	**NBL**	**>200**	**F**	-	-
11	Bonanza Dr & Prospector Avenue	PM	EB/WB Stop	**EB L/R**	**>200**	**F**	-	-
12	Bonanza Dr & Munchkin Rd	PM	EB/WB Stop	**WB L/T/R**	**>200**	**F**	-	-
13	Bonanza Dr & Iron Horse Dr	PM	EB/WB Stop	**EB T/R**	**>200**	**F**	-	-
14	Deer Valley Dr & Bonanza Dr	PM	Signal	-	-	-	14	B
15	Woodbine Way & Munchkin Rd	PM	WB/EB Stop	WB L/T/R	31	D	-	-
27	SR-224 & Project Drive	PM	WB Stop (right in right out)	**WBR**	**139**	**F**	-	-

Notes:

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in the table, the traffic results for the 2032 + low-development density scenario are the same as for the high-density scenario. The decrease in housing units (1,081 units) is not enough to result in improved LOS because the amount of non-residential development proposed is still high, and has a heavy influence on travel patterns throughout the area. All traffic-related observations noted for the 2032 + high-development density scenario also apply to this scenario.

Mitigation Strategies

Most of the traffic conditions demonstrated in the plus-project scenarios are a direct result of the amount of development proposed in the land use plan for the Bonanza Park/Snow Creek area. Some mitigation measures may help alleviate poor traffic LOS conditions in a limited way. This could include:

- Install a traffic signal at the intersection of Bonanza Drive and Iron Horse Drive. This would allow traffic from Iron Horse Drive to more easily make left turns onto Bonanza Drive, and could potentially create gaps in the traffic flow to allow more opportunities for left turns onto Bonanza from Prospector Drive and Munchkin Road as well. The tradeoff associated with these benefits would be added delay for traffic traveling north and south on Bonanza Drive.
- Install a traffic signal at the intersection of Homestake Road and SR-248. UDOT and Park City already have a corridor agreement in place that allows for a signal to be installed in this location when warranted, and the addition of the proposed development at this site could likely generate enough traffic to warrant the signal. This signal is already assumed in the plus-project traffic analyses discussed in this chapter, and results in an acceptable LOS at this intersection in all plus-project scenarios.
- Limiting left turns at some intersections of side streets with major roads could improve LOS results, by eliminating the amount of waiting anticipated for vehicles attempted to make left turns onto very busy streets. While eliminating the left-turn movement could have a positive impact on LOS, it could have a corresponding negative impact at other intersections that drivers would be re-routed through to get where they want to go. These intersections could include:
    - Sidewinder Drive and SR-248
    - Bonanza Drive and Prospector Drive
    - Iron Horse Drive and SR-224
    - Shortline Road and Deer Valley Drive

These mitigation strategies have not been modeled. Therefore, their potential impact on traffic conditions for the plus-project scenarios is not known at this time.

Private Vehicle Strategies

A majority of traffic to and from the Bonanza Park/Snow Creek area is likely to be via private vehicle. Therefore, a robust transportation grid is needed within the site to connect to the external roadway network, in order to maximize connectivity, route choice, and dispersion of site-generated traffic across multiple access points. In addition to the transportation network proposed in the Bonanza Park/Snow Creek land use plan, Park City may wish to consider the following strategies.

- **Provide e-charging for every residential complex, businesses, and civic space built within the area.** This will encourage the use of electric vehicles within and to/from the project area, and reduce the overall environmental impact of the development. While EV's currently make up a small portion of overall vehicle registrations, EV adoption is forecast to increase considerably between now and 2050. Providing e-charging helps incentivize the faster adoption of electric vehicles, resulting in cleaner air and lower greenhouse gas emissions.
- **Provide facilities for car share and ride share.** Businesses such as ZipCar® allow residents to own fewer vehicles while maintaining the option to use a car when needed. Designated parking spaces for car shares throughout the study area would allow for residents to easily and safely access shared vehicles when needed. Ride share vehicles (Lyft®, Uber®) typically do not have designated parking places, but they could have designated curbside spots in more business-oriented parts of the development to accommodate safer entry/exit from ride share vehicles. Sections of the project area especially prone to event-related traffic, such as any proposed arts center near the Bonanza/SR-248 intersection, may want to specify curbside areas for ride share pickup/dropoff.
- **Provide buffering on-street parking designs** that can help provide a barrier between travel lanes and pedestrian and bicycle facilities. This makes these facilities safer and more comfortable while reducing the need for vehicles to share the road with other users.
- **Implementing traffic calming measures** to improve life quality for everyone in the development by reducing speeds, reducing traffic noise, and improving safety.

Shared Parking Analysis and Recommendations

When multiple land uses are present in an area, several separate trips may be consolidated into a single area, potentially reducing the number of parking spaces needed in an area. This potential is maximized when the variety of land uses have peak parking needs at different times, such as the combination of office space, retail, and housing. Two shared-use parking analyses were completed for the Bonanza Park study area, one with high development density and one with a lower housing density. A summary of the shared parking analysis by zone is shown below in Table 10 for the high-

density scenario, and Table 11 for the low density scenario. These analyses were completed with the proposed parking codes, anticipated to be passed in May 2024.

Table 10: High Density Shared Used Parking Analysis Results

Shared Parking High Density Demand Summary										
Development Blocks A-D, using Park City Parking Rates Modified Rates										
Development District / Area	Customer/Visitor		Employee/Resident		Reserved		Total		Shared Parking Reduction	
	Weekday	*Weekend*	*Weekday*	*Weekend*	*Weekday*	*Weekend*	*Weekday*	*Weekend*	*Weekday*	*Weekend*
A1-A6	531	535	132	128	1,415	1,415	2,078	2,078	12%	12%
B1-B13	622	538	249	218	2,427	2,427	3,298	3,184	20%	23%
C1-C7	241	209	112	106	1,004	1,004	1,356	1,319	12%	15%
D1-D8	564	512	192	176	1,988	1,988	2,744	2,676	13%	15%

Table 11: Low Density Shared Used Parking Analysis Results

Shared Parking Low Density Demand Summary										
Development Blocks A-D, using Park City Parking Rates Modified Rates										
Development District / Area	Customer/Visitor		Employee/Resident		Reserved		Total		Shared Parking Reduction	
	Weekday	*Weekend*	*Weekday*	*Weekend*	*Weekday*	*Weekend*	*Weekday*	*Weekend*	*Weekday*	*Weekend*
A1-A6	536	537	133	130	931	931	1,600	1,597	12%	12%
B1-B13	628	548	250	219	2,014	2,014	2,892	2,782	21%	24%
C1-C7	245	214	112	106	802	802	1,159	1,122	12%	15%
D1-D8	568	519	193	177	1,626	1,626	2,387	2,322	13%	15%

Public Transit

Transit can be an effective means of providing multimodal regional transportation access to future residents while strengthening the livability and safety of their community. By aggregating trips to and from the project area, transit serves to reduce traffic congestion and air pollution experienced within the immediate area and can also support the utilization of the active transportation network by helping close distance gaps between destinations.

Public Transit Strategies

Ensuring that transit can be provisioned in the future is an attractive way of cultivating regional interest in investment while building a promise of future connectivity for residents. This could include the following strategies:

1. **Preserve space to accommodate future premium transit** (e.g., green space that could be converted to BRT stations and guideways). Banking land for future fixed guideway transit preserves the ability to cost effectively add transit to the development at a later point. It also allows the land to be used as public open space, such as trails or community gardens, until it is converted to transit use, providing an additional amenity to residents. The Park City Forward plan identifies potential high-capacity transit in the future on both SR-224 as well as SR-248, and the layout of future development at the Bonanza Park and Snow Creek areas may need to accommodate future right-of-way for potential transit lanes or stations.
2. **Provide a highly permeable and connected street network**. The network should incorporate quality active transportation facilities to increase first/last mile connections to transit stops, promoting conditions which support high ridership. This has the additional benefit of building an attractive environment as the region deliberates future transit investments.
3. **Apply level of service (LOS) standards to all modes of transportation**. Include and prioritize the evaluation LOS of active transportation and transit along with vehicular traffic when assessing traffic impacts. Some traffic congestion may be considered acceptable in key locations if it results in safer and more comfortable conditions for people walking and biking. This approach also considers that transit vehicles carry more occupants than cars.
4. **Establish modal priorities for Park City streets.** For example, Salt Lake City's Typology Design Guide identifies streets on which pedestrians or bicyclists are a higher priority than vehicles, providing recommendations on streetscape design to make those corridors more comfortable for people walking or bicycling. These types of policies could be adopted at a project-wide level or applied on a case-by-case basis to individual streets. One possibility would be to make Bonanza Drive a transit-priority street, dedicating ample curbside space near high-ridership transit stops to provide enhanced amenities, and to keep internal roads such as Homestake, Short Line, and Munchkin as bicycle-pedestrian streets with extremely

slow speeds, narrow lanes, traffic calming features, and other measures to elevate bicycles and pedestrians above other transportation users.

Transit Stop Amenities

The assessment of existing transit conditions indicated that winter season ridership is generally higher than summer season ridership on PC Transit routes, and that most stops throughout the study area have less than 50 riders per day. Most stops in the study area have only a sign, with some having a trash can, bench, or a shelter.

Near Term Recommendations

Based on recent ridership patterns, the number of routes served, and the average headway, Table 12 below lists potential recommended amenities for each stop. Stops with higher ridership or longer wait times typically need greater amenities than those with few riders or frequent service intervals. Improved amenities improve the transit experience for users, especially in the strong winter conditions often present in Park City.

Table 12: Proposed Transit Stop Amenities

Stop	Recommended Amenities
Fresh Market	Digital Sign, Light Fixture, Custom Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
SR-224 Condos	Digital Sign, Light Fixture, Custom Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Ironhorse Dr West	Light Fixture, 6*16' Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Ironhorse Dr East	Light Fixture, 6*16' Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Walgreens	6*16' Shelter, Two benches, Trash Can, ADA Pad, Pole, Sign
Liquor Store-N	6*16' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Munchin Rd	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
SR-248 & Bonanza	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Homestake	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Copperbottom	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Wells Fargo	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Kimball Art Center	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Police Station	4*8' Shelter, Bench, Trash Can, ADA Pad, Pole, Sign
Hotel PC 224	Bench, Trash Can, ADA Pad, Pole, Sign
Zions Bank	Bench, Trash Can, ADA Pad, Pole, Sign
Windy Ridge	Bench, Trash Can, ADA Pad, Pole, Sign
PC Cemetery	Bench, Trash Can, ADA Pad, Pole, Sign
Wells Fargo W	Bench, Trash Can, ADA Pad, Pole, Sign

Recommendations Aligned with Future Plans

Park City's Short Range Transit Plan, adopted in 2020, indicates route changes proposed in the study area:

- Red Route: proposed 30-minute service along SR-224 and SR-248 throughout the day and evening;
- Yellow Route: proposed 15-minute service on Bonanza Drive, Iron Horse, and Short Line Road from 6:30 am to 6:30 pm during the winter season, 15-minute service during peak commute times during summer and shoulder season, and 30-minute service during the rest of the day/evening hours;
- Green Route: proposed 15-minute service on SR-224 from 6:30 am to 6:30 pm during the winter season, 15-minute service during peak commute times during sumer and shoulder season, and 30 minute service during the rest of the day;
- Teal Express Route: proposed 15-minute service on Bonanza Drive during the peak summer and winter seasons during peak commute times;
- Pink Express Route: proposed 10-minute service on Bonanza Drive during peak commute times in the winter, and 20-minute service during midday in the winter, with 20-minute service throughout the day for the rest of the year;
- Blue Route: 30-minute service throughout the day on SR-224 and SR-248 during the shoulder season; and
- White Express: 15-minute service in the peak, 30-minute service in the off-peak, on SR-224 and operated by High Valley Transit.

As service changes are implemented, Park City may wish to monitor ridership further along the revised routes and determine whether the transit amenities proposed in this chapter remain appropriate based on observed ridership.

Active Transportation

Street design is one of the key factors that users consider when determining which transportation mode to use for a trip. The design of a robust transportation network considers all modes of transportation and balances the need to provide throughput capacity while serving all users. For the project area, an overarching guideline is to provide mobility options and safe access to bicycles and pedestrians. A well-connected active transportation network supports residents and visitors by providing attractive active transportation options.

Bicycle Strategies

Quality cycling infrastructure provides efficient access to nearby destinations, while also supporting the health and connectivity of a community. Only a small portion of the population will ride bikes on streets that have not made any accommodations for biking or lack pathways; therefore, to ensure residents and visitors are able to fully enjoy cycling benefits, bicycle infrastructure should be fully incorporated into the design of the Bonanza Park/Snow Creek area. These amenities can adjust to different street contexts, like width and speed, and balance the needs of all roadway users by incorporating the following strategies:

- **Provide protected bicycle/active transportation facilities**. Protected facilities are safer and more attractive for a variety of users because they provide additional separation from automobile traffic. Providing facilities like buffered bike lanes and separated multi-use paths (particularly on or adjacent to roadways with high speeds and/or high traffic volumes) improves safety and makes bicycling or walking a more desirable option for residents and visitors, including children and the elderly.
- **Plan for e-bikes**. With e-bikes readily available for rental within Park City, pathways throughout the project area need to accommodate cyclists traveling at a wide range of speeds. Moreover, some visitors to the area who are renting e-bikes may not have the skill sets necessary to adequately maneuver these vehicles, which are heavier and travel much faster than a standard bicycle. The recent Park City Rail Trail Master Plan envisioned a wider trail cross-section to accommodate this range of users and travel speeds; new pathways proposed within the Bonanza Park/Snow Creek area should similarly consider a larger path to safely accommodate users. Educational materials on how to safely ride an e-bike can be provided at rental shops, and placards placed along pathways to remind visitors that a fall from an e-bike could ruin their planned vacation or even result in death.
- **Provide end-of-trip facilities**. Bicycle repair stands offer an air pump and basic tools to make minor bike repairs, encouraging bicycle use by removing concerns related to common maintenance and repair issues. Bike showers and lockers help promote bicycling and walking as a commute option by providing storage and

hygiene facilities after active transportation. Some of these features will be part of the udpated Park City zoning ordinances as potential transportation demand management strategies for new developments, anticipated for adoption in 2024.

- **Organize and publish cycling information.** This could include bicycle route and facility maps, locations of nearest bicycle racks or locker storage facilities, and bicycle safety information (including tips on safely using e-bikes and local/state regulations on their use).
- **Include multi-use paths along SR-248**. Multi-use paths at least 12' wide would provide a safe and pleasant cycling experience along the new alignment. A pathway on one or both sides will require on-going coordination with UDOT and other partners during the design phase.
- **Provide marked on-street bicycle waiting areas at signalized intersections**. This provides a visible designated area at the front of a traffic lane for bicyclists to wait at traffic signals. Bike boxes are especially beneficial for facilitating direct left turns at the intersection approach for bicycle traffic.
- **Provide colored bicycle lane paving through intersections**. Carry lane markings through the intersection to indicate where cyclists will be operating within the intersection, alerting automobile traffic to the presence of cyclists and guiding cyclists through the intersection.

Pedestrian Strategies

Providing quality pedestrian infrastructure gives residents and visitors the option to walk to destinations. Whether they walk the entire trip, or just walk from their car or transit to their destination, everyone must inevitably use pedestrian facilities. Ensuring a comprehensive set of pedestrian design considerations enhances the quality of life in the project area, reduces constraints, and improves safety for everyone, especially the young and elderly. To meet this demand and support the needs of all people, the following strategies are recommended:

- **Provide sidewalks of at least 6' on all roadways**. Wide sidewalks are important to ensure that people can walk alongside one another and comfortably navigate devices such as strollers and wheelchairs. Areas with higher anticipated pedestrian activity should implement even wider sidewalks. In Park City, wider sidewalks are especially useful when dealing with snow storage issues during winter conditions.
- **Provide pedestrian refuge islands/medians** at intersections with more than one lane in each direction. This improves safety for people crossing and can help to soften automobile traffic speeds. Research suggests that pedestrian refuge islands reduce conflict with vehicles and are associated with a notable reduction of pedestrian collisions.
- **Provide pedestrian countdown timers at all signalized intersection crossings** and consider the implementation of leading pedestrian intervals (LPI) at busier

intersections to address safety concerns. LPIs allow pedestrians to enter the crosswalk before vehicles are given a green indication. This increases pedestrian visibility and the likelihood that auto traffic will yield to pedestrians.

- **Provide accessible Pedestrian Actuation Buttons** to ensure that people of all ages and abilities can safely cross streets.
- **Include bulb-outs/curb extensions at most intersections**. This extends the sidewalk or pedestrian space to narrow the roadway. Bulb-outs/curb extensions reduce crossing distances for pedestrians and help to slow traffic, particularly turning vehicle movements, improving pedestrian safety.
- **Use raised crosswalks on low volume streets** to slow traffic and provide improved visibility for pedestrians. Raised crosswalks provide safety thanks to slower speeds and make crossings more accessible for people living with mobility issues.
- **Reduce curb corner radii on neighborhood roadways** to manage traffic speeds in residential areas. Sharper corners reduce speeds, helping create safer streets.
- **Provide streetscape improvements** such raised planters, special pavers, special street lighting, flags, banner poles, and hanging baskets that exceed minimum standards. These support a sense of place and make streets a safer, more comfortable environment for all users.
- **Provide benches** in areas where pedestrians might naturally wait or sit to enjoy the outdoors or rest.
- **Provide trash and recycle receptacles**, especially in areas with higher anticipated pedestrian activity.
- **Include streetlights and pedestrian-scaled lighting** to support safety and comfort for all users of a street.

Accessibility

The Public Right of Way Access Guidelines were updated in 2023. As the study area is redeveloped, the existing AT network may need to be adapted to match current guidelines. The recommended updates noticed by staff during observational visits are listed below, but exact design specifications will need to be determined during project development. The technical specifications referenced below are available from the US Access Board. [1]

Sidewalks:

Provide sidewalks that connect all accessible elements, spaces, and pedestrian facilities in accordance with CFR title 36 Chapter 11 part 1191 section 206. Ensure that sidewalks

[1] https://www.access-board.gov/prowag/

are at least 48" wide throughout the study area. When sidewalks are less than 60" wide, a 60" by 60" passing space shall be provided at least every 200'.

Curb Ramps:

Ensure that the clear width of the curb ramp run or blended transition is at least 48" wide. On a shared use path, the width of the curb ramp or blended transition shall match the width of the shared use path. Confirm that all curb ramps, landings, or a minimum of 48" for a blended transition shall be contained wholly within the width of the crosswalks they serve.

Perpendicular Ramps:

When a change in direction is required to use or access a curb ramp, a 48" by 48" clear area shall be provided at the bottom of the curb ramp, and outside of vehicular travel lanes. At a shared use path, the width of this clear area shall be as wide as the shared use path.

A landing space shall also be provided at the top of the curb ramp, and at minimum be at least 48" by 48", or match the width of the shared use path where applicable. When this curb ramp is crossed by a sidewalk, the edges of the curb ramp shall be flared.

Parallel Ramps:

When a change in direction is not needed to use a curb ramp, a minimum landing area of 48" by 48" shall be provided at the top of the curb ramp.

Blended Transitions:

When a blended transition serves more than one sidewalk, and has a running slope greater than 1:48, a bypass route shall be provided between the sidewalk so users may bypass the blended transition.

Detectable warning surfaces:

In the future, ensure that detectable warning surfaces remain in good condition. During the site visit staff found several locations where the detectable warning surface has been worn away entirely. The width of the detectable warning surface should be limited to the width of the crosswalk they serve. If a driveway has a stop or yield control device, and detectable warning surface should be provided.

Signals:

Pedestrian push buttons shall be located no further than 5 feet from the side of the crosswalk they serve, between 1.5 and 10 feet from the edge of the curb or pavement, and be parallel to the direction of travel. These buttons should also be equipped with a high visual contrast tactile arrow pointing in the direction of travel.

When possible, push buttons on the same corner should be at least 10 feet apart. When it is not possible to provide 10 feet of spacing during the alteration of an existing intersection, the pedestrian buttons may be placed closer together, but will also need to provide an information message compliant with 308.3.2.

Accessible intersections should provide an audio and vibrotactile indication during the walk interval. Additionally, a locator tone shall be provided by the pedestrian signal at an appropriate volume as defined in PROWAG section 307.8. During the walk phase, pedestrian signals shall provide audible and vibrotactile indications during the walk interval. Outside of this interval, the locator tone shall be provided. Both the locator tone and speech walk message need to be compliant with PROWAG 308.3.1 and 308.3.2 depending on the configuration. When a pedestrian push button is provided for an RRFB or similar crossing, the message will state the status of the beacon instead of an audible walk indication during a walk interval. If there is time remaining for a pedestrian to cross during the accessible walk interval, the accessible walk indication should be recalled with a button press.

Transit Shelters and stops:

At transit stops, provide a boarding and alighting area at least 60" wide by 96" perpendicular to the curb for each accessible entrance or exit. Ensure that this boarding area connects to a sidewalk. When a shelter is provided, ensure that it has an appropriately sized clear space at the edge of the seat to not block the area within 18 inches of the front of the seat.

Transportation Demand Management (TDM)

Transportation demand strategies provide communities with tools to influence people's travel behavior. These strateges can encourage people to make fewer trips, to travel at different times of day when the roadway network is less congested, or to travel using a different mode of transportation. The strategies described below often require partnerships between public and private agencies, and can be included in development agreements through negotiations between Park City and private property owners. Additional transportation demand management strategies are likely to be adopted into the Park City ordinance (section 15-3-1) in 2024.

Telecommute

Encouraging more telecommute trips, also known as remote work or teleworking, can reduce traffic congestion, lower greenhouse gas emissions, improve work-life balance, and increase productivity. While telework was gaining in popularity before COVID-19, technology surrounding remote work quickly evolved as most businesses were forced to temporarily adopt a remote work model. Many businesses have since returned to "business-as-usual," but others have adopted a hybrid work model where employees spend part of their time in the office and part of their time working from home. Fiber connectivity throughout the project area enhances the ability for telework through faster Internet connections. TDM strategies can complement telework by promoting alternative modes of transportation when employees do need to commute. This can include incentives for carpooling, public transit subsidies, and providing access to shared mobility options.

TDM Program Coordinator

A TDM Program Coordinator is typically responsible for facilitating strategies that reduce vehicular travel demand and shift behavior away from single occupant vehicles. For example, a TDM program coordinator could provide services such as providing information on typical peak drive times, transit trip times to major destinations, transit schedules, routes, and fares, and organizing carpools/vanpools. They could educate residents and visitors on tips for walking to work, pedestrian safety, and good walking shoes. They can also help facilitate collaboration with local transportation agencies and transit providers to integrate TDM strategies into broader transportation plans and policies. They could also help organize transit incentives for employees such as additional pay for carpoolers, flexible work times, and other tools to reduce peak hour trips. A position like this could be funded solely for the Bonanza Park/Snow Creek area or as a consortium of local developers with similar desires to reduce vehicular traffic through TDM strategies.

Influence Parking Behavior

Park City can use incentives and disincentives related to parking supply, pricing, and management to encourage residents and visitors to rely on other modes of transportation, thereby reducing trips onto and out of the Bonanza Park/Snow Creek study area. These could include "unbundling" parking from residential lease or purchase agreements, requiring residents to pay for parking separately or receive a lower cost in exchange for giving up parking (this concept could be applied to office lease space as well, encouraging employees to receive some financial incentive or other compensation in exchange for giving up a parking spot). Park City could also provide preferential parking for carpool or vanpool vehicles, placing those users closer to building entrances. In addition, the City could opt to provide funding for off-site, regional satellite park-and-ride lots instead of accommodating the desired amount of parking within the study area.

Delivery Management

The delivery of goods and service can add congestion to the network, and could be coordinated in order to minimize its impact. Park City could identify a centralized location for deliveries in each sub-area of the Bonanza Park/Snow Creek area in order to limit delivery vehicle circulation on the network. Similarly, the TDM Program Coordinator could work with tenants to plan for delivery of goods at off-peak times for applicable businesses, to shift that vehicle traffic out of the most congested times of day.

Shared Office Space

Shared office space, also known as coworking spaces, are setups where individuals or businesses share a common workspace. These are flexible environments where professionals from different industries or backgrounds work alongside each other in a shared office setting. These shared spaces often provide services such as reception services, mail handling, IT support, and amenities such as a kitchen or wellness facilities. They should also include video-conferencing facilities and equipment, especially in a format that can be shared among multiple businesses. These types of spaces are a great complement to teleworking initiatives to reduce not only the number of work trips completed during the week but also the distance traveled to access an office or meeting space.

On-Site Amenities and Services

While strategies often focus on reducing the number and distance home-based work trips, these only make up a portion of daily travel undertaken by households in the area. In fact, the 2012 Utah Travel Study identified 58% of trips in the Wasatch Front were home-based non-work trips, including school, shopping, medical, and personal trips. By providing on-site services and amenities such as a grocery store, medical offices, dental offices, cafeterias, restaurants, automated teller machines, child care facilities and other

services in the Bonanza Park/Snow Creek area, Park City can reduce the number of long distance trips generated by the project onto the external street network.

Additional Transportation Strategies

As transportation technology evolves, more options may come available to help transport people, goods, and services across the region. This section identifies potential transportation technology strategies that could become a reality in the timeframe that the development in this plan is proposed.

Drone Delivery Storage Lockers and Infrastructure

Drone delivery, a disruptive emerging technology, can potentially reduce the number of vehicles required to deliver or pick up goods. Drone delivery is already operating in parts of the Wasatch Front, and is expected to have a service area of more than 1 million people and a 50-mile service radius in the next five years. One concern related to drone delivery is package pickup/dropoff location. New technologies and service providers are attempting to address this by providing electronic package receptacles, otherwise known as smart mailboxes, or drone delivery stations for use in suburban environments to safely store drone deliveries until they can be retrieved.

Drone delivery also requires infrastructure to facilitate the delivery of goods and services. This could include launch and landing sites; control centers staffed with operators to monitor drone operations; and charging stations.

eVTOL Heliports

Electrical Vertical Take-Off and Landing (eVTOL) aircraft take-off and land vertically like a helicopter. These innovations in transportation technology are powered by batteries and carry two to six passengers including a pilot. While they are not yet operating commercially in the United States, they may be a reality by the time the redevelopment of Bonanza Park/Snow Creek is finalized. These would not be practical for many types of trip, but could have the potential to serve some Park City visitors (and residents) wishing to make the trip between Salt Lake City's airport and Park City a much shorter one. A necessary component of eVTOL technology would be heliports (or vertiports). A heliport would include the take-off and landing spot plus an additional safety area surrounding the landing pad. In addition to the landing pad itself, the heliport would need to provide charging capabilities for the aircraft to use in between runs.

Alec Barton

From: Craig Elliott <celliott@elliottworkgroup.com>
Sent: Thursday, December 12, 2024 9:48 AM
To: Rebecca Ward; Christin VanDine; Rick Shand; Sarah Hall; Bill Johnson; Laura Suesser; Henry Sigg; John Frontero
Cc: Carla Lehigh
Subject: [External] Bonanza Park Mixed Use District
Attachments: Bonanza Park Mixed-Use Zoning District Code Amendments CE Markup.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Warning: Replies to this message will go to celliott@elliottworkgroup.com. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Planning Director and Commissioners:

Thanks for listening to my overall comments last night about the Bonanza Park Mixed Use District. I've attached a pdf file of the hard copy left in chambers last night of the proposed code changes with comments for your review.

I am happy to sit down to discuss if the comments prompt any questions.

My cell number is (435)901-3150 feel free to call or text.

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15-1-6 ZONE DISTRICTS AND ZONE MAP

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

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

DRAFT

15-2.27 BONANZA PARK MIXED USE (BPMX) DISTRICT

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

15-2.27-1 PURPOSE

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

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

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

15-2.27-2 USES

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

15-2.27-3 LOT AND SITE REQUIREMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Notes:

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

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

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

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

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

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

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

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

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

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

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

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

15-2.27-4 BUILDING HEIGHT

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

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

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

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

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

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

15-2.27-5 ARCHITECTURAL REVIEW

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

15-2.27-6 DESIGN GUIDELINES

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

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

B. **BUILDING PLACEMENT AND ORIENTATION.**

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

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

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

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

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

Define the word “large”.

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

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

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

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

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

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

This number seems really high.

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

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

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

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

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

1. For sites that are larger than two (2) acres in size, integration of an alleyway or mid-block walkway is encouraged to support a pedestrian oriented street design.
2. Access between the on-site Use and Parking Area must be provided through pedestrian, bicycle, and/or transit facility connections (e.g. sidewalks, multi-use paths, bicycle lanes, transit stops, etc.).

Stairs and Elevators?

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

3. On-site parking should be accessed from a street other than Park and Kearns. If there is no access from an internal street, the main vehicular access point shall be from the shortest block length.
4. Additional vehicular access points on Park and Kearns are discouraged and shall be minimized.
    a. Where parking is accessed from Park or Kearns, the parking area, inclusive of drive aisles, shall be no more than 35% of the parcel width. Screening of parking areas is required, which may include low walls, landscaping, public art, public seating, multi-modal transportation infrastructure, and the like.

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

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

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

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

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

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

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

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

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

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

20' is entirely arbitrary and makes very little sense.

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

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

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

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

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

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

G. **ROOFS.**

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

H. **LANDSCAPING.**

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

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

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

I. **SERVICE AND MECHANICAL AREAS.**

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

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

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

J. **ART INSTALLATIONS.**

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

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

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

15-2.27-7 COMMUNITY BENEFITS

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

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

This is every project. Just say it.

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

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

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

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

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

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

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

iv. Any Hotel or Lodging project proposing Affordable Units.

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

2. **STANDARDS.**

1. (Section is reserved)

15-2.27-8 PARKING REQUIREMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This percentage is low.

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

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

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

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

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

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

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

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

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

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

15-2.27-9 TRANSPORTATION DEMAND MANAGEMENT

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

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

a. Single Family Dwellings: 10 - 24 Dwelling Units

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

c. Hotel or Lodging Project: 10 - 39 rooms

2. **LEVEL 2 TDM PLAN.** A Level 2 TDM Plan is required for all projects that require a Traffic Impact Study (TIS) (i.e., development adds twenty-five (25) or more peak hour vehicle trips) as described below:
    a. Single Family Detached Dwellings: 25 Dwelling Units and greater
    b. Single Family Attached Dwellings or Multi-Unit Dwellings: 45 Dwelling Units and greater
    c. Hotel: 40 rooms or more
    d. Retail: 3,000 square feet or greater
    e. Office: 3,000 square feet or greater
    f. Sit-Down Restaurant: 2,500 square feet or greater
    g. Fast Food/Fast Casual Restaurant: 800 square feet or greater

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

C. **TDM PLAN.** The Applicant shall submit a TDM Plan for review and approval by the Planning Commission. The TDM Plan shall document and demonstrate consistency with the requirements in this Section. The TDM Plan shall include, but is not limited to, the following:
    1. Identification of the applicable TDM strategies to be implemented based on the size of the project and estimated number of trips generated.
    2. Implementation plan for each TDM strategy, including timelines, responsibilities, and budget allocations.

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

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

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

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

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

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

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

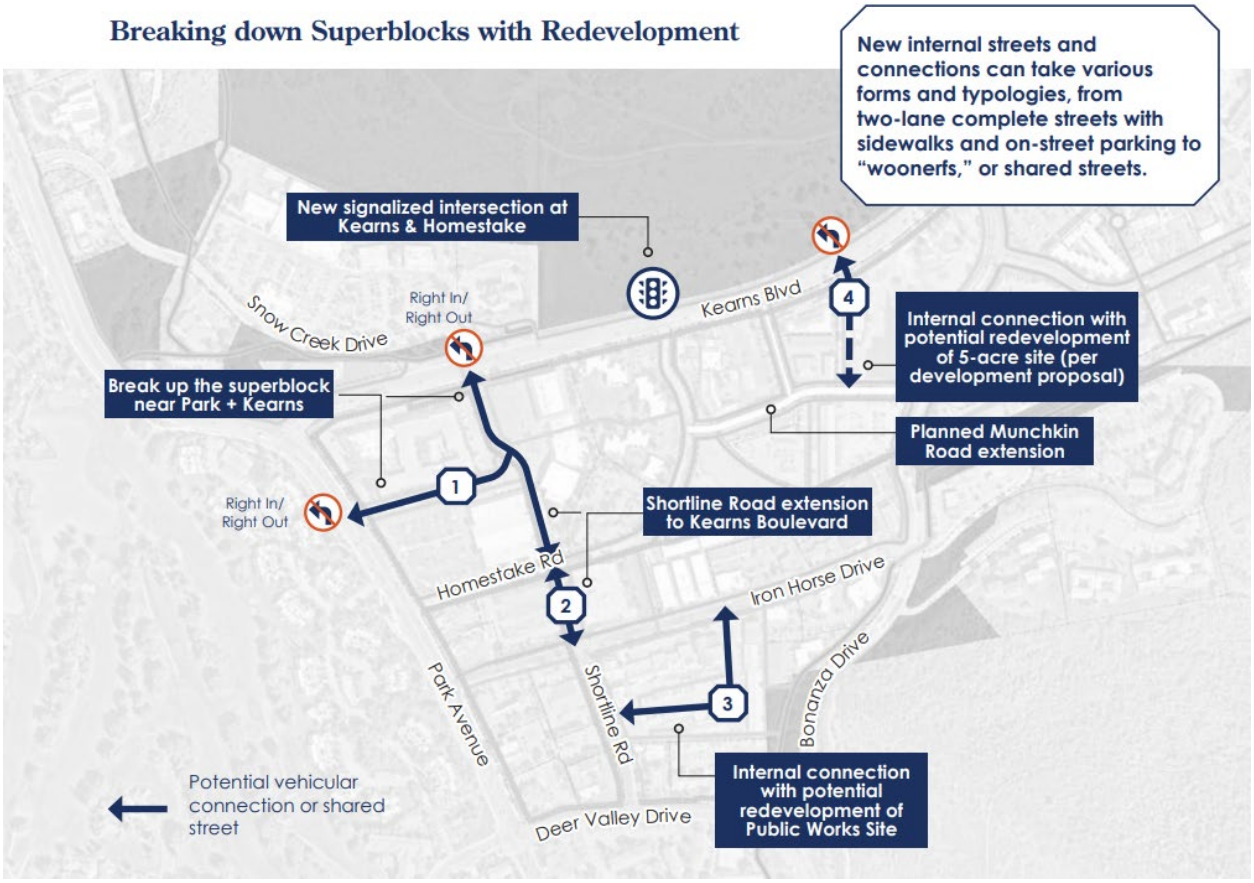
G. **TDM PLAN AGREEMENT.** A TDM Plan agreement shall be provided in a form acceptable to the City Attorney and shall include the TDM Plan. The parties to the agreement shall include the Owners and lessees of the project Site. A copy of the agreement shall be provided to the City. The City shall not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

15-2.27-10 STREET SYSTEMS.

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

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

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



B. **STREET DESIGN.**

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

15-2.27-11 OPEN SPACE AND TRAIL CONNECTIVITY

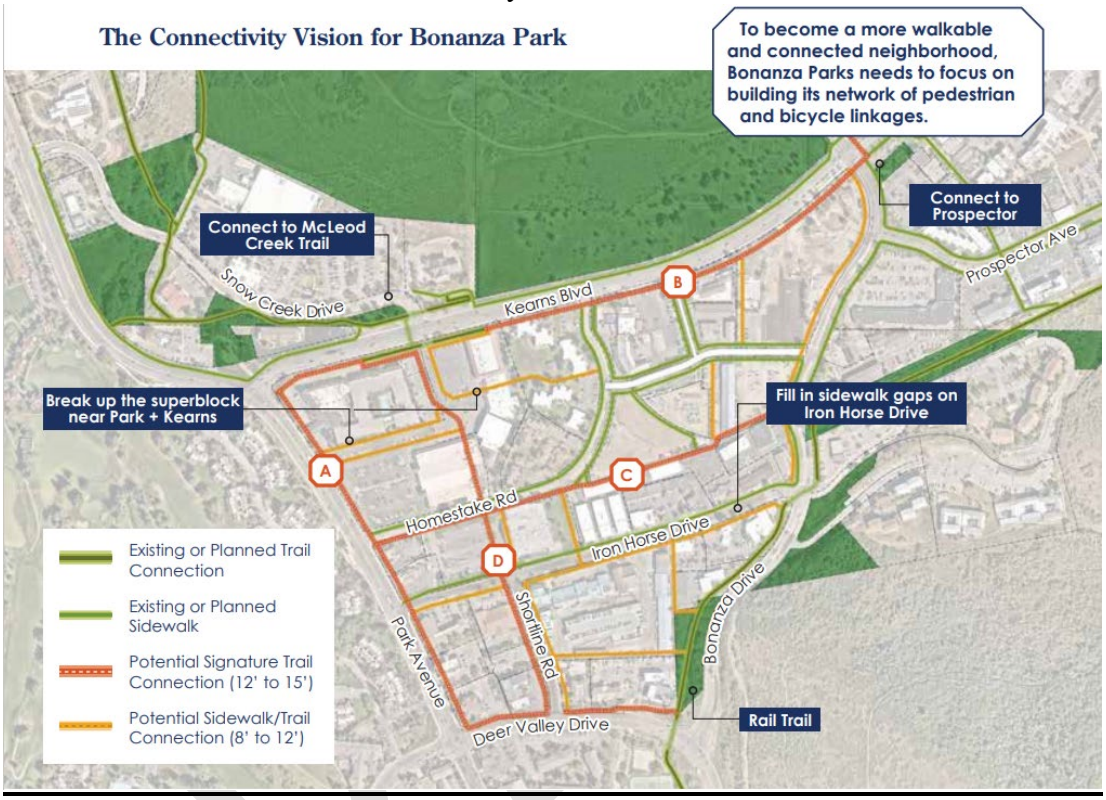
Establishing a network of pedestrian and bicycle linkages is critical to improve the overall connectivity of the Bonanza Park neighborhood. Similarly, additions of open space and green areas will improve the overall sense of community and opportunities for gathering in the neighborhood. All development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

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

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

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

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



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

1. Significant Vegetation includes large trees six inches (6") in diameter or greater measured four and one-half feet (4.5') above the ground, groves of smaller trees, or clumps of oak and maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line.
2. Development plans must show all Significant Vegetation within twenty feet (20') of a proposed Development. The Property Owner must demonstrate the health and viability of all large trees through a certified arborist.
3. The Planning Director shall determine the Limits of Disturbance and may require mitigation for loss of Significant Vegetation consistent with Landscape Criteria in Sections 15-3-3 and 15-5-5(N), and Title 14.

15-2.27-12 SUSTAINABILITY REQUIREMENTS

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

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

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

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

15-2.27-13 CONVENTIONAL CHAIN BUSINESSES

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

B. **REQUIREMENTS.**

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

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

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

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

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

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

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

15-2.27-14 CRITERIA FOR DRIVE-UP WINDOWS

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

15-2.27-15 SEXUALLY ORIENTED BUSINESSES

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

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

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

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

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

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

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

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

15-2.27-16 CRITERIA FOR BED AND BREAKFAST INNS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   a. Notification of adjacent Property Owners.

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

   c. Impacts on adjacent Residential Uses.

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

   e. Parking demand and impacts on neighboring Properties.

   f. Duration and hours of operation.

   g. Impacts on emergency Access and circulation.

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

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

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

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

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

d. The display does not diminish parking or landscaping.

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

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

15-2.27-18 SIGNS

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

15-2.27-20 RELATED PROVISIONS

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

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15-6.1-3 ZONING DISTRICTS AND USES

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

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

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

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15-4-4 SECONDARY LIVING QUARTERS

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

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

15-15-1 DEFINITIONS

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

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

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

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

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

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

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

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

DENSITY BONUS. Zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed in exchange for providing a defined Community Benefit.

GREEN COMMUNITY SPACE. Public spaces outdoors for public access.

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

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

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

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

PARKING.

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

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

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

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

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

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

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

UNIVERSAL DESIGN PRINCIPLES. Principles through public and private spaces are designed to have equal access by people of all ages and abilities, with little or no need for adaptation or specialized design.

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

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

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

DRAFT

Alec Barton

From: Craig Elliott <celliott@elliottworkgroup.com>
Sent: Wednesday, February 12, 2025 3:23 PM
To: Rebecca Ward; Christin VanDine; Rick Shand; Sarah Hall; Bill Johnson; Laura Suesser; Henry Sigg; John Frontero
Cc: Carla LeHigh
Subject: [External] Re: Bonanza Park Mixed Use District
Attachments: 2025-02-12 BoPa Proposed Code CE Markup.pdf

Warning: Replies to this message will go to celliott@elliottworkgroup.com. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Planning Director and Commissioners:

I've attached a pdf file of the most up to date BPMX District proposed code language with my comments. I came down with the flu last Friday and was not able to review this information until today. I apologize for not providing sooner.

CRAIG ELLIOTT | AIA
1441 Ute Boulevard Suite 100 - Park City UT - 84098
Office: 435.649.0092 x301 | ELLIOTTWORKGROUP.COM

> On Dec 12, 2024, at 9:48 AM, Craig Elliott <celliott@elliottworkgroup.com> wrote:
>
> Planning Director and Commissioners:
>
> Thanks for listening to my overall comments last night about the Bonanza Park Mixed Use District. I've attached a pdf file of the hard copy left in chambers last night of the proposed code changes with comments for your review.
>
> I am happy to sit down to discuss if the comments prompt any questions.
>
> My cell number is (435)901-3150 feel free to call or text.
>
> **CRAIG ELLIOTT** | AIA
> 1441 Ute Boulevard Suite 100 - Park City UT - 84098
> Office: 435.649.0092 x301 | ELLIOTTWORKGROUP.COM

<Bonanza Park Mixed-Use Zoning District Code Amendments CE Markup.pdf>

15-1-6 ZONE DISTRICTS AND ZONE MAP

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

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

15-2.27 BONANZA PARK MIXED USE (BPMX) DISTRICT

15-2.27-1 PURPOSE
15-2.27-2 USES
15-2.27-3 LOT AND SITE REQUIREMENTS
15-2.27-4 BUILDING HEIGHT
15-2.27-5 DESIGN GUIDELINES
15-2.27-6 PROJECT ENHANCEMENTS
15-2.27-7 PARKING REQUIREMENTS
15-2.27-8 TRANSPORTATION DEMAND MANAGEMENT
15-2.27-9 STREET SYSTEMS
15-2.27-10 OPEN SPACE AND TRAIL CONNECTIVITY
15-2.27-11 SUSTAINABILITY REQUIREMENTS
15-2.27-12 CONVENTIONAL CHAIN BUSINESSES
15-2.27-13 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS
15-2.27-14 SIGNS
15-2.27-15 RELATED PROVISIONS

15-2.27-1 PURPOSE

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

1. ensure development in the Bonanza Park neighborhood implements the Bonanza Park Small Area Plan and provides opportunities for locally serving businesses and diverse housing options,
2. encourage the development of affordable, workforce, attainable, and market-rate long-term housing options,
3. create a vibrant Mixed-Use pedestrian-oriented neighborhood, with safe, comfortable access to parks, publicly accessible green spaces, and outdoor community spaces,
4. protect entry corridor views along the Bonanza Park Frontage Protection Zone,
5. allow increased height, decreased setbacks, and reduced open space, when development provides significant project enhancements,
6. establish a network of pedestrian and bicycle linkages throughout Bonanza Park,
7. ensure development implements Universal Design Principles and aspires to reach Park City's sustainability goals, reduce vehicle trips, and improve access to transit, and
8. incorporate public art and placemaking elements to inspire, awe, delight, and enliven public spaces, streets, and trails in the Bonanza Park neighborhood.

Define the Views that are expected to be protected and from what vantage point.

Define the word "significant".

Removal of "Hotel" and "Nightly Rental" will create at least two existing non-conforming properties in the District. It is not likely to encourage the property to redevelop in the manner desired by the change of zone.

15-2.27-2 USES

Uses in the BPMX District are limited to the following:

A. **ALLOWED USES.**

1. Bakery
2. Bank
3. Bar
4. Café
5. Child Care
6. Child Care Center
7. Child Care Family
8. Child Care, Family Group
9. Child Care, In-Home Babysitting
10. Commercial Use
11. Commercial Use, Support
12. Deli or Delicatessen
13. Dwelling, Multi-Unit
14. Essential Municipal and Public Utility Use, Facility, Service, and Structure
15. Food Hall
16. Green Community Space
17. Grocery Store
18. Gym
19. Home Occupation
20. Hospital, Limited Care Facility
21. Indoor Entertainment, Theater/Museum
22. Major Transit Stop
23. Mobility Hub
24. Office and Clinic, Medical and Veterinary Clinic
25. Office, General
26. Office, Medical
27. Office, Moderately Intensive
28. Plant and Nursery Stock production and sales
29. Public Art
30. Recreation Facility, Public
31. Restaurant
32. Retail and Service Commercial, Major
33. Retail and Service Commercial, Minor
34. Retail and Service Commercial, Personal Improvement
35. Transit Hub

B. **ADMINISTRATIVE CONDITIONAL USES.**

1. Fences and walls greater than six feet (6') in height from Final Grade
2. Food Truck Location
3. Outdoor Event Facility
4. Pet Services
5. Public Transit Amenity Area

This area is generally a good place for Chain Businesses. Sometimes Chain Business work as a draw that enhances the viability of a local business.

Has an analysis been done on the number of local businesses that exist and compared to the adult, working age, population of Park City? Our local business ownership has to be a very high percentage.

Is a business considered local if owned by someone from Salt Lake, or Snyderville Basin? Is a franchise owned by a local considered a chain business?

6. Temporary Improvement

C. **CONDITIONAL USES.**
1. Conventional Chain Business
2. Disabled Care
3. Elder Care
4. Flex Industrial
5. Group Care Facility
6. Hospital, General
7. Hotel, Boutique
8. Indoor Entertainment Facility
9. Passenger Tramway and Ski Base Facility
10. Public and Quasi-Public Institution, Church, and School
11. Recreation Facility, Private
12. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter
13. Service Station, Direct Fast Chargers
14. Telecommunication Antenna
15. Temporary Sales Trailer in conjunction with an active building permit for the Site

D. **PROHIBITED USES.** Any Use not listed above as an Allowed or Conditional Use is a Prohibited Use.

15-2.27-3 LOT AND SITE REQUIREMENTS

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has Frontage on a Street shown as a private or Public Street on the Streets Master Plan or Section 15-2.27-9, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan. All Development activity must comply with the following minimum standards:

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

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

1. **Residential.** Minimum residential density 10-units per acre.

2. **Commercial.**

This number seems arbitrary. It might be better if the number was tied to the area of the site.

a. A single building is limited to no more than 15,000 square feet of commercial square footage. This limitation shall apply to commercial-only development and mixed-use development with a commercial component.

What is the goal of this area limitation? Is an office space or medical tenant a commercial tenant?

b. A single commercial tenant shall not occupy more than 5,000 square feet of commercial square footage, unless it meets one of the following exemptions:

1. Grocery Store,
2. US Post Office,

3. The use has received conditional use approval pursuant to Section 15-1-10 *Conditional Use Review Process*.

C. **OPEN SPACE**: The following Open Space requirements apply within the BPMX District.

1. At least 30% of the total Site Area shall be Open Space and may not be used for Streets, roads, driveways, or parking areas.

2. Projects that meet the requirements of Section 15-2.27-6 *Project Enhancements* may request a reduction to 20% Open Space for the total Site Area when satisfying parking requirements underground.

D. **[PRELIMINARY DRAFT – STREET TYPES TO BE DEFINED] STREETSCAPE SETBACKS**: Table 15.2-27-3(D) identifies the required Streetscape Setbacks in the BPMX District. Streetscape Setbacks are determined based on street type to prioritize pedestrian-friendly design and enhance walkability. Wider streets require greater setbacks to create comfortable, accessible spaces for pedestrians and bicyclists, while narrower streets allow for reduced setbacks that maintain a cohesive streetscape.

Table 15.2-27-3(D): MINIMUM STREETSCAPE SETBACK REQUIREMENTS		
Street Type	**Applicability/ Streets**	**Streetscape Setback**
X	Kearns Boulevard and Park Avenue	30 Feet

It makes sense to understand these setbacks with relation to the curb of a street. Street right-of-ways are almost always much larger than the street itself. This may result in a much larger setback than desired in a mixed-use neighborhood. Consider the setbacks of Main Street are essentially zero.

X	Bonanza Drive	25 Feet
X	Homestake Road, Iron Horse Drive, Prospector Avenue, Sidewinder Drive	20 Feet
X	Munchkin Road, Snow Creek Drive, Woodbine Way	18 Feet
Rail Trail	East-West connection	20 Feet

E. **SETBACKS:** The Frontage Protection Zone requires a minimum landscaped buffer Setback of thirty feet (30') in width abutting the Street. See Chapter 15.2.20. Setbacks that are not Frontage Protection Zone or Streetscape Setbacks are twenty-five feet (25'). Projects that meet the requirements of Section 15-2.27-6 *Project Enhancements* may request the Planning Commission grant a Setback reduction to twenty feet (20') for Setbacks that are not Streetscape Setbacks.

1. **SETBACK EXCEPTIONS:** The following setback exceptions apply within the BPMX District.

   a. The Planning Commission may consider increasing exterior Side Setbacks during Conditional Use Permit review to mitigate potential impacts on adjacent Property. Side Setback exceptions continue to apply.
   b. On Corner Lots, the Setback may be increased for pedestrian and bicycle connectivity and Sight Distance Triangle clearance.

F. **VERTICAL AND HORIZONTAL MIXED-USE:** The BPMX District shall implement both Vertical Mixed-Use and Horizontal Mixed-Use principles to ensure a variety of uses that promote a locally serving neighborhood.

1. **Vertical Mixed Use.** Vertical Mixed-Use development contains a range of uses within one building. Typically, lower floors contain active storefronts such as retail stores or restaurants while upper floors are residential and/or office. Vertical Mixed Use shall be required along Internal Roads within the BPMX District as defined in Section 15-2.27-3(D), unless otherwise approved by the Planning Commission.

2. **Horizontal Mixed Use.** Horizontal Mixed-Use development integrates distinct land uses, such as residential, commercial, and retail, within a multi-building development or larger area, with these uses arranged side by side rather than stacked vertically. Horizontal Mixed-Use is made up of single-use buildings within a complex or employ a single land use on an individual parcel. Horizontal Mixed Use is allowed along Kearns Boulevard, Park Avenue, and Deer Valley Drive, and Internal Roads within the BPMX District.

G. **PEDESTRIAN AMENITY GUIDELINES:** Pedestrian Amenity requirements aim to create thoughtfully designed and meaningful open spaces that emphasize human scale,

offer relief from the built environment, and enrich the pedestrian experience of the BPMX District. Pedestrian Amenities may include but are not limited to benches, outdoor seating, bike racks, shade structures, and Public Art.

1. **PLACEMENT.** Pedestrian Amenities should be along the Streetscape, open to the sky, and free of permanent enclosures. They must be versatile and adaptable, accommodating uses such as outdoor dining, outdoor vending, or public gathering areas.

2. **ACCESSIBILITY.** Pedestrian Amenities must contribute to an active Streetscape and promote interaction. Property owners can meet these requirements through physical or operational improvements to private property or enhancements to the public right-of-way.

3. **DESIGN GUIDELINES:**
    a. Street level Pedestrian Amenities shall be within 18 inches above or below the Existing Grade of the street or sidewalk, which abuts the space.
    b. Street level Pedestrian Amenities shall be open to the sky but may include temporary shade or similar structures.
    c. Street level Pedestrian Amenities shall consider all four corners of an intersection.
    d. Pedestrian Amenities shall face the street.
    e. Pedestrian Amenities shall be designed for use in all seasons.

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

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

15-2.27-4 BUILDING HEIGHT

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

A. **FRONTAGE PROTECTION ZONE.**
    1. The maximum Building Height within the Frontage Protection Zone is thirty-five feet (35’) from Existing Grade. For buildings within the 30-foot to 50-foot protection

zone, each story above two stories must be stepped back ten feet (10'). Building Height exceptions within the Frontage Protection Zone are limited to:

a. Antennas, chimneys, flues, vents, and similar Structures may extend up to five feet (5') above the highest point of the Building to comply with the International Building Code (IBC), and must be stepped back from the Frontage Protection Zone Overlay building facades by at least fifteen feet (15').

b. Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet (5') above the height of the Building, and must be stepped back from the Frontage Protection Zone Overlay building facades by at least fifteen feet (15').

c. An Elevator Penthouse may extend up to eight feet (8') above the Zoning District Height and must be stepped back from the Frontage Protection Zone Overlay building facades by at least twenty feet (20').

This language is confusing.

B. **BUILDING HEIGHT EXCEPTIONS.** The following exceptions apply to the Zoning District Building Height outside of the Frontage Protection Zone:

1. A vertical stepback is required for any building developed within fifty feet (50') of the Frontage Protection Zone. These upper story setbacks shall be a minimum of ten feet (10') in depth.

2. If Project Enhancements are provided pursuant to Section 15-2.27-6, one (1) additional story, or a maximum of forty-five feet (45') from Existing Grade, may be granted pursuant to Section 15-2.27-6.

This is a bit confusing also. Is the stepback required on the area above 35'? It might be better to use a building height tool similar to the HCB which uses a 45 degree angle from a specific height until it intersects with the maxiumum height.

a. A ten-foot stepback shall be provided on perimeter façade planes that are forty-five feet (45') in Building Height with a Setback less than twenty feet (20') to mitigate the impact of Building Height on the pedestrian-scale neighborhood. The following features are permitted within areas where the building is stepped back:

i. Mechanical and ventilation equipment, provided the equipment is screened and does not exceed four feet (4') in height.

ii. Decorative or recreational features, including rooftop gardens, green roofs, planter boxes, and permanent amenities such as built-in grills. Rooftop guardrails shall be glass and posts shall be an unobtrusive material such as anodized aluminum. Guardrails and posts shall be the minimum height permitted by International Building Code standards. The following decorative or recreational features require an Administrative Conditional Use Permit: rooftop restaurants, bars, small open pergolas, play structures, sun shades, and hot tubs.

iii. Rooftop solar and photovoltaic panels, provided the equipment is installed in compliance with Section 15-5-5(G).

3. Affordable Master Planned Developments may be granted additional height up to forty-five feet (45) from Existing Grade pursuant to Chapter 15-6.1.
4. Gable, hip, Barrel, and similar pitched roofs may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 or greater.
5. Antennas, chimneys, flues, vents, and similar Structures may extend up to five feet (5') above the highest point of the Building to comply with the International Building Code (IBC), and must be stepped back from building facades by at least ten feet (10’).
6. Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet (5') above the height of the Building, and must be stepped back from building facades by at least ten feet (10’).
7. An Elevator Penthouse may extend up to eight feet (8') above the Zone Height and must be stepped back from building facades by at least ten feet (10’).
8. Ski lift and tramway towers may extend above the Zone Height subject to a visual analysis and approval by the Planning Commission.

15-2.27-5 DESIGN GUIDELINES

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

A. **APPLICABILITY.** These Design Guidelines shall apply to all development in the BPMX District. Prior to issuance of a Building permit for any Allowed or Conditional Use, the Planning Department must review the proposed plans for compliance with this Chapter and Chapter 15-1 *Architectural Review*. Where there is a conflict between the standards in this Chapter and Chapter 15-5, the requirements of this Chapter shall apply.

B. **BUILDING PLACEMENT AND ORIENTATION.**
   1. Incorporate open space into building placement. Open spaces can enhance the overall aesthetic by allowing for additional landscaping and greenery. Furthermore, these areas can be functional assets, enabling commercial businesses to expand their activities outdoors—such as offering outdoor dining or using the space for outdoor displays or merchandise sales. This approach balances visual appeal with practical business opportunities.
   2. On parcels greater than 30,000 square feet, the massing of the building should be broken into smaller volumes. Creative approaches to break up building mass and scale is encouraged. This could include separate buildings above grade or linked exterior walkways.
   3. Buildings should be oriented to the street to create a vibrant pedestrian experience. To the extent practicable, building facades should be parallel to the

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

adjacent street to orient access to public and private streets, pedestrian circulation, and gathering areas.

4. Maximizing solar exposure during winter months should be a consideration in designing public spaces and gathering areas. Development over two stories that is adjacent to major open spaces, such as parks or designated public amenities, shall perform a sun/shadow study of the effects of development on such spaces from autumn through spring.

How much of the Mountain(s) are required to be seen? Which Peaks? Are plantings considered when reviewing these views? This seems way too arbitrary.

5. **VANTAGE POINTS:** Development should preserve or enhance views of significant community features from prominent public vantage points within the BPMX District. There are twelve (12) vantage points from which the height, mass, and design of structures must be considered to preserve mountain views. If a development can be seen from more than one vantage point, the developer must provide three-dimensional renderings from each vantage point showing the impact of the development on mountain views.

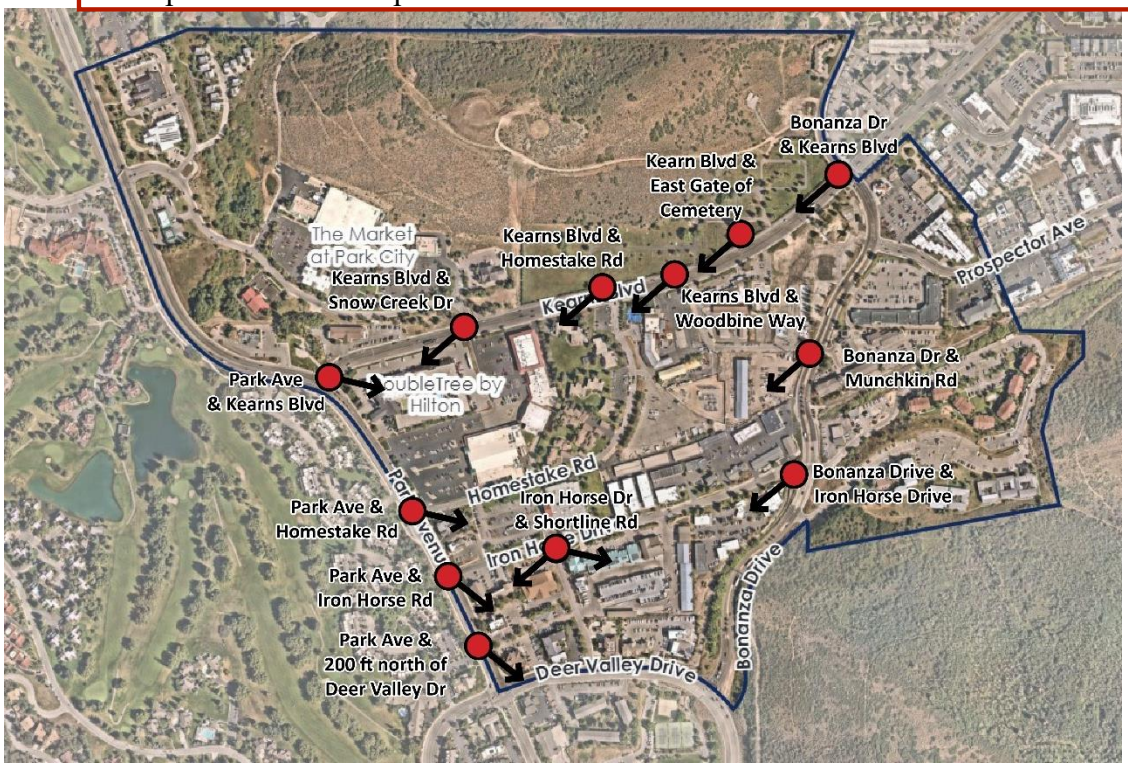


TABLE 15-2.27-5(B)(5): VANTAGE POINTS		
Location	**Coordinates**	**Bearing**
Bonanza Drive & Iron Horse Drive	40.659307 -111.501548	SW
Bonanza Drive & Munchkin Road	40.660805 -111.501397	SW

Iron Horse Drive & Shortline Road	40.658352 -111.505721	SW/SE
Kearns Boulevard & Bonanza Drive	40.662963 -111.500851	SW
Kearns Boulevard and East Gate of Cemetery	40.662276 -111.502057	SW
Kearns Boulevard & Woodbine Way	40.661699 -111.503442	SW
Kearns Boulevard & Homestake Road	40.661484 -111.504692	SW
Kearns Boulevard & Snow Creek Drive	40.661067 -111.507025	SW
Park Avenue & Kearns Boulevard	40.66037 -111.50953	SE
Park Avenue & Homestake Road	40.658714 -111.507893	SE
Park Avenue & Iron Horse Drive	40.657958 -111.507382	SE
Park Avenue 200 feet north of Deer Valley Drive	40.657007 -111.506802	SE

C. **BUILDING SCALE, ARTICULATION, AND FENESTRATION:** Buildings in the BPMX District should reflect the scale of uses and reinforce a pedestrian environment.

1. **BUILDING SCALE.**
   a. The perceived mass and scale of Development in the BPMX District shall be reduced by incorporating design elements that emphasize three or more of the following:

      i. Variation in roof forms or parapet heights.
      ii. Insets, projections, or other relief in the wall plane.
      iii. Architectural emphasis on building entries.
      iv. Arcades, porticos, or other forms of covered exterior circulation.
      v. Variations to window size or proportions.
      vi. Balconies.
      vii. Variation in color, texture, or materials as allowed in Chapter 15-5.

Define the word “large”.

   b. Building design should avoid blank walls and large undifferentiated expanses of wall surface exposed to public pedestrian Rights-of-Way, plazas, or parks.

c. Roof overhangs, projections, awnings, or canopies should contribute to the character of the building and create shadow patterns while aiding in protection of the structure and pedestrians.

d. Exceptions from the guidelines may be approved by the Planning Director for those areas of the building envelope that are not visible from adjacent development and public spaces.

2. **BUILDING ARTICULATION:**

a. **VERTICAL.**

If you have a three story building that is three ten foot floor to floor dimensions, that results in a the roof at 30' plus or minus. Does a parapet need to either recede or step forward 18"?

i. All buildings that are approved above thirty-five feet (35') in height shall include vertical articulation to help break up the mass of the building. This articulation shall occur every thirty feet (30') and shall be achieved through a façade change of at least eighteen inches (18") in depth, or through a material change.

ii. This shall apply to all building facades.

B. **HORIZONTAL.**

i. Structures greater than sixty feet (60'), but less than 120 feet in length must exhibit a prominent shift in the façade of the Structure so that no greater than seventy-five percent (75%) of the length of the Building Façade appears unbroken. Each shift shall be in the form of either a ten-foot (10') change in Building Façade alignment or a ten-foot (10') change in the Building Height, or a combined change in Building Façade and Building Height totaling ten feet (10').

ii. Structures that exceed 120 feet in length on any façade shall provide a prominent shift in the mass of the Structure at each 120-foot interval, or less if the Developer desires, reflecting a change in function or scale. The shift shall be in the form of either a fifteen-foot (15') change in Building Façade alignment or a fifteen-foot (15') change in the Building Height. A combination of both the Building Height and Building Façade change is encouraged and to that end, if the combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.

iii. This shall apply to all building facades.

3. **BUILDING FENESTRATION**

i. Windows for non-residential and mixed-use buildings should be provided to create a direct relationship to the street.

Is this required of residential uses at the street level?

a. A minimum of 50% glazing is required on the ground level of all street-facing facades to create a strong relationship to the street.

40% seems like a very large amount of glazing.

b. A minimum of 40% glazing is required for second levels.

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

ii. Transparent glazing shall be rated at a minimum 60 percent light transmittance factor.

iii. Reflective, metallic, frosted, tinted, stained, and textured glass is prohibited.

iv. Balconies are permitted for all residential uses. These may be integrated into a vertical step-back. Railings for balconies should have a minimum of 30% transparency.

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

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

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

Stairs and Elevators?

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

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

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

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

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

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

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

E. **STREET LEVEL DESIGN.** Thought shall be given to street-level design throughout the BPMX District to encourage the overall walkability and vitality of the area. Street Level Design requirements shall apply to Internal Roads as identified in Section 15.2-27-3(D).

50' is too deep for a lobby in most residential buildings.

1. Buildings should have an active use on the ground level. Active uses support the vibrancy and usability of the public realm adjacent to a building and include retail establishments, retail services, daycare facilities, community meeting spaces, educational and medical uses, civic spaces (theaters, museums, etc.), restaurants, bars, art and craft studios, and other uses determined to be substantially similar by the Planning Commission. For buildings that are 100% residential, a lobby or other common space shall meet this requirement. The active use should extend at least fifty feet (50') inside the building.

Strike the word "main" as it is not likely a main entry on both elevations.

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

20' is entirely arbitrary and makes very little sense.

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

This should be removed. It may not work for all retail spaces.

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

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

F. This is a building code issue, not planning.

1. Building materials should convey a pedestrian scale and have proven durability in Park City's climate.

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

2. Building materials shall be of a high-quality and reference both the history of the Bonanza Park area and materials currently found in the BPMX District. The use of wood, metal, glass, and stone is appropriate in this Zoning District.
3. Architecture that reflects corporate branding is not permitted. This shall not be construed to limit the ability to place signage on the property in accordance with the allowances and limitations of the Land Management Code.

G. **ROOFS.**

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

H. **LANDSCAPING.**

1. Landscaping should complement the context and enhance the architecture of the building.
2. Stormwater best management practices should be considered in the landscape design.
3. Landscape materials should reflect the Park City climate.
4. For parcels in the Frontage Protection Zone, the first thirty feet (30') should include landscaping and pedestrian-focused infrastructure.
    a. Sidewalks, trails, bike paths, and the like are permitted in this area. These shall have a vegetative buffer from the edge of road pavement of at least three feet (3').
    b. Multi-modal infrastructure is permitted in this area, including bike racks, transit stops and shelters, wayfinding signage, seating, and the like. Mobility Hubs and Transit Hubs are also permitted in these areas, provided they do not exceed ten feet (10') to fourteen feet (14') in height.

I. **SERVICE AND MECHANICAL AREAS.**

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

1. Trash, recycling, and service areas should be designed as integrated components of the building and should be sited to minimize impacts to pedestrians. Facilities can be located in underground parking facilities when appropriate.
2. All exterior mechanical equipment must be Screened to minimize noise infiltration to adjoining Properties and to mitigate visual impacts on nearby Properties and general public view. All mechanical equipment must be shown on the plans prepared for City review.
3. Service and delivery areas shall be located where least visible from general public view and shall not impede pedestrian or bicyclist connectivity.
4. The loading and unloading of goods must take place entirely on the Site. Loading and delivery areas must be Screened from general public view. All loading areas shall be shown on the plans prepared for City review.
5. Shared delivery, service, trash, and recycling areas are encouraged.
6. All Structures must provide a means of storing refuse generated by the Structure's occupants. All refuse storage facilities must be shown on the plans prepared for City review. Refuse storage must be Screened, enclosed, and properly ventilated.

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

7. When possible, transformers and other utility boxes should be located where least visible from general public view.
    a. Location along Park and Kearns is highly discouraged.
    b. All transformers and other utility infrastructure should be screened through fencing, landscaping, low walls, art, and the like, as permitted by the relevant utility provider.
8. The undergrounding of utilities is preferred.

9. Mechanical equipment, ducts, and vents should be accommodated internally within the building and / or co-located on the roof. Screening of equipment on the roof is encouraged.

J. **ART INSTALLATIONS.**

1. Integration of public art is encouraged in all development in the BPMX Zoning District, including murals, sculptures, enhanced trails, gateways, crosswalks, wayfinding, interactive exhibits, and the like.
2. It shall be the responsibility of the property owner to maintain all art located on private property.
3. Art is specifically allowed in the Frontage Protection Zone but shall not impede pedestrian or bicyclist connectivity.
4. Art proposed to be displayed in the public realm may first be reviewed by the Public Arts Advisory Board.

15-2.27-6 PROJECT ENHANCEMENTS: Project Enhancements are intended to provide early project predictability and allow flexibility in selecting incentives to qualify for additional Building Height of up to forty-five feet (45') from Existing Grade outside of the Frontage Protection Zone and Setback and Open Space reductions in the BPMX District.

A. PURPOSE: Project Enhancements are intended to support locally serving development in the BPMX District through the provision of affordable, workforce, and attainable housing, increased mobility and alternative transit provisions, and increased on-site sustainability measures.

B. PROCEDURES: This will help create certainty in the project review process so Applicants can determine whether they qualify for a fourth story bonus (up to forty-five feet (45') from Existing Grade outside of the Frontage Protection Zone) and Setback and Open Space reductions by completing the following:

a. Applicants must submit a preliminary proposal outlining a rough site plan, volumetrics, ~~renderings,~~ and project description for Planning Commission review and input. The Planning Commission will forward a recommendation to the City Council for consideration.

i. Preliminary proposals should identify which measures have been selected for consideration. A minimum of three (3) site-specific enhancements shall be selected:

This is an interesting process and has the potential to be successful. I would strike the requirement of "renderings". It is not likely that a quality architect will be able to provide renderings of any true nature at this phase of the design process.

1. **HOUSING.** Inclusion of a mix of residential units that meet a range of community needs – affordable, workforce, attainable, senior housing, etc. and set a baseline average for Area Median Income. Provision of units should be based on the mix of owner-occupied and rental units from the most up-to-date Housing Needs Assessment.
2. **PARKING.** Provision of required parking underground.
3. **PARKING.** Development of a Shared Parking Agreement with adjacent developments to reduce vehicle trips and congestion within the BPMX District.
4. **MOBILITY.** Implementation of an on-site car share and long-term operations plan.
5. **MOBILITY.** Implementation of on-site and adjacent trail or pedestrian connectivity improvements as indicated in the Connectivity Vision for Bonanza Park like tunnels or bridges.
6. **SUSTAINABILITY.** Provision of long-term project operational plans to include waste reduction and landfill diversion, food waste collection and composting, green business operations, potential for local renewable energy development such as distributed solar with storage or thermal energy networks, design for greywater reuse, rainwater capture

or other water conservation features, green infrastructure such as bioswales, and building operational performance to achieve an Energy Star score of 90 or above, or to be designed and built to achieve 10 percent better than the most recent ASHRAE 90.1 standards.

7. **COMMUNITY-SERVING.** Inclusion of on-site childcare, senior facilities, or other Uses that serve the workforce or other community needs.
8. **COMMUNITY-SERVING.** Inclusion of restricted commercial spaces that provide reduced rental rates for local businesses.
9. **COMMUNITY-SERVING.** Long-term programming plan for activated publicly accessible outdoor spaces that provide for music, entertainment, and seasonal activation.

b. For projects providing four or more site-specific enhancements, including housing and underground parking, Applicants may request reductions in Setbacks and Open Space as outlined in Section 15-2.27-3.
c. The City Council shall review project enhancements proposals considering adherence to the standards outlined in Section 15-2.27-7(B) and either approve or deny the request. If approved, the Applicant could finalize their proposed plans.
d. Approved projects shall return to the Planning Commission for standard application processing.

C. **PROGRAM REVIEW AND AMENDMENTS.** The City Council has the discretion to review and update the Project Enhancements on a two-year schedule to assess the effectiveness of the program and enhancements implemented through successful projects. As part of this review, the Planning Department will identify evolving market conditions that may affect feasibility of specific criteria.

15-2.27-7 PARKING REQUIREMENTS

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

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

1. **RESIDENTIAL USES**. Off-Street parking shall be provided for each land Use as listed in this Section, in the Parking Ratio Requirements tables. When applying the tables, the parking requirements stated for each Use, or combination of Uses, applies to each Dwelling Unit within the Structure. Specific Uses, and the related parking

ratio requirements are also shown below. Also refer to Section 15-15-1 *Definitions* for clarification of Uses.

Table 15-2.27-7(B)(1) RESIDENTIAL PARKING RATIO REQUIREMENTS	
USE	**PARKING RATIO (NUMBER SPACES)**
Multi-Unit Dwelling, Apartment/Condominium not greater than 1,000 sf floor Area	1 per Dwelling Unit
Multi-Unit Dwelling, Apartment/Condominium greater than 1,000 sf and less than 2,000 sf floor Area	1.5 per Dwelling Unit
Multi-Unit Dwelling, Apartment/Condominium 2,000 sf floor Area or greater	2 per Dwelling Unit

2. **NON-RESIDENTIAL USES**. In non-residential projects, or for non-residential space associated with primarily residential Structures, the following parking requirements shall apply. Also refer to LMC Section 15-15-1 *Definitions* for clarification of Uses. Uses may also qualify for additional parking via underground parking if proven project enhancements are provided.

Table 15-2.27-7(B)(2) NON-RESIDENTIAL PARKING RATIO REQUIREMENTS	
USES	**PARKING RATIO REQUIREMENTS (NUMBER SPACES)**
Auditorium and Assembly Hall	1 space per 5 seats
Bank	2 spaces per 1,000 sf of net leasable floor Area
Bar	3 spaces per each 1,000 sf of net leasable floor area
Café/Deli	2 spaces per 1,000 sf of net leasable floor Area
Child Care Center	1 space per on-duty staff per shift and 1 space per 6 children
Commercial Use	4 spaces per 1,000 sf of net leasable floor Area

Disabled Care Elder Care Group Care Facility	1 space per 2 bedrooms plus 1 space per employee per shift, or 2 spaces per 3 employees per shift, whichever is greater
Flex Industrial	1 space per 1,000 square feet of floor area and 1 space for every 2 employees in the largest shift
Hospital, Limited Care	1 space per 2 beds
Hotel, Boutique	1 space per room or suite, and 1 space per 200 sf of separately leasable commercial space
Indoor Entertainment, Theater	1 space per 4 seats or 5 spaces per 1,000 sf of floor Area depending on type of facility
Offices, General	2 spaces per 1,000 sf of leasable floor Area
Office and Clinic, Medical and Veterinary Clinic	5 spaces per 1,000 sf of leasable floor Area
Public and Quasi-Public Institution, Church, School Public Utility Uses	1 space per 5 seats, or 2 spaces per 3 employees, or 1 space per 1,000 sf of floor Area, whichever is greater
Retail & Service Commercial, Minor, Personal Improvement	0 spaces required for buildings that have less than or equal to 3,000 sf net leasable floor area Above 3,000 sf net leasable floor area is 3 spaces per 1,000 sf of net leasable floor area
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable floor Area
Restaurant	0 spaces required for buildings that have less than or equal to 3,000 net leasable floor area Above 3,000 sf net leasable floor area is 3 spaces per each 1,000 sf of net leasable floor area
Restaurant, Outdoor Dining	Based on Site specific review at the time of CUP
Temporary Improvement	1 space per employee plus 1 guest space

Recreation Facility, Public Recreation Facility, Private	1 space per 4 seats or 3 spaces per 1,000 sf of floor Area, or 1 space per 3 persons rated capacity depending on type of facility
Temporary Improvement	1 space per employee plus 1 guest space

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

D. PARKING MAXIMUMS. No more than one hundred percent (100%) of the minimum required parking may be provided for newly constructed non-residential, mixed-use, or Multi-Unit Dwelling developments of ten (10) or more units when the new development is within a one-quarter (¼) mile of a transit stop. When the parking requirement is zero Parking Spaces, a maximum of five (5) Parking Spaces may be provided. Exceptions to the maximum parking limit may be approved by the Planning Commission if found to be consistent with Section 15-2.27-1 and to further the City's goals for reducing single-occupancy vehicle trips.

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

1. The parking requirement for Mixed-Use projects may be lowered if the Applicant submits a shared parking opportunity analysis, approved by the Planning Commission, which results in a peak-parking-demand measure that is less than the Parking Requirement established by this Section for Residential and Non-Residential Uses.

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

G. UNDERGROUND PARKING. All development within the BMPX District is encouraged to provide underground parking to promote a vibrant pedestrian friendly environment that reduces car-pedestrian conflict. If 90% of required parking is provided on-site and underground, Setbacks for the underground parking structure may be reduced by the Planning Commission up to 50% outside of the Frontage Protection Zone if utilities can be accommodated.

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

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

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

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

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

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

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

FIRST USE	SECOND USE				
	MULTI-UNIT RESIDENTIAL	PUBLIC INTSITUTIONAL OR CIVIC	FOOD, BEVERAGE, BOUTIQUE HOTEL, RECREATION, OR ENTERTAINMENT	RETAIL	OTHER COMMERCIAL

Multi-Unit Dwelling[1]	NA				
Public Institutional, or Civic	10%	NA			
Food, Beverage, Boutique Hotel, Recreation or Entertainment[2]	15%	20%	NA		
Retail	15%	25%	25%	NA	
Other Commercial	20%	25%	25%	20%	NA

This percentage is low.

3. **ADDITIONAL ALTERNATIVE STRATEGIES.** After any reduction in the required number of Off-Street Parking Spaces under Section 15-2.27-7(H) is applied, the alternative strategies described below may be combined for an additional non-residential Use parking reduction of up to ten percent (10%).

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

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

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

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

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

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

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

5. **CUMULATIVE PARKING REDUCTION.** No development may be granted a cumulative parking reduction greater than fifty percent (50%) for non-residential Uses or greater than twenty percent (20%) for residential Uses as provided in Sections 15-2.27-7(H)(1), (2), and (3), unless approved by the Planning Commission.

15-2.27-8 TRANSPORTATION DEMAND MANAGEMENT

A. **APPLICABILITY.** A Transportation Demand Management (TDM) Plan is required for all development projects \. Two (2) TDM Plan levels shall apply as described below.

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

   a. Multi-Unit Dwellings: 10 - 44 Dwelling Units

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

   a. Multi-Unit Dwellings: 45 Dwelling Units and greater

   b. Boutique Hotel: 40 – 75 rooms

   c. Retail: 3,000 square feet or greater

   d. Office: 3,000 square feet or greater

   e. Restaurant: 2,500 square feet or greater

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

1. Remodels or expansions of existing residential units that do not increase the total number of residential units;

2. Remodels or expansions of Commercial, Retail, Office, Hotel, or mixed-use projects involving no more than 500 square feet of commercial net leasable space or two (2) lodging rooms or units;

3. Any Boutique Hotel with fewer than ten (10) rooms;

4. Retail less than 3,000 square feet;
5. Office less than 3,000 square feet; and
6. Restaurant less than 2,500 square feet.

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

1. Identification of the applicable TDM strategies to be implemented based on the size of the project and estimated number of trips generated.
2. Implementation plan for each TDM strategy, including timelines, responsibilities, and budget allocations.
3. Monitoring and evaluation plan, submitted annually to the Planning Department, to track the effectiveness of TDM strategies and adjust them as needed. At their discretion, the Planning Director may require additional Planning Commission review and modifications as needed.

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

1. Participation in an annual travel survey of residents and employees for the first four (4) years of building occupancy. Employers on Sites subject to an approved TDM Plan shall submit the survey results to the City.
2. Provide the following information to employees and/or residents on an annual basis:
    a. Carpooling/vanpooling information;
    b. Transit schedules and route information;
    c. Information on air pollution and alternatives to single-occupancy vehicle trips;
    d. Bicycle route and facility information, including local bicycle maps, locations of nearest outdoor bicycle parking or enclosed bicycle storage, locations of bicycle share locations, and bicycle safety information; and
    e. Information on walking and biking to work, pedestrian and bicycling safety, and all-weather walking shoes and traction devices for shoes and bicycle tires in winter/ice conditions.
3. One strategy from the Supplemental TDM Menu (see Section 15-2.27-8(F)).

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

1. All Level 1 required components.

2. Establishment of a TDM Coordinator to directly support commute programs, implement mobility programs, and develop transportation policies and initiatives.
3. Employee parking cash-out program.
4. Unbundle parking for residential Dwelling Units at minimum.
5. Two strategies from the Supplemental TDM Menu (see Section 15-2.27-7(F)).

F. **SUPPLEMENTAL TDM MENU.** Supplemental TDM strategies over and above the applicable Level 1 or Level 2 TDM Plan requirements may be implemented to reduce the amount of required Parking for non-residential Uses. When three (3) or more of the following strategies are provided in addition to the applicable Level 1 or Level 2 TDM Plan requirements, the Planning Commission may approve up to a twenty percent (20%) reduction in the required parking for non-residential Uses.

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

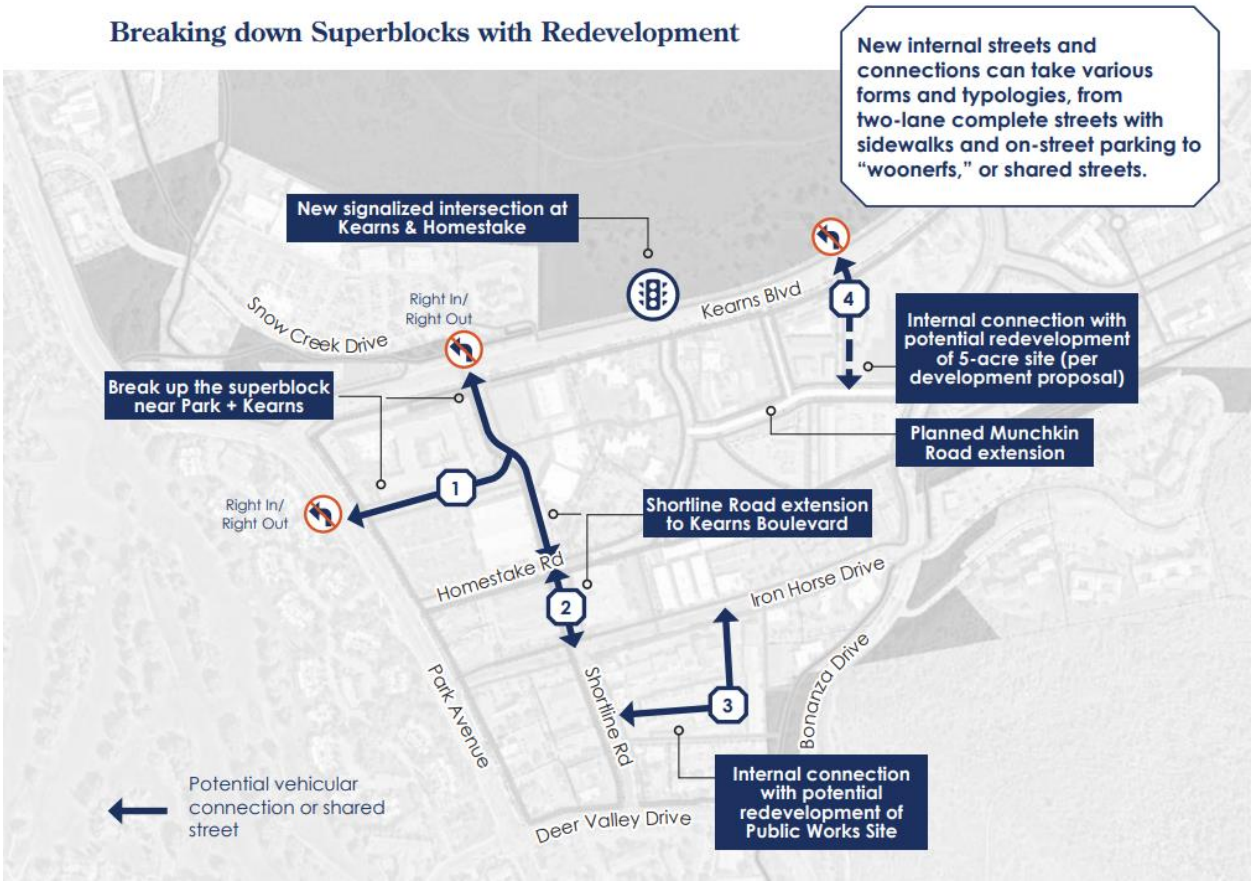
G. **TDM PLAN AGREEMENT.** A TDM Plan agreement shall be provided in a form acceptable to the City Attorney and shall include the TDM Plan. The parties to the agreement shall include the Owners and lessees of the project Site. A copy of the agreement shall be provided to the City. The City shall not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

15-2.27-9 STREET SYSTEMS.

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

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

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



B. **STREET DESIGN.**

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

15-2.27-10 OPEN SPACE AND TRAIL CONNECTIVITY

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

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

1. The following open space typologies (also known as Green Community Space) are permitted in the BPMX District, and may be located in a Frontage Protection Zone, unless prohibited by this Section.

    a. Pocket Park.

    b. Linear greenspace with pedestrian and/or bicycle path.

    c. Public Courtyard.

    d. Plaza areas.

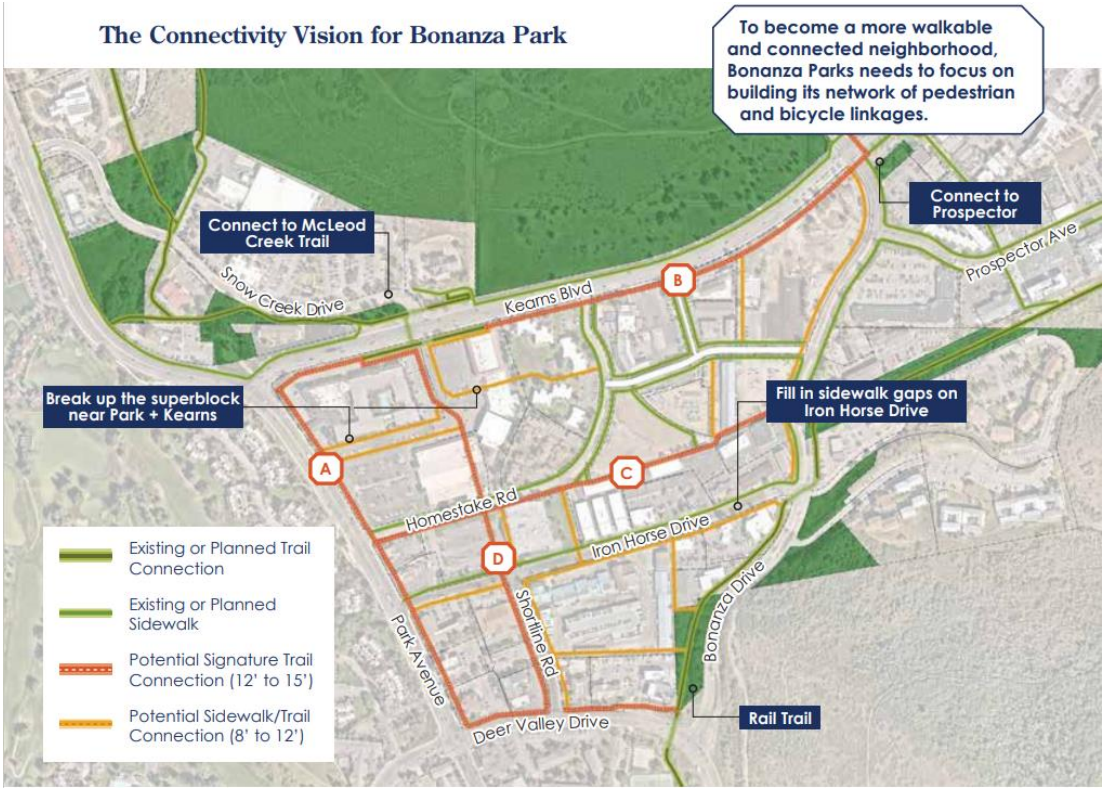
    e. Flexible Space.

    f. Community Garden.

    g. Green Roofs with publicly accessible amenity terrace. If this option is chosen, a deed restriction granting permanent public accessibility shall be required. An amenity terrace cannot be located within the Frontage Protection Zone.

B. **TRAIL CONNECTIONS.** Integrating multi-modal transportation opportunities is critical in the Bonanza Park neighborhood. Development should support the goals articulated in the Bonanza Park Small Area Plan, including the creation of new sidewalk and bicycle facilities. Development located adjacent to key roadways in Bonanza Park should integrate the following key trail connections. Key connections are at Park Avenue, Kearns Boulevard, Shortline Road extension, Rail Trail, and Deer Valley Drive as indicated in Figure 15-2.27-10(B) below.

Figure 15-2.27-10(B) Connectivity Vision For Bonanza Park



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

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

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

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

15-2.27-11 SUSTAINABILITY REQUIREMENTS

A. **APPLICABILITY.** All Development within the BMPX District should strive to support the City's Net Zero goals through the implementation of sustainable design including active transportation considerations, low embodied carbon materials, waste reduction through comprehensive materials recover, and operational programming and technologies to reduce short- and long-term impacts on the environment.

B. **REQUIREMENTS.** All projects within the BPMX should strive to achieve a low Energy Use Intensity (EUI) per building type including improved insulation and thermal efficiency, EnergyStar and WaterSmart appliances and fixtures, energy efficient lighting, low-flow plumbing fixtures, sensors and timers that control water flow, lighting and temperature, and on-site Renewable Energy Systems.

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

4. INSERT CITY RESOLUTION FOR NET ZERO BUILDINGS ONCE ADOPTED.

15-2.27-12 CONVENTIONAL CHAIN BUSINESSES

A. **APPLICABILITY. This Section provides guidance on Conventional Chain Businesses in the BPMX District.**

Existing businesses within the BPMX District that meet the definition of a Conventional Chain Business as of (INSERT DATE OF ADOPTION), will be issued a one-time Conditional Use Permit to memorialize existing conditions. Any amendments to this Permit will require a new application subject to the requirements of this Section.

New Development and redevelopments inclusive of a business that meets the thresholds outlined in the Conventional Chain Business Definition in Section 15-15-1 must acquire a Conditional Use Permit, in addition to meeting the requirements outlined below. This Section shall not apply to Grocery Stores, Banks, or Gyms as defined in Section 15-15-1.

B. **REQUIREMENTS.**

1. No Conditional Use Permit shall be issued in the BPMX District, unless approved by the Planning Commission pursuant to Section 15-1-10.
2. In addition to the requirements listed in Section 15-1-10, the Planning Commission shall also consider whether the proposed Use meets the goals outlined in the Bonanza Park Small Area Plan, as defined below:
    a. Conventional Chain Businesses cannot exceed 30% of the total commercial square footage within a single development.
    b. The Conventional Chain Business will not create an oversaturation of similar uses within the BPMX District.
    c. The proposed business will diversify retail and community services provisions within the BPMX District and Park City, providing basic necessities for the daily needs of residents.

d. The proposed business encourages innovation or a creative business idea.

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

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

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

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

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

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

15-2.27-13 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS

A. **OUTDOOR DISPLAY OF GOODS PROHIBITED.** Unless expressly allowed as a Conditional Use, all goods including food, beverage, and vending machines must be within a completely enclosed Structure. New construction of enclosures for the storage of goods shall not have windows and/or other fenestration that exceeds a wall-to-window ratio of thirty percent (30%). This Section does not preclude temporary sales in conjunction with a Special Event License, sidewalk sale, or seasonal plant sale.

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

1. **OUTDOOR DINING**. Outdoor dining is subject to the following criteria:

a. The proposed seating Area is located on private Property or leased public Property and does not diminish parking or landscaping.

b. The proposed seating Area does not impede pedestrian circulation.

c. The proposed seating Area does not impede emergency Access or circulation.

d. The proposed furniture is Compatible with the Streetscape.

e. No music or noise is in excess of the City Noise Ordinance, Title 6.

f. No Use after 10:00 p.m.

g. No net increase in the Restaurant's seating capacity without adequate mitigation of the increased parking demand.

2. **OUTDOOR GRILLS/BEVERAGE SERVICE STATIONS**. Outdoor grills and/or beverage service stations are subject to the following criteria:

   a. The Use is on private Property or leased public Property and does not diminish parking or landscaping.

   b. The Use is only for the sale of food or beverages in a form suited for immediate consumption.

   c. The Use is Compatible with the neighborhood.

   d. The Use does not impede pedestrian circulation.

   e. The Use does not impede emergency Access or circulation.

   f. Design of the outdoor grill or beverage service station is Compatible with the adjacent Buildings and Streetscape.

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

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

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

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

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

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

   b. The merchandise is displayed on private Property directly in front of or appurtenant to the Business which displays it, so long as the private Area is in an alcove, recess, patio, or similar location that provides a physical separation

from the public sidewalk. No item of merchandise may be displayed on publicly owned Property including any sidewalk or prescriptive Right-of-Way regardless of if the Property Line extends into the public sidewalk. An item of merchandise may be displayed on commonly owned Property; however, written permission for the display of the merchandise must be obtained from the Owner's association.

c. The display is prohibited from being permanently affixed to any Building.

d. The display does not diminish parking or landscaping.

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

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

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

   a. Notification of adjacent Property Owners.

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

   c. Impacts on adjacent Residential Uses.

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

   e. Parking demand and impacts on neighboring Properties.

   f. Duration and hours of operation.

   g. Impacts on emergency Access and circulation

15-2.27-14 SIGNS

A. APPLICABILITY. Signs are allowed in the BPMX District as provided in the Park City Sign Code, Title 12. The following signs are prohibited in the Frontage Protection Overlay Zone (FPZ):

1. "A" Frame, Sandwich Board and Sidewalk or Curb Signs.
2. Permanent Banners and Pennants.

3. Billboards and Other Off-Premises Signs.
4. Moving/Variable Message Signs. Electronically controlled copy changes, or any other signs that move or use movement to emphasize text or images.
5. Neon and Neon Appearing Signs. Neon lights, similar gas-filled light tubes, and lighting made to appear as neon are prohibited, except when used for indirect illumination and in such a manner as to not be directly exposed to public view. This includes technology that simulates or mimics neon signs through the use of LED lights or other methods.
6. Portable and Wheeled Signs.
7. Signs Causing Direct Glare. A sign or illumination that causes any direct glare into or upon any public right-of-way, adjacent lot or building other than the building to which the sign may be accessory.
8. Signs Creating Optical Illusion. Signs with optical illusion of movement by means of a design which presents a pattern capable of reversible perspective, giving the illusion of motion or changing of copy.
9. Signs Obstructing Egress. A sign which obstructs any window or door opening used as a means of ingress or egress, prevents free passage from one part of a roof to any other part, interferes with an opening required for ventilation or is attached to or obstructs any standpipe, fire escape or fire hydrant. A sign which obstructs the free movement of pedestrians on sidewalks, pedestrian malls, trails or any other public access way.
10. Signs on Parked Vehicles. Signs placed on or affixed to vehicles and/or trailers, including bicycles, which are parked on a public right-of-way, public property or private property so as to be visible from a public right-of-way where the apparent purpose is to advertise a product or commercial service or activity, or direct people to a business or commercial activity located on the same or nearby property. However, this is not in any way intended to prohibit signs placed on or affixed to vehicles and trailers, such as lettering on motor vehicles, where the sign is incidental to the primary use of the vehicle or trailer for transportation.
11. Unsafe Signs. Any sign which: (1) Is structurally unsafe; (2) Constitutes a hazard to safety or health by reason of inadequate maintenance or dilapidation; (3) Is not kept in good repair; (4) Is capable of causing electrical shocks to persons likely to come into contact with it; (5) In any other way obstructs the view of, may be confused with or purports to be an official traffic sign, signal or device or any other official government regulatory or informational sign; (6) Creates an unsafe distraction for vehicle operators or pedestrians; (7) Obstructs the view of vehicle operators or pedestrians entering a public roadway from any parking area, service drive, public driveway, alley or other thoroughfare; (8) Is located on trees, rocks, light poles or utility poles, except where required by law; or (9) Is located so as to conflict with the clear and open view of devices placed by a public agency for controlling traffic or which obstructs a motorist's clear view of an intersecting road, alley or major driveway.

15-2.27-15 RELATED PROVISIONS

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

15-6.1-3 ZONING DISTRICTS AND USES

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

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

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

15-4-4 SECONDARY LIVING QUARTERS

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

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

15-15-1 DEFINITIONS

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

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

[Existing Definitions in BLACK, proposed Definitions in Red]

AFFORDABLE HOUSING. Housing that is priced affordable to households with incomes at or below 80% of Area Median Income.

ART/PLACEMAKING ELEMENTS. Features that reflect the identity and character of an area, such as murals, statues, and sculptures. Dark sky-compliant lighting may be allowed. Signage is excluded to maintain adherence to the sign code.

ATTAINABLE HOUSING. Housing that is priced affordable to households with incomes between 81 and 150 percent of AMI.

BANK. A financial institution engaged in providing services such as accepting deposits, cashing checks, lending money, and offering financial products or services, including but not limited to savings and checking accounts, loans, mortgages, and investment advisory services. Ancillary uses may include ATM facilities, safe deposit boxes, etc.

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

DENSITY BONUS. Zoning tool that permits developers to build more housing units, taller buildings, or more floor space than normally allowed in exchange for providing a defined Project Enhancement.

FLEX INDUSTRIAL. A zoning or land-use classification designed to accommodate a mix of light industrial, production, and commercial activities, often aimed at supporting locally-owned businesses that produce goods and services for the surrounding community. Flex industrial spaces are versatile, allowing for uses such as small-scale manufacturing, craft industries, and local production facilities (e.g., a brewery supplying beer to nearby businesses), while maintaining compatibility with neighborhood character. This classification also serves as a mechanism to preserve and grandfather in pre-existing industrial uses, ensuring their continued contribution to the local economy and community identity.

GREEN COMMUNITY SPACE. Public spaces outdoors for public access.

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

GROCERY STORE. Medium to large commercial facility (typically 10,000–50,000 square feet) that provides essential access to food and goods, strategically located to support community needs, enhance accessibility, and contribute to local economic and social infrastructure.

GYM. A facility primarily designed and equipped for physical exercise, fitness training, or recreational activities, which may include, but is not limited to, weightlifting equipment, cardio machines, fitness classes, personal training services, and areas for sports or athletic activities. Ancillary uses may include locker rooms, saunas, retail sales of fitness-related merchandise, and food or beverage services.

HOTEL/HOTEL CONDOMINIUM/MOTEL. A Building containing lodging rooms for the occupancy of guests for compensation on a nightly basis that includes facilities such as restaurants, bars, spas, meeting rooms, on-site check-in lobbies, recreation facilities, group dining facilities, and/or services customarily associated with hotels, such as concierge services, shuttle services, room service, and daily maid service (collectively referred to as a "Hotel"). Lockout Units, Bed and Breakfast Inns, and Boarding Houses are not Hotels. Hotels are considered a lodging Use and ownership of units may be by a condominium or timeshare instrument Hotel rooms may include a Lockout Unit.

1. Hotel, Major. A Hotel with more than fifteen (15) Hotel Rooms.
2. Hotel, Minor. A Hotel with fewer than sixteen (16) Hotel Rooms.
3. Hotel, Boutique. A Hotel with no more than 75 Hotel Rooms.

INDOOR ENTERTAINMENT FACILITY. An establishment or enterprise for the purpose of amusing or entertaining Persons for profit or non-profit and generally contained within a Structure. Such Uses include, but are not limited to, theater, playhouse, cinema, performing arts, planetarium, discovery center, museum, or bowling alley.

MAJOR OPEN SPACE. A substantial area of undeveloped land, often publicly accessible, preserved for purposes such as recreation, conservation, or enhancing visual appeal. Examples include large parks, nature preserves, or prominent greenway corridors within a community.

MAJOR TRANSIT STOP. A transit stop that is served by at least two fixed transit routes with frequency of service intervals of twenty (20) minutes or less during peak periods and includes a waiting shelter consistent with City standards.

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

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

MULTI-UNIT DWELLING. A Building containing four (4) or more Dwelling Units.

OUTDOOR USE OR EVENT. Any land Use, Business or activity that is not conducted entirely within an enclosed Building or Structure, not including outdoor recreation activities and those Uses customarily associated with indoor Uses, such as parking, drive-up windows, ATM's, gas pumps, playgrounds, and such. Outdoor Uses include outdoor dining; outdoor food and beverage service stations and carts; outdoor storage and display of bicycles, kayaks, and canoes; and outdoor events and music.

PARKING.

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

PEDESTRIAN AMENITY. An intentionally designed and meaningful open space that prioritizes human scale and enhances the pedestrian experience. Integrates nature and urban design, contributing to the appeal and functionality of commercial and mixed-use neighborhoods.

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

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

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

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

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

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

UNIVERSAL DESIGN PRINCIPLES. Principles through public and private spaces are designed to have equal access by people of all ages and abilities, with little or no need for adaptation or specialized design.

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

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

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

SNELL
& WILMER

Wade R. Budge, P.C.
Partner
O 801.257.1906 | F 801.257.1800
wbudge@swlaw.com

April 3, 2025

VIA E-MAIL <SARAH.HALL@PARKCITY.ORG>

Park City Planning Commission
c/o Sarah Hall, Chair
445 Marsac Avenue
Park City, UT 84060

Re: Bonanza Park Land Management Code Amendment - PL-24-06302

Dear Planning Commissioners:

This firm represents Wintzer-Wolfe Properties (WWP), the owners of approximately 8.2 acres within the city and this proposed new zoning district, the Bonanza Park Mixed Use district. As the largest private property in the proposed new district, we have identified several topics that we suggest require further consideration, analysis, and likely revision before any action should be taken on this proposed rezone.

As the planning commission considers its recommendation to the city council, we ask that the planning commission consider these important points:

1) Two Trail Segments.

The trail segment figure should be updated. Figure 15-2.27-10(B) depicts two problematic trails for WWP. These segments are also problematic for the community. The first is the trail segment labeled as segment "C" on the figure. That trail is behind the WWP property, including Windy Ridge and other businesses on the WWP property. Notably, that trail would have to be ALL located on the WWP property as the city's recently developed EngineHouse project is at a lower elevation and has a significant retaining wall ranging between 4 to 10 feet in height running near the property line. Similarly, a second north-south trail segment [shown on Figure 15-2.27-10(B) near the rail trail label, but NOT the rail trail] would run completely on the WWP property because according to the figure, the trail would not be located on the adjacent Park City-owned transit property.

In short, both trail segments are proposed to be exclusively on the WWP property and the adjoining city-owned properties are spared the responsibility to bear an exaction[1] for a public trail. We know some may argue that the trail will be located within the setbacks so there is no harm. This argument fails to account for several facts, some of which we will detail here:

- Both trails will be in the shadows of buildings (current and future) without any area provided for ice or snow removal or storage. Our client is familiar with what it takes to remove snow

[1] An exaction is a type of taking of private property. It can be lawful if there is a substantial nexus between the impact and take but where there is nothing now or in the future that is creating this demand we believe the trails are not merited or consistent with takings law.

in this area and the very long trail with no area for storage will make maintaining these trails very difficult, if not impossible, under the planned configuration.

- WWP has requested information on who would be responsible to build the depicted trails, particularly the two trail segments on the WWP land. WWP has not received an answer but under longstanding U.S. Supreme Court precedent, a city must show an individual property is creating the need for a trail before a property owner can be made to pay for it. This is even the case for trails in setbacks. Removing the two trail segments that cross the WWP land would obviate the issue and remove an improper burden from our client's land.

- Having a public trail located on private property, instead of being integrated into a public street, raises liability concerns. Is the city going to operate, maintain, and protect property owners from liability concerns arising during the use of the trail? If not, then properties will not want to redevelop as they will not want to take on the obligations associated with operating these public trails located entirely on private property. A better solution is to rely on the public streets for integrated uses or for the city to purchase land where it wants a public trail.

- The alley and shade effects have not been studied. Again, as mentioned above, there isn't adequate area to maintain such a long trail segment (nearly 1,000 feet alone on one area of the WWP property). If WWP is forced to accommodate all of the hoped for trail width on its property, then these trails will be in the shade of the buildings and the trail will feel more like an alley to be endured instead of a trail to be enjoyed.

- One of the segments is intended to connect to Bonanza but would have trail users emerge where there is no cross-walk, thereby encouraging jay walking.

2) Setback Changes

Setbacks should be reconsidered. Setbacks limit the buildable area of each parcel. A comparison of the proposed setback changes in the new BMPX zone to the setbacks in the existing Light Industrial and General Commercial zones reveals that as a whole, more land is devoted to setbacks in the proposed rezone. This change will make less land available for development and may slow redevelopment in this new zone. The below is our effort to synthesize these changes into one chart:

Setback	BPMX	LI	GC
Front	30' to 18'	30'	20' (may be reduced to 10' administratively) 30' FPZ
Side	25' (may be reduced to 20' by PC)	10'	10'
Rear	25' (may be reduced to 20' by PC)	10'	10'

The above chart shows side and rear setbacks will increase and front setbacks will be the same or worse under the new zone. The net effect is there would be less land available to develop. This should be reconsidered.

3) Open Space

Open space is important for the well-being of residents and community members. In the current zones, no open space is required in the General Commercial zone while Light Industrial zone requires 30% open space. The new BPMX zone requires 30% open space but the question remains, is a hodge podge of open space dotted among all parcels in the new zone going to be better than having the city acquire a single or a series of publicly owned and maintained open space areas? This is a question worthy of study and it should be noted that the current arrangement of imposing an open space requirement on every property in the zone it is likely this requirement will operate as a disincentive to redevelopment. The planning commission may want to consider removing or reducing the open space requirement in exchange for encouraging a meaningful open space amenity being developed by the city in the area. Such an amenity could jump-start redevelopment and create something that all could enjoy even those that are not planning to redevelop soon.

4) Parking

Parking is key for both commercial and residential uses, both in terms of current businesses and future businesses within redeveloped properties. The elimination of surface parking will result in redeveloped uses being pushed into structure parking with associated higher cost and resulting higher rents. While a centralized parking facility would be great for the neighborhood area, as there is with China Bridge for Main Street, if that is not possible it would be good to allow surface parking and other less expensive parking options. Our primary goal with this comment is to ensure that local businesses are able to afford rents and stay in our community. Structured parking will increase rent and change the nature of the tenants in this neighborhood.

5) Uses

We have prepared an enclosure listing all of the uses that will be removed from this new zoning district. We note that some of these uses that will be lost seem to be important to the area—including our properties. These possible lost uses include dog grooming businesses, some dining types, and other uses supportive of restaurants and commercial.

In sum, we ask that the planning commission recommend changes to the proposed zoning district to improve the likelihood it will contribute to our community. Recommending removal of the two trail segments described will help ensure that the WWP's properties are not unfairly targeted for trail improvements that won't benefit the community but will damage existing and future uses on these properties. Other recommendations on setbacks, open space and parking requirements can help improve the functioning of businesses in this area and incentivize the redevelopment of areas of the zone. The primary focus should be on continuing actions to allow local businesses to stay in our community and provide incentives for redevelopment that addresses current and future community needs.

Sincerely,

SNELL & WILMER L.L.P.

Wade R. Budge, P.C.

WRB:dm

cc: Wintzer-Wolfe Properties
Rebecca Ward, Planning Director, rebecca.ward@parkcity.org
Mark Harrington, mark@parkcity.org

Permitted Uses Removed

LI	GC
Secondary Living Quarters	Secondary Living Quarters
Accessory Apartment[1]	Lockout Unit[1]
Nightly Rental	Accessory Apartment[2]
Agriculture	Nightly Rental
Office, Intensive	Conservation Activity
Parking Area or Structure with four (4) or fewer spaces	Agriculture
Food Truck Location[8]	Bed and Breakfast Inn
	Boarding House, Hostel
	Hotel, Minor
	Hotel, Major
	Office, Intensive
	Hospital, Limited Care Facility
	Parking Area or Structure with four (4) or fewer spaces
	Parking Area or Structure with five (5) or more spaces
	Food Truck Location[10]
	Public Transit Amenity Area[11]

Conditionally Permitted Uses Removed	
LI	**GC**
Raising, grazing of horses	Single Family Dwelling
Bed and Breakfast Inn	Duplex Dwelling
Boarding House, Hostel	Triplex Dwelling
Hotel, Minor	Timeshare Project and Conversion
Financial Institutions with Drive-Up Window[5]	Timeshare Sales Office, off-site within an enclosed Building
Retail and Service Commercial with Outdoor Storage	Private Residence Club Project and Conversion[8]
Retail and Service Commercial, Auto-Related	Financial Institution with a Drive-up Window[6]
Transportation Services	Retail and Service Commercial with Outdoor Storage
Retail Drive-Up Window[5]	Retail and Service Commercial, Auto Related
Service Station	Transportation Service
Restaurant, Outdoor Dining	Retail Drive-Up Window[6]
Restaurant, Drive-Up Window[5]	Service Station
Light Industrial Manufacturing and Assembly Facility	Restaurant and Cafe, Outdoor Dining[7]

Parking Area or Structure with five (5) or more spaces	Restaurant, Drive-up Window[6]
Passenger Tramway Station and Ski Base Facility	Sexually Oriented Businesses[8]
Ski Tow Rope, Ski Lift, Ski Run, and Ski Bridge	Hospital, General
Recreation Facility, Commercial	Light Industrial Manufacturing and Assembly
Commercial Stables, Riding Academy	Passenger Tramway and Ski Base Facility
Heliports	Ski tow rope, ski lift, ski run, and ski bridge
Commercial Parking Lot or Structure	Commercial Parking Lot or Structure
Household Pet, Boarding[6]	Recreation Facility, Commercial
Household Pet, Daycare[6]	Heliport
Household Pet, Grooming[6]	Household Pet, Boarding[7]
Commercial, Resort Support	Household Pet, Daycare[7]
	Household Pet, Grooming[7]
	Commercial, Resort Support

March 12, 2025 | Jamie Peters

User comment: The Homestake Condominiums were built in the early 1970s and will eventually need upgrades to maintain safe and viable housing. Nightly rentals are currently an Allowed Use. Currently all are either owner-occupied or rented long-term. but if there is a proposed prohibition on short-term rentals, both now and in the event of a future redevelopment, it would cause severe financial harm to the existing owners, reducing property values and limiting options for maintaining or redeveloping these units. This zoning change would unfairly target current homeowners by removing a longstanding property right, which would lead to a loss of property value & homeowner investment. Many long-term Homestake owners have their entire life savings invested in their homes. Please do not deprive them of rental flexibility. Homestake is an ageing property in need of future redevelopment to remain a viable part of Park City's housing stock. If the HOA ever seeks redevelopment the prohibiting of short-term rentals might make redevelopment financially impossible, leaving homeowners stuck in deteriorating buildings with no path forward. This is why any new zoning restrictions should apply only to new developments, not retroactively punish current owners. Rather than imposing a blanket prohibition on short-term rentals in Bonanza Park District, I would ask the Planning Commission to consider Grandfathering existing short-term rental rights for current units to prevent financial loss for longtime homeowners. Apply new short-term rental restrictions only to future developments so that new developers enter the market with full awareness of the limitations. I agree with some points in the staff report as other ways to control nightly rental problems like limiting the number of tenants who can stay in a nightly rental to avoid ‘party houses’, having a policy limiting investor-owned Nightly rentals and ownership of multiple Nightly Rental licenses.

April 9, 2025 | Jamie Peters

User comment: Park City Planning Commission April 9, 2025, Meeting Re: Proposed Removal of Nightly Rentals as a Permitted Use – Homestake Condominiums Dear Commissioners, My name is Jamie Peters, and I am an individual unit owner at the Homestake Condominiums. I am writing to share my personal concerns regarding the proposed changes to the Bonanza Park Mixed Use area, specifically the recommendation to remove nightly rentals as permitted use for the Homestake complex. This is my third public comment on this specific topic. I haven’t received any feedback—positive or negative—from the Commission, and I honestly don’t know whether my previous comments have been read or considered. I’m not trying to repeat myself unnecessarily, but I feel I need to continue participating until there is some indication of how the Staff or the

Commission is approaching this issue. If it's typical for public comments to be received without acknowledgment or response, that would be helpful to understand. As a resident taking time to engage in the process, it can be difficult not knowing whether these concerns are registering at all. Although Homestake currently prohibits short-term rentals, that restriction is not part of our recorded CC&Rs. It exists only in the HOA's rules and regulations, which can be changed at any time by the Board of Trustees. In contrast, nightly rentals are currently allowed under the City's zoning. If that zoning use is removed, future owners and Boards will permanently lose the ability to reconsider or change course, even if conditions or community needs evolve. As an aging, 50-year-old complex that is increasingly in need of reinvestment, Homestake may eventually require major renovation or full redevelopment to avoid life safety issues. Limiting permitted uses now—particularly one that may help support financing or future adaptive use—could significantly harm the long-term viability of the property. It may also reduce unit values and restrict redevelopment tools before there is even a plan on the table. To be clear, I do support the broader vision of the Bonanza Park plan. I think it's entirely appropriate and reasonable to restrict short-term rentals for new developments in the zone. Any developer entering into a new project would be fully aware of those limitations, and I agree with the City's goal to encourage workforce housing and build a livable, sustainable local community—where people can live, work, and play without needing to be multi-millionaires flying in from other parts of the world. That vision is admirable and necessary. But applying those same restrictions retroactively to long-established properties like Homestake—regardless of how they're being used today—is, in my view, unfair and damaging. The proposed Bonanza Park map also includes a significant trail access route running directly between two of Homestake's four buildings. This would have a real impact on current residents. If the City seeks to create public benefits on or adjacent to our property, I hope it will also consider maintaining flexibility for the property to evolve in the future—potentially including zoning incentives or exceptions tied to redevelopment. Park City frequently expresses frustration when state policy overrides local control. Similarly, the State of Utah resists when the federal government overreaches. Yet here, the City is proposing to take away a long-standing zoning right from private property owners. This top-down action seems to contradict the very principles of fairness and autonomy that the City often defends. I urge the Commission to preserve current zoning rights for existing properties like Homestake. Let's move forward thoughtfully and supporting the vision for Bonanza Park while also protecting the ability of long-standing properties to evolve and reinvest when the time comes. Thank you for your attention and your service to the community. Sincerely, Jamie Peters

May 14, 2025 | Jamie Peters

Dear Planning Commission and City Council,

I am writing to follow up on my public comment submissions regarding the proposed BPMX zone changes. I reviewed the Public Input file for tonight's meeting and noticed that my comments from March 12, 2025, and April 9, 2025, are not currently included.

I see that there are extensive comments from Craig Elliot (83 pages) and Wade Budge at Snell & Wilmer (6 pages).

Could my submissions please be added to the public input materials so that the Commission and Council can review them before considering the proposed BPMX zone changes?

Thank you for your time and help in ensuring all public comments are available.

Sincerely,

Jamie Peters

April 6, 2025

VIA EMAIL SARAH.HALL@PARKCITY.ORG

Park City Planning Commission
c/o Sarah Hall, Chair
445 Marsac Avenue
Park City, Utah 84060

Re: Bonanza Park Land Management Code Amendment – PL-24-06302

Dear Planning Commissioners:

We are writing as the owners of Right at Home, a retail store located at 1745 Bonanza Drive. By way of background, Right at Home is a furniture consignment store that offers both new and consigned furniture, home décor, lighting and gifts. The store has served the Park City community in its current location for over 23 years. We humbly consider ourselves to be a local mainstay. We also consistently support the community through fundraising for our local non-profits.

Our current business neighbors are varied. We have a glass-blowing business, a thriving restaurant, a clothing consignment store, a design firm, a bakery and a brewery. The diversity of these businesses makes the community interesting and eclectic.

The Bonanza Park Land Management Code Amendment referenced above has been brought to our attention. While we appreciate the efforts to better the Bonanza Park area, the Code Amendment as proposed will be devastating to small, locally owned businesses. The expenses associated with the proposed changes that will ultimately drastically increase our rent will put us out of business.

In a separate but simultaneous effort, Rebecca Ward brought the General Plan Update to our attention and invited us to participate. In making comments, we reviewed the background and the results of the survey conducted. Survey respondents were clear that a sense of community was important to them. In fact, it was the 5th most important value to residents. 33 percent of respondents said that locally focused retail, restaurants, shops and entertainment should be a future growth priority (ranked 3rd in all priorities). 26 percent said that locally focused retail was the type of business needed (2nd overall after childcare facilities).

In order for locally focused businesses to survive, the costs of doing business must be reasonable and not adversely impacted by government intervention. In the 4 years since we purchased Right at Home, our costs have gone up significantly. Some of those costs are coming from world events outside our control – rising insurance costs, tariffs, etc. However,

some of the rising costs may be attributed to well-intentioned Code changes that cost money.

Any changes considered in the Land Management Code Amendments need to be evaluated in the context of their potential impacts on local businesses. We can tell you unequivocally that the costs associated with the structured parking, as proposed, will put us out of business. Period. Further, an elimination of surface parking would drive a store like ours out. People bring items to consign to our store every day. They are sometimes quite large. Carrying these items down the stairs and out of a parking structure is impractical at best, but often simply impossible.

One of the reasons that we purchased Right at Home is a desire to be part of the community. Our family started coming to Park City in 1980 and we all relocated nearly 20 years ago to live here full-time. We love Park City for the local feel, the low number of chain stores and the relatively few large franchises. The Code Amendments, as currently proposed, will cause only those chain and franchise enterprises to survive. We ask that the Planning Commission consider the character that it wants to preserve in Park City before making a recommendation to the City Council.

Respectfully submitted,

Melissa O'Brien
Tina Pignatelli
Daniel Solander

Owners of Right at Home

CC via email:

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Rick Shand
Bill Johnson
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Henry Sigg
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May 14, 2025

VIA E-MAIL

Park City Council
Council_mail@parkcity.org

Park City Planning Commission
Planning@parkcity.org

Re: Formal Objection to Proposed Nightly Rental Prohibition Under Bonanza Park Small Area Plan under the Bonanza Park Land Management Code Amendment, PL-24-06302

Dear City Council Members and Planning Commissioners:

This firm represents the Board of Directors of the Homestake Condominium Association, Inc., which, among other things, manages the common areas of the Homestake Condo Project that sits between Homestake Road and Kearns Boulevard. The Homestake Project dates back to the early 1970s and is made up of 42 one and two-bedroom units that are privately owned and predominantly owner-occupied. These two characteristics and the project's proximity to Old Town and the resorts makes Homestake unique in Park City.

Despite enforcing a minimum 30-day rental term, Homestake is currently zoned for short-term nightly rentals (sometimes referred to as STRs). Maintaining the ability to reduce that minimum term adds considerable value to the property. To date, Homestake's Owners have voted against STRs, but this issue is periodically revisited and may change as ownership changes along with the expansion of walkable corridors and increased transportation options that the Small Area Plan contemplates for the neighborhood. The possibility of allowing nightly rentals is a question that virtually all prospective buyers ask about when initially looking at Homestake and preserving this ability, whether or not it is exercised, is vital to Homestake's valuation and funding options.

As the Planning Commission considers its final recommendations to the City Council and the Council makes its decision on the proposed changes to the Land Management

Code, Homestake's Board asks both bodies to consider the following when deciding whether to remove Homestake's ability to conduct short-term nightly rentals:

I. Loss of Existing Rights Is, in Effect, a Regulatory Taking

The Homestake Condominiums is currently zoned to operate short-term nightly rentals. The proposed amendments to the Land Management Code for Bonanza Park Small Area includes language that would eliminate this right entirely, without compensation, transition period, or procedural recourse. While Homestake has chosen not to allow its units to be used as STRs, that is a voluntary self-regulation. By permanently stripping this right, the City will effectively take a legally permitted use without any justification. This step undermines Homestake's ability to self-regulate this right, especially when there has been no prior violations to justify such a penalty or articulated public need to justify the taking. Furthermore, even if the City were to provide a reasonable justification for the taking, which currently is not supported in the Feasibility study or planning department's staff report, a less restrictive approach should be considered before an all-out ban. This type of action suggests serious constitutional concerns under Utah and federal law that need to be addressed.

II. Eliminating STRs will Reduce Housing Options.

Under Zions' April 2025 Feasibility Analysis Study, the many design components that are being considered are intended, among other things, to "incentivize redevelopment" among existing property owners and one of the identified goals of the project is to develop housing options. Removing the right to conduct short-term leases reduces housing options rather than expanding them. Homestake and the handful of other similar developments in Bonanza Park should be able to continue STRs if it is appropriate for the development and the individual unit owner, especially when there is no findings that this right has been abused.

II. Homestake Is a Legacy Residential Community — Not a New Development

Zoning tools are best applied prospectively. Eliminating STRs would impact an established, fully developed 42-unit condominium complex. This change will devalue property values, hinder financing, and compromise the community's future, without being given the opportunity to utilize this meaningful benefit along with the City's broader goals. When considering future investment and new landowners in this area, the Planning Department suggested that allowing "limited nightly rentals" would be a "lever" to increase feasibility. Extending that same thought process to existing landowners who already have the right to conduct short-term nightly rentals should be preserved to increase the feasibility for this set of stakeholders since no true justification exists to eliminate it.

III. Homestake Represents 42 Units Out of ~2,000 Proposed

City projections indicate up to 2,462 new units could be developed under the plan. Homestake's 42 units comprise less than 2% of this number. Removing STR rights from Homestake will do little to support or hinder housing goals but could irreparably harm the Homestake community. Should Homestake's unit owners change the minimum term

and register with the City to conduct STRs, the City already has a mechanism in place to monitor the use.

IV. Focus New Zoning on City-Owned Parcels and Future Projects

If STRs are prohibited in the City's 5-acre parcel, it should apply to undeveloped properties or city-owned parcels rather than impact legacy communities. Developers of future projects can build with full awareness of the new regulations. Homestake's owners purchased knowing that it was zoned for nightly rentals which could be allowed with a vote of the Unit Owners.

V. Legal and Policy Considerations: Home Rule and Local Self-Determination

The Homestake Community has successfully governed the use of its owners, residents and guests for decades. Utah supports local governance and self-rule. There is no justification for removing a lawful use when no harm has been demonstrated.

VI. Land Value, Maintenance, and the Risk of Decline

Decreased Value = Decreased Financing Options

Homestake's buildings are over **50 years old**. It's owners are facing increasing repair needs that are not cosmetic — they include foundational, structural, and safety concerns. The ability to fund this work depends on our units holding enough value to support financing — whether through blanket borrowing by the Association, special assessments, or individual refinancing. Maintaining the units value so that they are comparable to similar developments is imperative.

Accordingly, losing rental rights lowers property values, which reduces our ability to obtain financing. That puts Homestake's Owners at risk of deferred maintenance — and a steady decline in livability, marketability, and insurability. That's when communities begin to fail.

VII. Conclusion: Let Homestake Continue to Govern Itself

Homestake does not currently intend to allow STRs however, there is no justification to eliminate it. Homestake asks that this right to self-regulate be left untouched. The Association requests to be exempt from the new zoning amendments that would prohibit STRs and encourages the City to focus zoning tools on future development, if at all. Thank you for your consideration.

Sincerely,

GOEBEL ANDERSON PC

Debra Griffiths Handley

GOEBEL ANDERSON PC
Park City Planning Commission / Park City Council
May 14, 2025

Cc: Board of Directors, Homestake Condo. Assn
Mayor Nann Worel
Rebecca Ward, Planning Director (Rebecca.ward@parkcity.org)
Park City Planning Department Staff
Mark Harrington (mark@parkcity.org)

From: Boal, Jason
To: Rebecca Ward
Cc: Budge, Wade
Subject: [External] BPMX Code Follow UP
Date: Tuesday, June 3, 2025 3:34:34 PM
Attachments: BPMX District Revisions 4908-4400-0572_3.docx

Warning: Replies to this message will go to jboal@swlaw.com. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Rebecca, below is information in response our call to discuss the BPMX Code on 5/27.

- We wanted to follow up on my 5/30 email asking about the revisions to the cross section on Iron Horse Dr. We would like the cross section to incorporate diagonal parking, as there appears to be room in the 55' ROW.
- We are still troubled by the north/south road segment south of Iron Horse Dr. We do not think this segmented is warranted. It is a shortcut, and it will be impossible to limit pedestrian use, particularly given the width.
- Attached is a further revision of the BPMX zone. We have included nightly rental uses in this proposal, as well as making edits you suggested in the exiting uses portion of the code.
- Finally, below are some examples of the commercial uses we identified.
    a. Retail and Service Commercial, Minor
        a. *A large scale Business engaged primarily in the sale or rental of goods, merchandise, or services with a high customer turnover and high parking demand. These establishments may have large interior showrooms or semi-truck loading docks. Examples of these Uses include large department, grocery, variety, drug, super stores. Fully-enclosed car washes are included.*
        b. Right At Home
        c. Good Earth Markets
        d. Park City Ski Boot
    b. Retail and Service Commercial, Personal Improvement

a. *A Business engaged in or offering courses and services for the enhancement of personal recreational interests, Business skills, vocational training, dance training, art and drama classes, public speaking, and similar Uses where the class or session meets as a group*
b. Billy's Barber Shop.
c. Julie Nester Gallery

c. Retail and Service Commercial, Major
   a. *A large scale Business engaged primarily in the sale or rental of goods, merchandise, or services with a high customer turnover and high parking demand. These establishments may have large interior showrooms or semi-truck loading docks. Examples of these Uses include large department, grocery, variety, drug, super stores. Fully-enclosed car washes are included.*
   b. Fresh Market
   c. Walgreens

d. Retail and Service Commercial, Auto-Related
   a. *An establishment primarily engaged in the sale or rental of goods, merchandise, and services related to the automobile, such a auto repair, auto body work, painting, detailing, auto and auto related equipment sales, with moderate to high volume of customer turnover and moderate to high parking demand. These Uses do not include auto dismantling, salvage, junk yards, and similar Uses. Self-service car washes are included.*
   b. Mercer Automotive

e. Cafe or Deli –
   a. *A Business that primarily sells*

beverages for on-Site consumption. May serve food prepared off-premises but does not have International Building Code (IBC) Commercial Kitchen facilities and generally does not employ hostesses, wait staff, bus staff, chefs, or other employees typically associated with a restaurant.

b. Wind Ridge Café, Windy Ridge Bakery

f. Restaurant, General –

a. *A Business in which food is prepared and sold for consumption.*
b. Boneyard Saloon
c. Yuma Ramen Restaurant

g. Office, General –

a. *A Business offering executive, administrative, professional, or clerical services performed with limited client visits and limited traffic generation; that generally employs fewer than three persons per one thousand square feet of Net Leasable Floor Area.*
b. Summit Sotheby's International Realty
c. Gardner & Boswell Construction

h. Office, Moderate Intensive

a. *A Business offering executive, administration, professional, or clerical services performed with a moderate level of client interaction and traffic generation; that generally employs fewer than five persons per one thousand square feet of Net Leasable Floor Area.*
i. Costantino Grandjacquet Architect

i. Office, Intensive

a. *Business offering executive, administrative, professional or*

clerical services performed with a high level of client interaction and a high level of traffic generation; that employs five or more persons per one thousand square feet of Net Leasable Floor Area.

b. 1260 Iron Horse Dr, Park City, UT 84060

Please let us know if you have any questions. We would like to schedule a follow up call to hear your thoughts about the proposed revisions.

Thank you!

Jason Boal, AICP
Urban Planner

O: 801.257.1917 | **M:** 208.313.9493
jboal@swlaw.com

SNELL & WILMER
swlaw.com | LinkedIn

15-2.27 BONANZA PARK MIXED USE (BPMX) DISTRICT

15-2.27-1 PURPOSE

15-2.27-2 USES

15-2.27-3 CONNECTIVITY IMPROVEMENTS

15-2.27-4 LOT AND SITE REQUIREMENTS

15-2.27-5 BUILDING HEIGHT

15-2.27-6 DESIGN GUIDELINES

15-2.27-7 PROJECT ENHANCEMENTS

15-2.27-8 PARKING REQUIREMENTS

15-2.27-9 TRANSPORTATION DEMAND MANAGEMENT

15-2.27-10 SUSTAINABILITY REQUIREMENTS

15-2.27-11 CONVENTIONAL CHAIN BUSINESSES

15-2.27-12 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS

15-2.27-13 SIGNS

15-2.27-14 EXISTING USES

15-2.27-15 RELATED PROVISIONS

15-2.27-1 PURPOSE

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

1. ensure development in the Bonanza Park neighborhood implements the Bonanza Park Small Area Plan and provides opportunities for locally serving businesses and diverse housing options,
2. encourage the development of affordable, workforce, attainable, and market-rate long-term housing options,

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3. create a vibrant Mixed-Use pedestrian-oriented neighborhood, with safe, comfortable access to parks, publicly accessible green spaces, and outdoor community spaces,
4. protect entry corridor views along the Bonanza Park Frontage Protection Zone,
5. allow increased height and decreased setbacks when development provides project enhancements,
6. establish a network of pedestrian and bicycle linkages throughout Bonanza Park,
7. ensure development implements Universal Design Principles and aspires to reach Park City's sustainability goals, reduce vehicle trips, and improve access to transit, and
8. incorporate public art and placemaking elements to inspire, awe, delight, and enliven public spaces, streets, and trails in the Bonanza Park neighborhood.

15-2.27-2 USES

The BPMX District establishes mixed-use buildings to create walkable, human-scale development that is contextual and sensitive to its environments. Uses in the BPMX District are subject to Vertical Mixed Use and Horizontal Mixed Use requirements outlined in Section 15-2.27-4 and Street Level Design outlined in Section 15-2.27-6. Uses in the BPMX District are limited to the following:

A. **ALLOWED USES.**

1. Amphitheater
2. Bakery

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3. Bank
4. Bar
5. Café
6. Child Care
7. Child Care Center
8. Child Care, Family Group
9. Child Care, In-Home Babysitting
10. Commercial Use
11. Commercial Use, Support
12. Deli or Delicatessen
13. Direct Fast Chargers
14. Dwelling, Multi-Unit
15. Essential Municipal and Public Utility Use, Facility, Service, and Structure
16. Food Hall
17. Green Community Space
18. Grocery Store
19. Gym
20. Home Occupation
21. Hospital, Limited Care Facility
22. Indoor Entertainment, Theater/Museum
23. Major Transit Stop
24. Nightly Rental
25. Office and Clinic, Medical and Veterinary Clinic
26. Office, General

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27. Office, Medical
28. Office, Moderately Intensive
29. Plant and Nursery Stock production and sales
30. Public Art
31. Recreation Facility, Public
32. Restaurant
33. Retail and Service Commercial, Major
34. Retail and Service Commercial, Minor
35. Retail and Service Commercial, Personal Improvement
36. Transit Hub

B. **ADMINISTRATIVE CONDITIONAL USES.**

1. Fences and walls greater than six feet (6') in height from Final Grade
2. Food Truck Location
3. Outdoor Dining
4. Outdoor Event or Use
5. Pet Services
6. Public Transit Amenity Area
7. Temporary Improvement

C. **CONDITIONAL USES.**

1. Conventional Chain Business
2. Disabled Care
3. Elder Care
4. Flex Industrial

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5. Group Care Facility
6. Hospital, General
7. Hotel, Boutique
8. Indoor Entertainment Facility
9. Parking Area
10. Passenger Tramway
11. Public and Quasi-Public Institution, Church, and School
12. Recreation Facility, Private
13. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter
14. Telecommunication Antenna
15. Temporary Sales Trailer in conjunction with an active building permit for the Site

D. **PROHIBITED USES.** Any Use not listed above as an Allowed or Conditional Use is a Prohibited Use.

15-2.27-3 CONNECTIVITY IMPROVEMENTS.

A. **NEW STREET CONNECTIONS.** The Street network has a significant influence on the overall connectivity of a place. New Street connections are required to promote walkability and to create an interconnected system in the BPMX District. Development located adjacent to one of the following areas shall incorporate new Street connections. The Planning Commission may reduce required Setbacks along new Street connections when an Applicant dedicates public Right-of-Way.

1. Superblock between Park Avenue, Kearns Boulevard, and Homestake Road. New east-west connections shall be established.

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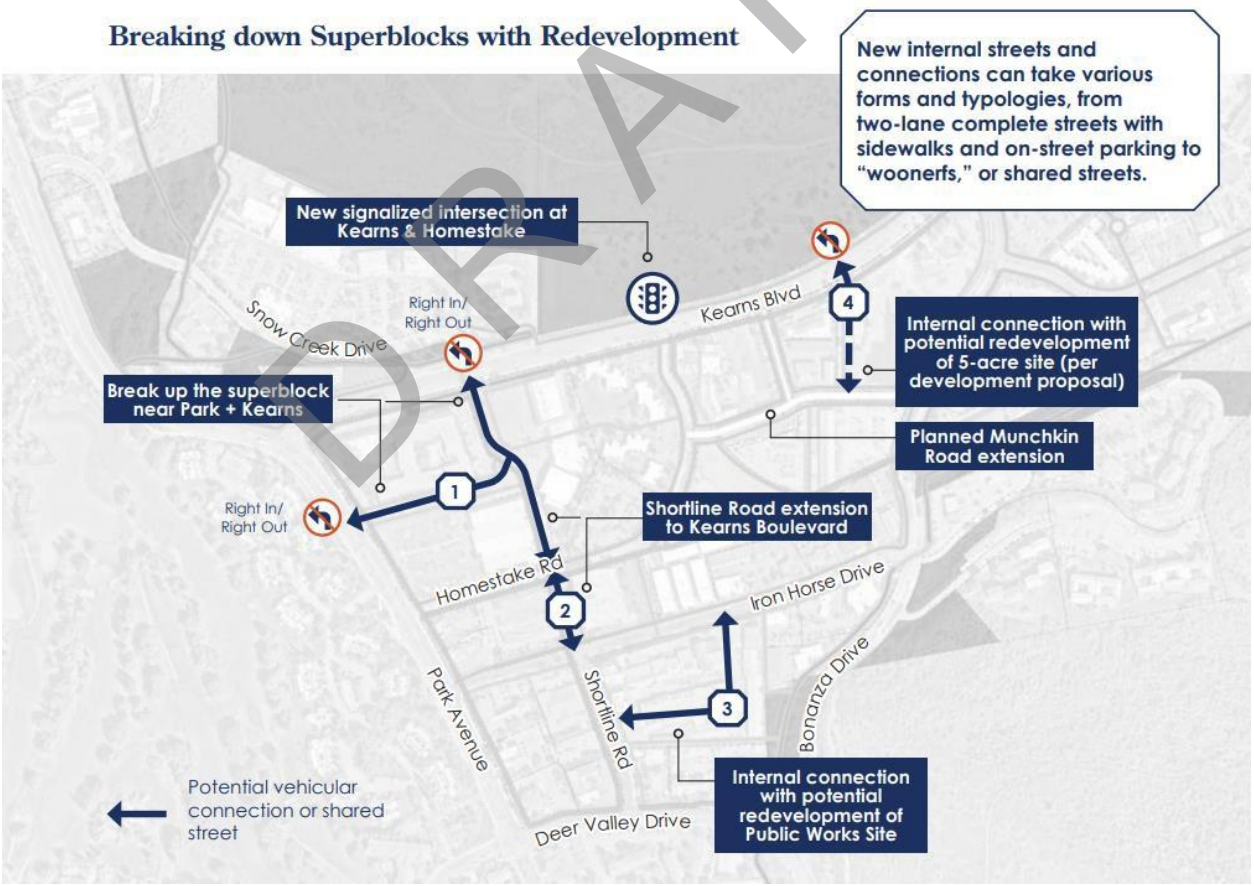
2. Shortline Road. Shortline Road shall be extended north-south to connect from Kearns Boulevard to Deer Valley Drive.
3. Shortline Road and Iron Horse Drive. A new internal connection to these roads between Shortline Road and Bonanza Drive shall be integrated into redevelopment.
4. Kearns Boulevard and Munchkin Road. A new connection shall be implemented to connect Munchkin Road and Kearns Boulevard.
5. Where required to improve pedestrian safety, a tunnel or bridge on Park Avenue or Kearns Boulevard is appropriate and shall meet requirements from the City Engineer, Public Works, and applicable state review agencies.



B. **STREET DESIGN.**

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

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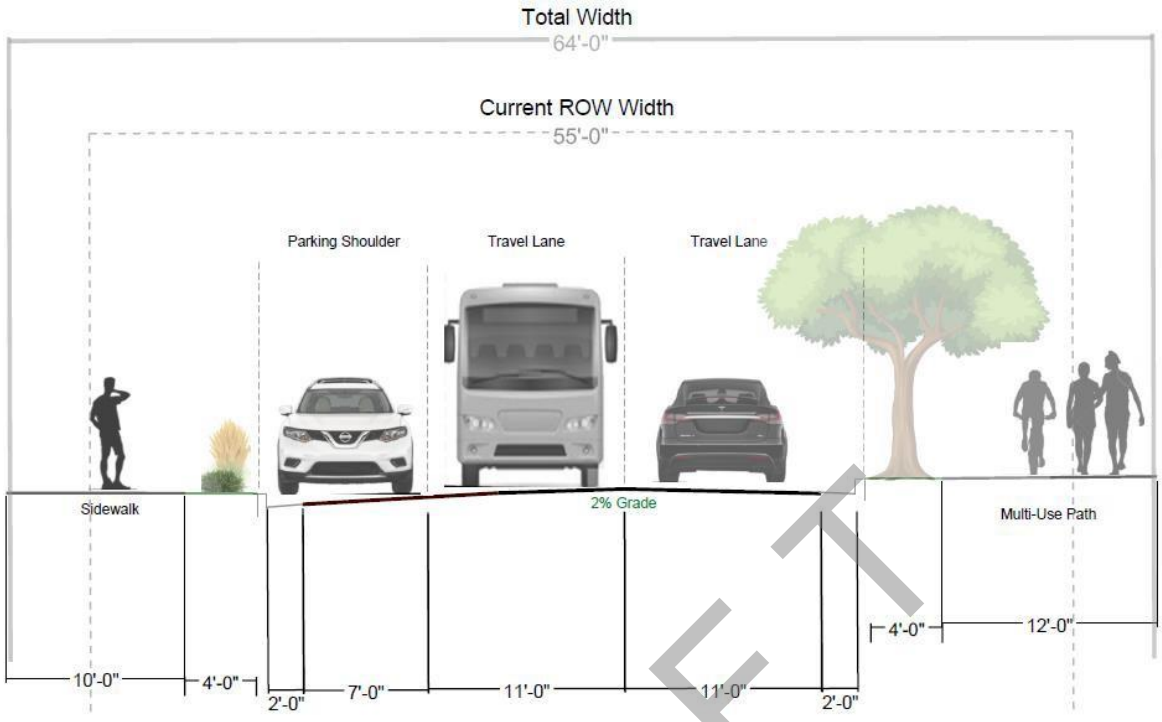
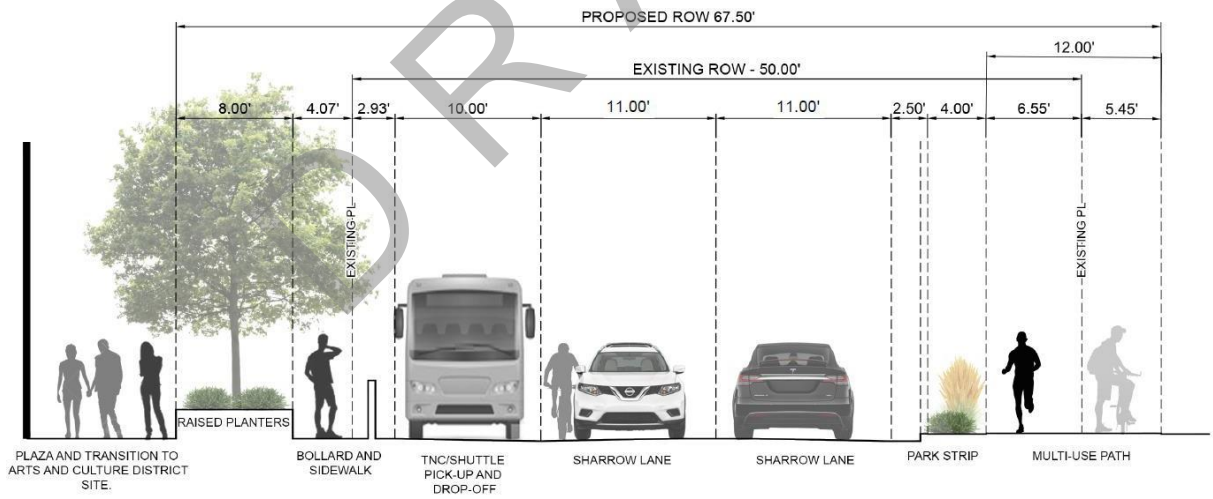


Iron Horse Cross Section

140



MUNCHKIN ROAD (EAST)

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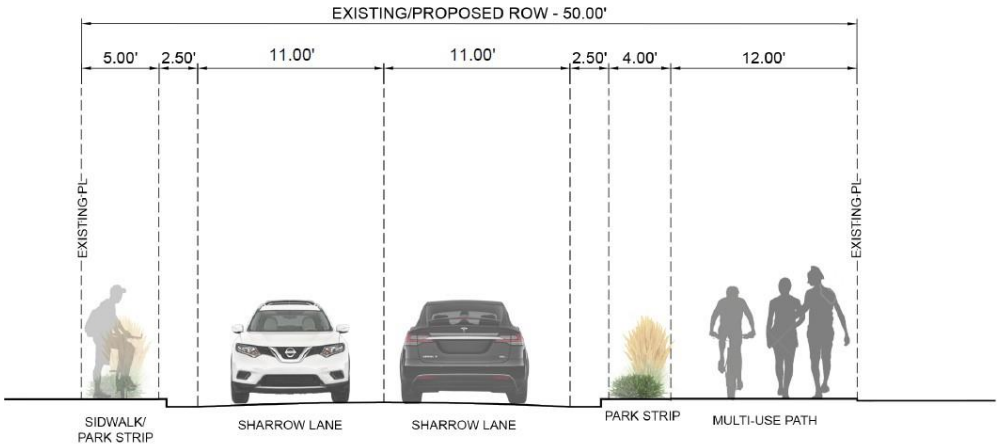
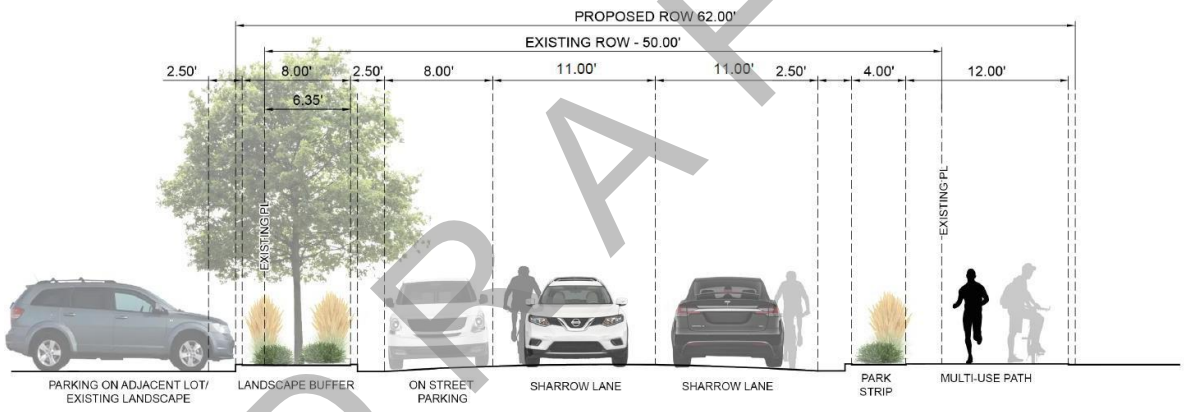


MUNCHKIN ROAD (WEST)

142



HOMESTAKE ROAD (SOUTH)

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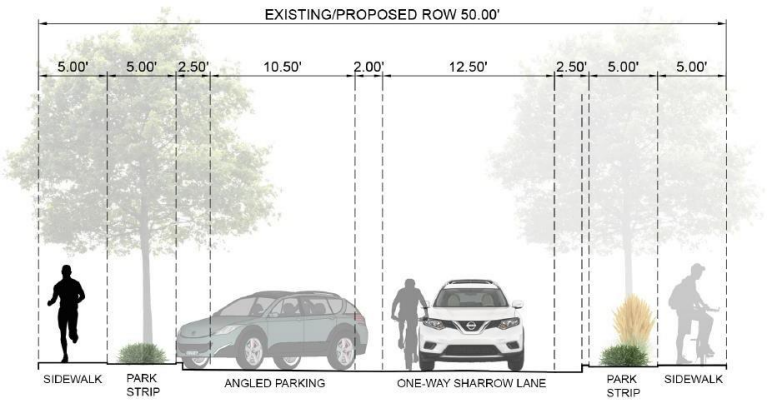

WOODBINE WAY

C. **SIDEWALK, TRAIL CONNECTIONS, AND SIGNATURE TRAILS.** Integrating multi-modal transportation is critical in the Bonanza Park neighborhood. To become a more walkable and connected neighborhood, the network of pedestrian and bicycle linkages must be established to connect with regional trails and improve the area's circulation. Development shall support the goals articulated in the Bonanza Park Small Area Plan, including the creation of new sidewalks, trail connections, and signature trails. Development should integrate the following key sidewalk, trail, and signature trail connections.

Figure 15-2.27-3(C) Connectivity Vision for Bonanza Park:

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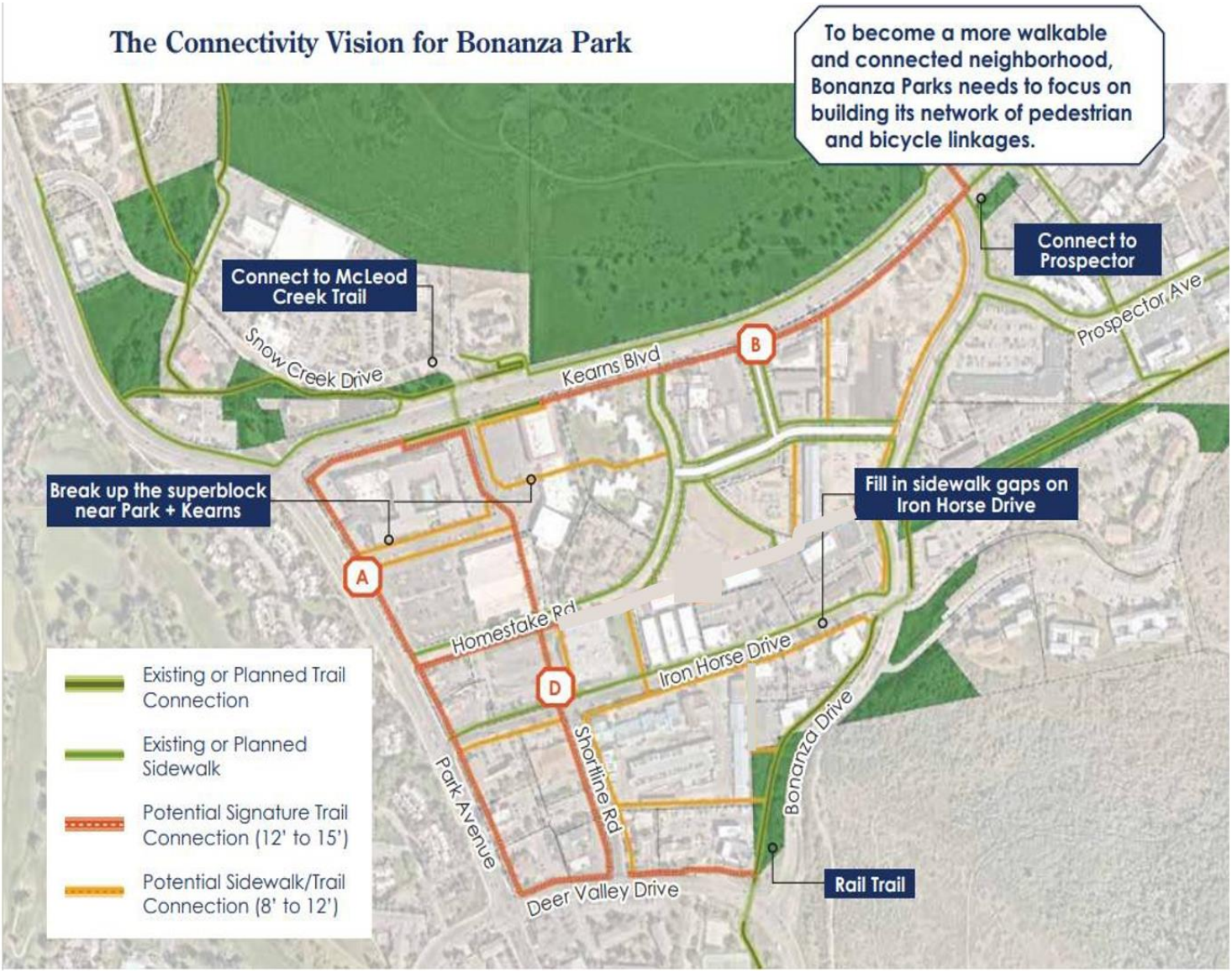
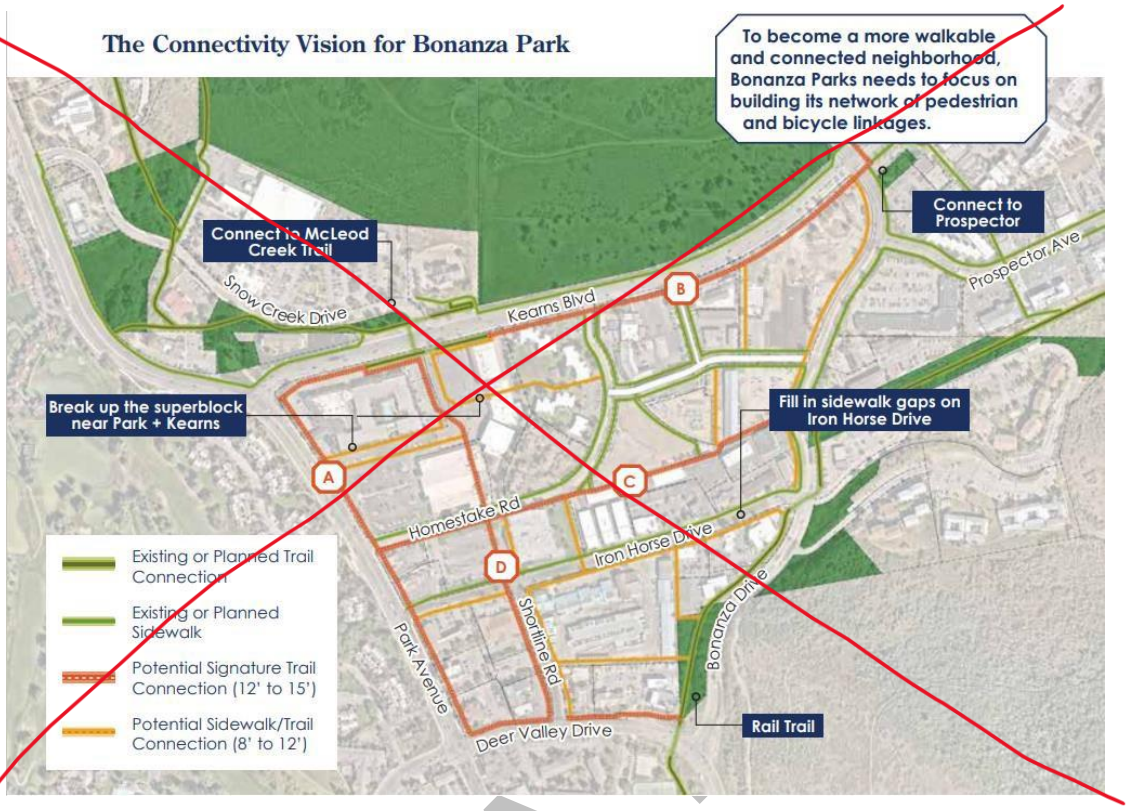
164 (REVISED) Figure 15-2.27-3(C) Connectivity Vision for Bonanza Park:





D. **PERPETUAL PUBLIC ACCESS EASEMENT.** A perpetual public access easement shall be granted for sidewalk, trail, and signature trail connections on private property in a form approved by the City Attorney's Office.

1. The perpetual public access easement shall be recorded with Summit County and/or shown on the plat.
2. Establishment of a perpetual public access easement shall not require increased Setbacks. Sidewalk, trail, and signature trail connections may be within a Setback.
3. Sidewalk, trail, and signature trail connections may count toward Open Space.
4. The Developer shall at its sole cost and expense install the initial sidewalk and/or trail and/or signature trail connection, unless otherwise agreed to. The

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City, at its sole cost and expense, shall maintain, repair, and replace the sidewalk, trail, and/or signature trail connection within the easement area, unless otherwise agreed to.

E. **STREET, SIDEWALK, AND SIGNATURE TRAIL LANDSCAPING.**

1. Landscaping along streets, sidewalks, and signature trails shall conform with Chapter 14-1 *Trees/Landscaping on Public and Private Property*.

F. **STREETLIGHTS AND BANNERS.**

1. Installation of streetlights shall be required and placed by the Developer in accordance with Park City Standards.
2. The City may allow for the installation of banners on streetlights within the BPMX District pursuant to Chapter 12-11.

G. **EXISTING DEVELOPMENT CONNECTIVITY IMPROVEMENT INCENTIVES.** To enhance Bonanza Park Connectivity Improvements on existing sites, Applicants may submit a parking study showing that parking exceeds demand or request a parking reduction and submit a Transportation Demand Management Plan pursuant to Section 15-2.27-9 to reduce single-occupancy vehicles coming to the site. For existing development Connectivity Improvements, Applicants may request Planning Commission review of a Conditional Use to:

1. Replace existing parking to accommodate perpetual public access easements for sidewalk, trail, and signature trail improvements outlined in the Bonanza Park Small Area Plan.

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2. Replace existing parking to accommodate easements for the installation of transit improvements including a Major Transit Stop or Public Transit Amenity Area.
3. Replace existing parking with uses that improve or activate the space for those who arrive by transit, on foot, or by bike.
4. Convert surface-level parking into a Green Community Space or Publicly Accessible Outdoor Community Space.

15-2.27-4 LOT AND SITE REQUIREMENTS

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has Frontage on a Street shown as a private or Public Street on the Streets Master Plan or Section 15-2.27-3, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan or Section 15-2.27-3. All Development activity must comply with the following minimum standards:

A. **MASTER PLANNED DEVELOPMENT**: Where there is a conflict between the standards in this Section and Chapter 15-6 *Master Planned Development*, the requirements of this Section shall apply.
B. **LOT SIZE**: No minimum lot size.
C. **DENSITY**: The BPMX District is a volume-based District and Density is established by Setbacks, Height, Parking, Open Space, and Site design criteria. The following Density and square footage limitations apply.

1. **Residential.** Minimum residential Density 10 units per acre.
2. **Commercial.**

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a. A single building is limited to no more than 15,000 square feet of commercial square footage. This limitation shall apply to commercial-only development and mixed-use development with a commercial component.

b. A single commercial tenant shall not occupy more than 5,000 square feet of commercial square footage, unless it meets one of the following exemptions:

1. Grocery Store,
2. US Post Office,
3. The Use is outlined in Section 15-2.27-2 as Allowed or Conditional and has received Conditional Use approval by the Planning Commission pursuant to Section 15-1-10 *Conditional Use Review Process*.

D. **OPEN SPACE**: The following Open Space requirements apply within the BPMX District.

1. At least 30% of the total Site Area shall be Open Space and may not be used for Streets, driveways, or Parking Areas.
2. The following Open Space typologies (Green Community Spaces) are permitted in the BPMX District and may be in the Frontage Protection Zone:
   a. Pocket Park.
   b. Linear greenspace with pedestrian and/or bicycle path.
   c. Public Courtyard.
   d. Plaza areas.

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e. Flexible Space.

f. Community Garden.

E. **SETBACKS**:

1. The Frontage Protection Zone requires a minimum landscaped buffer Setback of thirty feet (30') in width abutting the Street. See Chapter 15-2.20.
2. Setbacks for Parcels two (2) acres or larger that are not Frontage Protection Zone Setbacks or Streetscape Setbacks are twenty-five feet (25').
3. Setbacks for Parcels smaller than two (2) acres that are not Frontage Protection Zone Setbacks or Streetscape Setbacks are fifteen feet (15').
4. Projects that meet the requirements of Section 15-2.27-7 *Project Enhancements* may request the Planning Commission grant a Setback reduction to eighteen feet (18') for Setbacks that are not Frontage Protection Zone.
5. The Planning Commission may consider increasing exterior Side Setbacks during Conditional Use review to mitigate potential impacts on adjacent Property. Side Setback exceptions continue to apply.
6. On Corner Lots, the Planning Commission may increase the Setback for pedestrian and bicycle connectivity and Sight Distance Triangle clearance.

F. **STREETSCAPE SETBACKS**: Table 15.2-27-4(F) identifies the required Streetscape Setbacks in the BPMX District. Streetscape Setbacks are

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determined based on Street type to prioritize pedestrian-friendly design and enhance walkability.

Table 15.2-27-4(F): MINIMUM STREETSCAPE SETBACK REQUIREMENTS

Street Type	Applicability/ Streets	Streetscape Setback
Frontage Protection Zone	Kearns Boulevard and Park Avenue	30 Feet
Internal Street	Bonanza Drive	25 Feet
Internal Street	Homestake Road and Iron Horse Drive	20 Feet
Internal Street	Munchkin Road and Woodbine Way	18 Feet
Rail Trail	East-west connection	20 Feet

G. **SETBACK EXCEPTIONS**: The following Setback exceptions apply within the BPMX District:

1. Bay and box windows not more than ten feet (10') wide projecting not more than two feet (2') in the Side Setback.

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2. Window wells and light wells projecting not more than four feet in the Setback.
3. Roof overhangs and eaves projecting not more than three feet in the Setback.
4. Window sills, belt courses, cornices, trim, and other ornamental features projecting not more than six inches (6") beyond the window or main Structure to which it is attached.
5. Patios, decks, pathways, steps, and similar Structures not more than thirty inches (30") above Grade, provided there is at least a five foot (5') Setback from the Lot Line.
6. Awnings over a doorway or window extending not more than three feet (3') in the Side Setback.
7. Driveways leading to a garage or Parking Area.
8. Sidewalks, trails, or signature trails identified in Section 15-2.27-3(C).

H. **VERTICAL AND HORIZONTAL MIXED-USE:** The BPMX District shall implement both Vertical Mixed Use and Horizontal Mixed Use to ensure a variety of Uses that promote vibrancy and a locally serving neighborhood.

1. **Vertical Mixed Use.** Vertical Mixed Use Development contains a range of uses within one Building. Typically, lower floors contain active storefronts such as retail stores or restaurants while upper floors are residential and/or office. Vertical Mixed Use shall be required along Internal Roads within the BPMX District as defined in Section 15-2.27-4(E), unless approved by the Planning Commission.

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a. **Criteria for a Residential Development.** The Planning Commission may consider a fully Residential Development in a Vertical Mixed Use area when the criteria below are met:

1. All street-facing ground floors include an active use. For purposes of this Subsection, an active use may include any of the following:

   i. A lobby extending at least 50 feet into the interior of the building from the exterior wall;

   ii. A Public or Private Recreation Facility, provided the Facility includes at least 60% glazing along the street-facing façade;

   iii. Enclosed bicycle storage and/or bicycle repair stations, provided that this use or combination of uses includes exterior access to the street. Access may be restricted to tenants of the residential development; however, at least 60% glazing shall be provided along the street-facing façade;

   iv. A mail room, provided that this use includes at least 60% glazing along the street-facing façade;

   v. A community meeting space or educational or cultural facility, such as a meeting room, library, or art exhibit. Access may be restricted to tenants of the residential

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development; however, at least 60% glazing shall be provided along the street-facing façade;

vi. A mural or similar art installation covering no more than 20% of any street-facing façade;

vii. A public Pocket Park, Public Courtyard, Flexible Space, plaza, or landscaped area accessible from the public right-of-way;

viii. Any similar active use reviewed and approved by the Planning Commission that is compatible with the character of the area.

2. A fully Residential Development may be exempt from Criteria 1 if all of the following are met:

i. At least 70% of the total square footage averages 80% AMI and is deed restricted.

ii. All residential units on any street-facing ground floor provide exterior access to the street and include at least two of the following:

1. A covered porch or stoop;
2. At least 60% glazing on the ground floor along the street-facing façade;
3. Uniform landscaping elements enhance the pedestrian experience and preserve views of the residential building (a semi-private yard or

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courtyard may be fenced with a maximum height of four feet).

iii. A fully Residential Development shall unbundle parking costs from the cost of rent or the cost of the unit. Affordable housing projects providing at least 70% of residential units averaging 80% AMI with deed restrictions that rely on grant, Low-Income Housing Tax Credits, or other funding, are exempt from this requirement if these projects can demonstrate that funding is contingent on providing a minimum amount of parking. In no case shall a project providing more than the minimum amount of required parking in Section 15-2.27-8 be exempt from this requirement.

2. **Horizontal Mixed Use.** Horizontal Mixed-Use Development integrates distinct land uses, such as residential, commercial, and retail, within a multi-building development or larger area, with these uses arranged side by side rather than stacked vertically. Horizontal Mixed-Use is made up of single-use buildings within a complex or employ a single land use on an individual Lot. Horizontal Mixed Use is allowed along Kearns Boulevard, Park Avenue, and Deer Valley Drive. Horizontal Mixed Use may be appropriate for internal plaza areas within projects. Horizontal Mixed Use is prohibited along Internal Streets within the BPMX District as defined in Section 15-2.27-4(E), unless otherwise approved by the Planning Commission.

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a. Commercial storefronts shall be prioritized along Internal Roads, including Iron Horse Drive, Short Line Road, Homestake Road, Munchkin Road, Woodbine Way, and project plazas to activate the pedestrian realm.

b. A minimum of 20% of the total project square footage shall be residential uses. A minimum of 20% of the total project square footage shall commercial, retail/service, office, and/or civic/institutional uses.

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

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

15-2.27-5 BUILDING HEIGHT

No Structure shall be erected to a height greater than thirty-five feet (35') from Existing Grade in the BPMX District, unless granted an exception in Section 15-2.27-7 *Project Enhancements*.

A. **FRONTAGE PROTECTION ZONE BUILDING HEIGHT.**

1. See Chapter 15-2.20 regarding the Frontage Protection Zone, which prohibits development within 30 feet (30') of Kearns Boulevard, Park Avenue,

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and Deer Valley Drive, and regulates Development within 30 feet (30') to 100 feet (100') from Kearns Boulevard, Park Avenue, and Deer Valley Drive.

2. The maximum Building Height within the Frontage Protection Zone 30-foot (30') to 100-foot (100') Setback is thirty-five feet (35') from Existing Grade.
3. Buildings within the 30-foot (30') to 50-foot (50') Frontage Protection Zone Setback must be stepped back ten feet (10') for each story above two stories.
4. Building Height exceptions within the Frontage Protection Zone Setback are limited to:

   a. Antennas, chimneys, flues, vents, and similar Structures may extend up to five feet (5') above the highest point of the Building to comply with the International Building Code (IBC) and must be stepped back from the Frontage Protection Zone Building facades by at least fifteen feet (15').
   b. Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet (5') above the height of the Building, and must be stepped back from the Frontage Protection Zone Building facades by at least fifteen feet (15').
   c. An Elevator Penthouse may extend up to eight feet (8') above the Zoning District Height and must be stepped back from the Frontage Protection Zone Building facades by at least twenty feet (20').

B. **BPMX DISTRICT BUILDING HEIGHT EXCEPTIONS.** The following exceptions apply to the BPMX District Building Height for Buildings that are not within the 30-foot (30') to 100-foot (100') Frontage Protection Zone Setback:

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1. A vertical stepback is required for any building developed within fifty feet (50') of the Frontage Protection Zone. These upper story setbacks shall be a minimum of ten feet (10') in depth.
2. If Project Enhancements are provided pursuant to Section 15-2.27-7, one (1) additional story, or a maximum of forty-five feet (45') from Existing Grade, may be granted pursuant to Section 15-2.27-7.
    a. A ten-foot (10') stepback shall be provided on building perimeter façade planes that are forty-five feet (45') in Building Height with a Setback of eighteen feet (18') or less to mitigate the impact of Building Height on the pedestrian-scale neighborhood. The following features are permitted within areas where the building is stepped back:
        i. Mechanical and ventilation equipment, provided the equipment is screened and does not exceed four feet (4') in height.
        ii. Decorative or recreational features, including rooftop gardens, green roofs, planter boxes, and permanent amenities such as built-in grills. Rooftop guardrails shall be glass and posts shall be an unobtrusive material such as anodized aluminum. Guardrails and posts shall be the minimum height permitted by International Building Code standards.
        iii. Rooftop solar and photovoltaic panels, provided the equipment is installed in compliance with Section 15-5-5(G).
3. Gable, hip, Barrel, and similar pitched roofs may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 or greater.

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4. Antennas, chimneys, flues, vents, and similar Structures may extend up to five feet (5') above the highest point of the Building to comply with the International Building Code (IBC), and must be stepped back from building facades by at least ten feet (10').
5. Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet (5') above the height of the Building, and must be stepped back from building facades by at least ten feet (10').
6. An Elevator Penthouse may extend up to eight feet (8') above the Zone Height and must be stepped back from building facades by at least ten feet (10').
7. Passenger Tramways may extend above the Zone Height subject to a visual analysis and approval by the Planning Commission.

15-2.27-6 DESIGN GUIDELINES

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

A. **APPLICABILITY.** These Design Guidelines shall apply to all development in the BPMX District. Prior to issuance of a Building permit for any Allowed or Conditional Use, the Planning Department must review the proposed plans for compliance with this Chapter and Chapter 15-5 *Architectural Review*. Where there is a conflict between the standards in this Chapter and Chapter 15-5, the requirements of this Chapter shall apply.

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B. **BUILDING PLACEMENT AND ORIENTATION.**

1. Incorporate Open Space into building placement. Open Spaces can enhance the overall aesthetic by allowing for additional landscaping and greenery. Furthermore, these areas can be functional assets, enabling commercial businesses to expand their activities outdoors—such as offering outdoor dining or using the space for outdoor displays or merchandise sales. This approach balances visual appeal with practical business opportunities.
2. On parcels greater than 30,000 square feet, the massing of the building should be broken into smaller volumes. Creative approaches to break up building mass and scale is encouraged. This could include separate buildings above grade or linked exterior walkways.
3. Buildings should be oriented to the street to create a vibrant pedestrian experience. To the extent practicable, building facades should be parallel to the adjacent street to orient access to public and private streets, pedestrian circulation, and gathering areas.
4. Maximizing solar exposure during winter months should be a consideration in designing public spaces and gathering areas. Development over two stories that is adjacent to major open spaces, such as parks or designated public amenities, shall perform a sun/shadow study of the effects of development on such spaces from autumn through spring.

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5. **VANTAGE POINTS:** Development should preserve or enhance views of significant community features from prominent public vantage points within the BPMX District. There are eleven (11) vantage points from which the height, mass, and design of structures should be considered to preserve mountain views. If a development can be seen from more than one vantage point, the developer must provide three-dimensional renderings from each vantage point showing the impact of the development on mountain views. Renderings shall be based on a height of five feet (5') above the set reference markers shown in Figure and Table 15-2.27-5(B)(5): Vantage Points.

Figure 15-2.27-5(B)(5)

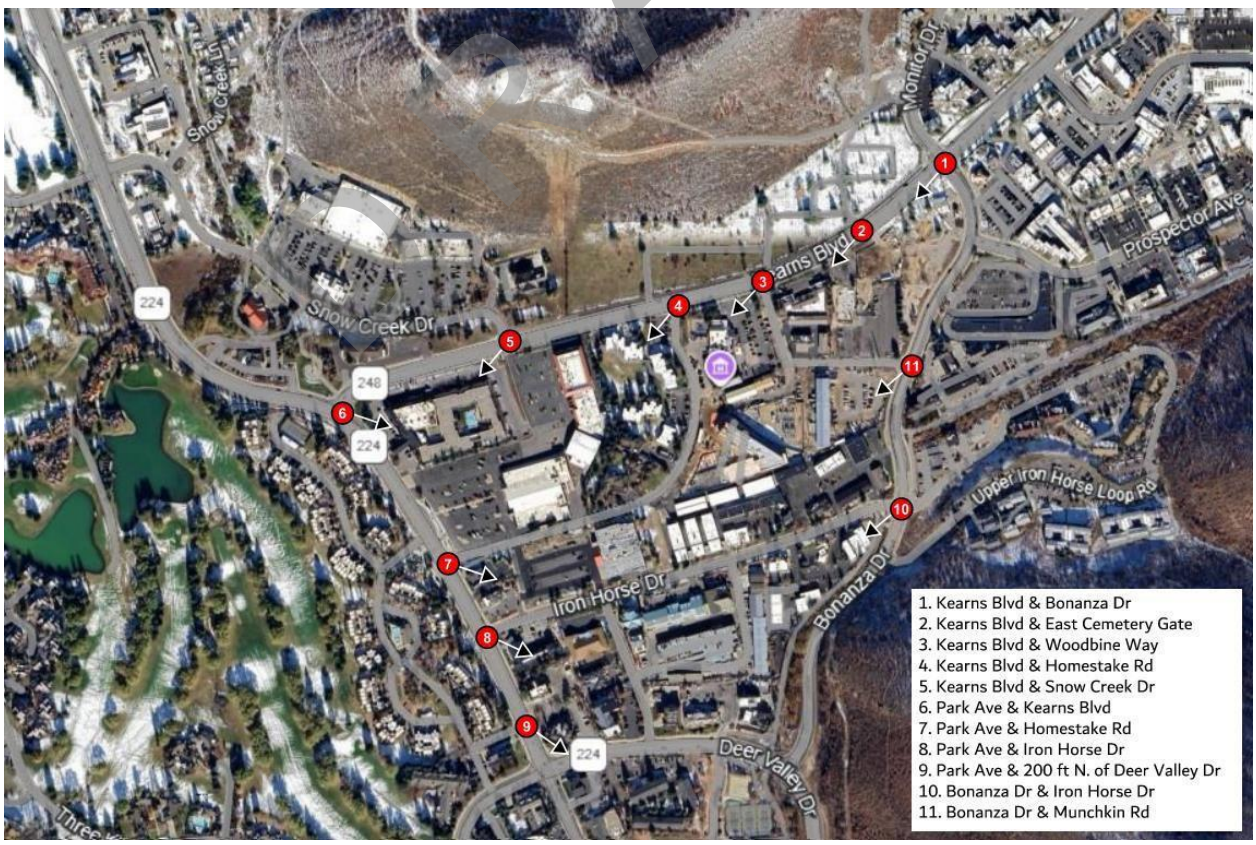

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	TABLE 15-2.27-5(B)(5): VANTAGE POINTS		
	Location	**Coordinates**	**Bearing**
1	Kearns Boulevard & Bonanza Drive	40.662963 -111.500851	SW
2	Kearns Boulevard & East Gate of Cemetery	40.662276 -111.502057	SW
3	Kearns Boulevard & Woodbine Way	40.661699 -111.503442	SW
4	Kearns Boulevard & Homestake Road	40.661484 -111.504692	SW
5	Kearns Boulevard & Snow Creek Drive	40.661067 -111.507025	SW
6	Park Avenue & Kearns Boulevard	40.66037 -111.50953	SE
7	Park Avenue & Homestake Road	40.658714 -111.507893	SE
8	Park Avenue & Iron Horse Drive	40.657958 -111.507382	SE
9	Park Avenue 200 feet north of Deer Valley Drive	40.657007 -111.506802	SE
10	Bonanza Drive & Iron Horse Drive	40.659307 -111.501548	SW

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11	Bonanza Drive & Munchkin Road	40.660805 -111.501397	SW

C. **BUILDING SCALE, ARTICULATION, AND FENESTRATION:** Buildings in the BPMX District should reflect the scale of uses and reinforce a pedestrian environment.

1. **BUILDING SCALE.**

a. The perceived mass and scale of Development in the BPMX District shall be reduced by incorporating design elements that emphasize three or more of the following:

i. Variation in roof forms or parapet heights.

ii. Insets, projections, or other relief in the wall plane.

iii. Architectural emphasis on building entries.

iv. Arcades, porticos, or other forms of covered exterior circulation.

v. Variations to window size or proportions.

vi. Balconies.

vii. Variation in color, texture, or materials as allowed in Chapter 15-5.

b. Building design should avoid blank walls and large undifferentiated expanses of wall surface exposed to public pedestrian Streets, sidewalks, trails, plazas, or parks.

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c. Roof overhangs, projections, awnings, or canopies should contribute to the character of the building and create shadow patterns while aiding in protection of the structure and pedestrians.

d. Exceptions from the guidelines may be approved by the Planning Director for those areas of the building envelope that are not visible from adjacent development and public spaces.

2. **BUILDING ARTICULATION:**

a. **VERTICAL**.

i. All buildings that are approved above thirty-five feet (35') in height shall include vertical articulation to help break up the mass of the building. This articulation shall occur every thirty feet (30') and shall be achieved through a façade change of at least eighteen inches (18") in depth, or through a material change.

ii. This shall apply to all building facades.

B. **HORIZONTAL.**

i. Structures greater than sixty feet (60'), but less than 120 feet in length must exhibit a prominent shift in the façade of the Structure so that no greater than seventy-five percent (75%) of the length of the Building Façade appears unbroken. Each shift shall be in the form of either a ten-foot (10') change in Building Façade alignment or a ten-foot (10') change in the

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Building Height, or a combined change in Building Façade and Building Height totaling ten feet (10').

ii. Structures that exceed 120 feet in length on any façade shall provide a prominent shift in the mass of the Structure at each 120-foot interval, or less if the Developer desires, reflecting a change in function or scale. The shift shall be in the form of either a fifteen-foot (15') change in Building Façade alignment or a fifteen-foot (15') change in the Building Height. A combination of both the Building Height and Building Façade change is encouraged and to that end, if the combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.

iii. This shall apply to all building facades.

3. **BUILDING FENESTRATION**

i. Windows for non-residential and mixed-use buildings should be provided to create a direct relationship to the Street.

a. A minimum of 50% glazing is required on the ground level of all street-facing facades to create a strong relationship to the Street.

b. A minimum of 40% glazing is required for second levels.

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ii. Transparent glazing shall be rated at a minimum 60 percent light transmittance factor.

iii. Reflective, metallic, frosted, tinted, stained, and textured glass is prohibited.

iv. Balconies are permitted for all residential uses. These may be integrated into a vertical step-back. Railings for balconies should have a minimum of 30% transparency.

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

1. For sites that are larger than two (2) acres in size, integration of an alleyway or mid-block walkway is encouraged to support a pedestrian-oriented design.
2. Access between the on-site Use and Parking Area must be provided through pedestrian, bicycle, and/or transit facility connections (e.g. sidewalks, multi-use paths, bicycle lanes, transit stops, etc.).
3. On-site parking should be accessed from a Street other than Park Avenue , Kearns Boulevard, Bonanza Drive, and Deer Valley Drive. If there is no access from an Internal Street, the main vehicular access point shall be from the shortest block length.
4. Additional vehicular access points on Park Avenue and Kearns Boulevard are discouraged and shall be minimized.
    a. Where parking is accessed from Park Avenue or Kearns Boulevard, the parking area, inclusive of drive aisles, shall be no

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more than 35% of the parcel width. Screening of parking areas is required, which may include low walls, landscaping, public art, public seating, multi-modal transportation infrastructure, and the like.

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

E. **STREET LEVEL DESIGN.** Thought shall be given to street-level design throughout the BPMX District to encourage the overall walkability and vitality of the area. Street Level Design requirements shall apply to Internal Streets as identified in Section 15.2-27-3(E).

1. Unless otherwise approved in this Chapter, Buildings shall have an active use on the ground level. Active uses support the vibrancy and usability of the public realm adjacent to a building and include retail establishments,

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retail services, daycare facilities, community meeting spaces, educational and medical uses, civic spaces (theaters, museums, etc.), restaurants, bars, art and craft studios, Public Recreation Facilities, and other uses determined to be substantially similar by the Planning Commission. For buildings that are 100% residential, a lobby or other common space shall meet this requirement. The active use should extend at least fifty feet (50') inside the building. Active uses do not include Private Recreation Facilities, private clubs, and other similar exclusive uses.

2. All buildings shall have at least one main entry on all street-facing facades. This entry should be easily seen from the street and adjacent pedestrian way.
3. On corner lots, two (2) entrances should be provided. At least one (1) of these entries should be located within twenty feet (20') of the corner.
4. An internal airlock should be incorporated into all commercial, lodging, public, and mixed-use buildings.

F. **PEDESTRIAN AMENITY REQUIREMENTS.** Pedestrian Amenity requirements aim to create thoughtfully designed and meaningful Open Spaces that emphasize human scale, offer relief from the built environment, and enrich the pedestrian experience of the BPMX District.

1. **PLACEMENT.** Pedestrian Amenities shall be along the Streetscape, open to the sky, and free of permanent enclosures. They must be versatile and adaptable, accommodating such uses as outdoor dining, outdoor events, outdoor uses, or public gathering areas.

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2. **ACCESSIBILITY.** Pedestrian Amenities must contribute to an active Streetscape and promote interaction. Property owners can meet these requirements through physical or operational improvements to private property or enhancements to the public right-of-way.

3. **DESIGN GUIDELINES:**

A. Street-level Pedestrian Amenities shall be within 18 inches above or below the Existing Grade of the street or sidewalk, which abuts the space.

B. Street-level Pedestrian Amenities shall be open to the sky but may include temporary shade or similar structures.

C. Street-level Pedestrian Amenities shall consider all four corners of an intersection.

D. Pedestrian Amenities shall be designed for use in all seasons.

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

1. Building materials should convey a pedestrian scale and have proven durability in Park City's climate.
2. Building materials shall be of a high quality and reference both the history of the Bonanza Park area and materials currently found in the BPMX District. The use of wood, metal, glass, and stone is appropriate in this Zoning District.
3. Architecture that reflects corporate branding is not permitted. This shall not be construed to limit the ability to place signage on the property in

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accordance with the allowances and limitations of Section 15-2.27-13 and Title 12 *Sign Code***.**

H. **ROOFS.**

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

I. **LANDSCAPING**.

1. Landscaping should complement the context and enhance the architecture of the building.
2. Stormwater best management practices should be considered in the landscape design.
3. Landscape materials should reflect the Park City climate.

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4. For parcels in the Frontage Protection Zone, the first thirty feet (30') should include landscaping and pedestrian-focused infrastructure.
    a. Sidewalks, trails, bike paths, and the like are permitted in this area. These shall have a vegetative buffer from the edge of road pavement of at least three feet (3').
    b. Multi-modal infrastructure is permitted in this area, including bike racks, transit stops and shelters, wayfinding signage, seating, and the like. Public Transit Amenity Areas and Transit Hubs are also permitted in these areas, provided they do not exceed ten feet (10') to fourteen feet (14') in height.
5. The limitations of Section 15-5-5(N) *Water Wise Landscaping* shall apply.

J. **VEGETATION PROTECTION.** The Property Owner must protect or replace Significant Vegetation during any Development activity.

1. Significant Vegetation includes large trees six inches (6") in diameter or greater measured four and one-half feet (4.5') above the ground, groves of smaller trees, or clumps of oak and maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line.
2. Development plans must show all Significant Vegetation within twenty feet (20') of a proposed Development. The Property Owner must demonstrate the health and viability of all large trees through a certified arborist.
3. The Planning Director shall determine the Limits of Disturbance and may require mitigation for loss of Significant Vegetation consistent with Landscape Criteria in Sections 15-3-3 and 15-5-5(N), and Title 14.

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K. **SERVICE AND MECHANICAL AREAS.**

1. Trash, recycling, and service areas should be designed as integrated components of the building and should be sited to minimize impacts to pedestrians. Facilities can be located in underground parking facilities when appropriate.
2. All exterior mechanical equipment must be Screened to minimize noise infiltration to adjoining Properties and to mitigate visual impacts on nearby Properties and general public view. All mechanical equipment must be shown on the plans prepared for City review.
3. Service and delivery areas shall be located where least visible from general public view and shall not impede pedestrian or bicyclist connectivity.
4. The loading and unloading of goods must take place entirely on the Site. Loading and delivery areas must be Screened from general public view. All loading areas shall be shown on the plans prepared for City review.
5. Shared delivery, service, trash, and recycling areas are encouraged.
6. All Structures must provide a means of storing refuse generated by the Structure's occupants. All refuse storage facilities must be shown on the plans prepared for City review. Refuse storage must be Screened, enclosed, and properly ventilated.
7. When possible, transformers and other utility boxes should be located where least visible from general public view.
    a. Location along Park and Kearns is highly discouraged.

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b. All transformers and other utility infrastructure should be screened through fencing, landscaping, low walls, art, and the like, as permitted by the relevant utility provider.

8. The undergrounding of utilities is preferred.
9. Mechanical equipment, ducts, and vents should be accommodated internally within the building and/or co-located on the roof. Screening of equipment on the roof is encouraged.

L. **ART INSTALLATIONS.**

1. Integration of public art is encouraged in all development in the BPMX Zoning District, including murals, sculptures, enhanced trails, gateways, crosswalks, wayfinding, interactive exhibits, and the like.
2. It shall be the responsibility of the property owner to maintain all art located on private property.
3. Art is specifically allowed in the Frontage Protection Zone but shall not impede pedestrian or bicyclist connectivity.
4. Art proposed to be displayed in the public realm may first be reviewed by the Public Arts Advisory Board.

15-2.27-7 PROJECT ENHANCEMENTS: Project Enhancements are intended to provide early project predictability and allow flexibility in selecting incentives to qualify for additional Building Height of up to forty-five feet (45') from Existing Grade outside of the Frontage Protection Zone and Setback and Open Space reductions in the BPMX District.

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A. **PURPOSE:** Project Enhancements are intended to support a vibrant and locally serving development in the BPMX District through the provision of affordable, workforce, and attainable housing, increased mobility and alternative transit provisions, increased on-site sustainability measures, and community-serving components.

B. **PROCEDURES**: This will help create certainty in the project review process so Applicants can determine whether they qualify for a fourth story bonus (up to forty-five feet (45') from Existing Grade outside of the Frontage Protection Zone) and Setback reductions by completing the following:

1. Applicants must submit a preliminary proposal outlining a rough site plan, volumetrics, renderings, and project description for Planning Commission review and input. The Planning Commission will forward a recommendation to the City Council for consideration. Preliminary proposals should identify which measures have been selected for consideration

C. **INCREASED BUILDING HEIGHT**: A development providing project enhancements may be eligible for additional height up to 45 feet when:

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

D. **DECREASED SETBACKS**: In addition to increased height, a project may qualify for reduced Setbacks if additional enhancements are provided:

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

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2. The project provides one Tier A (Housing) and at least four Tier B enhancements.

E. **TIER A**:

1. **HOUSING**. At least 25% of total project square footage is deed-restricted affordable at an average AMI of 60% or 35% of total square footage is deed-restricted at an average AMI of 80%. Inclusion of a mix of residential units that meets a range of community needs – workforce, affordable, attainable, senior housing, etc. and sets a baseline average of 60% AMI or 80% AMI or as otherwise established in the City's Affordable Housing Resolution. Provision of units should be based on the mix of owner-occupied and rental units from the most up-to-date Housing Needs Assessment. Housing must be provided on site and be deed restricted.

2. **PARKING**. The applicant requests a substantial parking reduction, submits an effective Transportation Demand Management Plan that reduces parking demand and single-occupancy vehicle trips, and provides at least 90% of the project parking underground.

3. **CRITICAL CONNECTIONS**. The applicant dedicates right-of-way outlined in Section 15-2.27-3.

F. **TIER B**:

1. **CAR SHARE PROGRAM FOR RESIDENTS.**

    i. **Car Share Parking and Use**: The applicant shall provide on-site car share parking in a location accessible to project

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residents that is mutually agreed upon by the developer and car share operator and approved by the Planning Commission.

ii. **Electric Vehicles**: At least half of the car share vehicles shall be electric vehicles. The developer shall install Electric Vehicle Charging Stations and at least one Direct Current Fast Charger for the electric car share vehicles. The developer shall ensure that electricity is provided to the Electric Vehicle Charging Stations and Direct Current Fast Charger. The property owner shall ensure that electricity is provided to the Electric Vehicle Charging Stations and Direct Current Fast Charger at no cost to the car share operator or user. The applicant is responsible for ensuring sufficient and continuous electricity supply to power the Electric Vehicle Charging Station and Direct Current Fast Charger and covering all costs associated with electricity usage during the term of the binding agreement.

iii. **Binding Agreement for Long-Term Use**: The applicant shall enter into a binding agreement with a car share operator outlining the location, operation, and maintenance of the car share vehicles within the development. The agreement shall clarify the roles and responsibilities of both parties, including gas, insurance, cleaning, maintenance, and monitoring.

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iv. **Annual Report**: The car share operator shall submit an annual report to the property owner and City regarding car share usage, maintenance, and operation.

v. **Timing and Compliance**: All car share infrastructure must be in place and operable prior to the issuance of a certificate of occupancy unless otherwise agreed upon.

2. **BIKE SHARE PROGRAM.**

i. **Infrastructure Provision**: The applicant shall provide adequate conduit, power supply, and site preparation for future bike share station installations in a location mutually agreed upon by the developer and bike share operator. The site should be visible, open, and accessible to the public, proximate to transit stops, pedestrian paths, or other active transportation corridors, and accessible for service vehicles for maintenance and operations.

ii. **Electricity Requirements**: The applicant shall ensure that electricity is provided to the bike share station at no cost to the bike share operator. The applicant is responsible for ensuring sufficient and continuous electricity supply to power the station and covering all costs associated with electricity usage during the term of the agreement.

iii. **Access Requirements**: The applicant must provide safe and convenient vehicular and pedestrian access to the bike share station, including connectivity to adjacent pathways, sidewalks,

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and transit facilities, as well as adequate lighting and wayfinding signage to enhance station visibility and usability.

iv. **License Agreement**: The applicant shall enter into a license agreement with the bike share operator outlining the location, operation, and maintenance of the bike share facilities within the development. The agreement shall clarify the roles and responsibilities of both parties.

v. **Capital and Operating Support**: As part of traffic and transportation mitigation measures, the applicant shall work with the bike share operator to compensate for the capital and operational expenses of the bike share station. This includes at least 12 bikeshare docks and eight e-bikes and associated station costs and contributing to annual operating expenses, which may include an annual maintenance fee per bike per year, unless otherwise agreed upon.

vi. **Timing and Compliance**: All bike share infrastructure and financial contributions must be in place prior to the issuance of a certificate of occupancy unless otherwise agreed upon.

3. **SIGNATURE TRAIL CONNECTION.** The applicant dedicates public access easements for a signature trail connection identified in Section 15-2.27-3.

4. **PUBLIC TRANSIT IMPROVEMENTS.** The applicant provides an on-site perpetual public access easement and/or encroachment agreement and constructs a Public Transit Improvement including a Major Transit Stop or

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Public Transit Amenity Area in a location and form to be approved by the City. The applicant shall enter into a long-term maintenance agreement with the City.

5. **SUSTAINABILITY PLAN**. The applicant constructs a project that meets the criteria of Section 15-2.27-10 and provides a long-term project operational plan to include waste reduction and landfill diversion, food waste collection and composting, green business operations, potential for local renewable energy development such as distributed solar with storage or thermal energy networks, design for greywater reuse, rainwater capture or other water conservation features, green infrastructure such as bioswales, and building operational performance to achieve an Energy Star score of 90 or above, or to be designed and built to achieve 10 percent better than the most recent ASHRAE 90.1 standards.
6. **CHILD CARE FACILITY**. The applicant constructs space for a child care facility that accommodates at least 25 children and executes a minimum ten-year lease with a certified child care provider offering a reduced rent at fifty percent (50%) or less the rent per square foot for the next least expensive commercial space within the development.
7. **LIMITATION ON CONVENTIONAL CHAIN BUSINESSES**. The applicant restricts Conventional Chain Businesses within the project and includes incubator spaces for local entrepreneurs.
8. **SIGNIFICANT ACTIVATED OUTDOOR PUBLIC SPACE.** The project exceeds the required 30% Open Space requirement and includes long-term

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programming plan for activated publicly accessible outdoor spaces that provide music, entertainment, and seasonal activation.

G. **CITY COUNCIL REVIEW**. The City Council shall review Project Enhancements proposals considering adherence to the standards outlined in this Section, hold a public hearing, and either approve or deny the request. Approved projects shall return to the Planning Commission for standard application processing.

H. **PROGRAM REVIEW AND AMENDMENTS.** The City Council has the discretion to review and update the Project Enhancements on a two-year schedule to assess the effectiveness of the program and enhancements implemented through successful projects. As part of this review, the Planning Department will identify evolving market conditions that may affect feasibility of specific criteria.

15-2.27-8 PARKING REQUIREMENTS

A. **APPLICABILITY.** All Development within the BMPX District is subject to the following parking requirements in addition to requirements outlined in Chapter 15-3 *Off-Street Parking*. Where there is a conflict between the standards in this Chapter and Chapter 15-3, the requirements of this Chapter shall apply.

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

1. **RESIDENTIAL USES**. Off-Street parking shall be provided for each land Use as listed in this Section, in the Parking Ratio Requirements tables. When applying the tables, the parking requirements stated for each Use, or combination of Uses, applies to each Dwelling Unit within the Structure.

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Specific Uses, and the related parking ratio requirements are also shown below. Also refer to Section 15-15-1 *Definitions* for clarification of Uses.

Table 15-2.27-8(B)(1) RESIDENTIAL PARKING RATIO REQUIREMENTS	
USE	**PARKING RATIO (NUMBER SPACES)**
Multi-Unit Dwelling, Apartment/Condominium not greater than 1,000 sf floor Area	1 per Dwelling Unit
Multi-Unit Dwelling, Apartment/Condominium greater than 1,000 sf and less than 2,000 sf floor Area	1.5 per Dwelling Unit
Multi-Unit Dwelling, Apartment/Condominium 2,000 sf floor Area or greater	2 per Dwelling Unit

2. **NON-RESIDENTIAL USES**. In non-residential projects, or for non-residential space associated with primarily residential Structures, the following parking requirements shall apply. Also refer to LMC Section 15-15-1 *Definitions* for clarification of Uses.

Table 15-2.27-8(B)(2) NON-RESIDENTIAL PARKING RATIO REQUIREMENTS

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USES	**PARKING RATIO REQUIREMENTS (NUMBER SPACES)**
Auditorium and Assembly Hall	1 space per 5 seats
Bank	2 spaces per 1,000 sf of net leasable floor Area
Bar	3 spaces per 1,000 sf of net leasable floor area
Café/Deli	2 spaces per 1,000 sf of net leasable floor Area
Child Care Center	1 space per on-duty staff per shift and 1 space per 6 children
Commercial Use	4 spaces per 1,000 sf of net leasable floor Area
Disabled Care Elder Care Group Care Facility	1 space per 2 bedrooms plus 1 space per employee per shift, or 2 spaces per 3 employees per shift, whichever is greater
Grocery	3 spaces per 1,000 sf of net leasable floor Area
Flex Industrial	1 space per 1,000 square feet of floor area and 1 space for every 2 employees in the largest shift

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Hospital, Limited Care	1 space per 2 beds
Hotel, Boutique	1 space per room or suite, and 1 space per 200 sf of separately leasable commercial space
Indoor Entertainment, Theater	1 space per 4 seats or 5 spaces per 1,000 sf of floor Area, depending on type of facility
Offices, General	2 spaces per 1,000 sf of leasable floor Area
Office and Clinic, Medical and Veterinary Clinic	5 spaces per 1,000 sf of leasable floor Area
Public and Quasi-Public Institution, Church, School Public Utility Uses	1 space per 5 seats, or 2 spaces per 3 employees, or 1 space per 1,000 sf of floor Area, whichever is greater
Retail & Service Commercial, Minor, Personal Improvement	0 spaces required for buildings that have less than or equal to 3,000 sf net leasable floor area Above 3,000 sf net leasable floor area is 3 spaces per 1,000 sf of net leasable floor area
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable floor Area
Restaurant	0 spaces required for buildings that have less than or equal to 3,000 net leasable floor area

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	Above 3,000 sf net leasable floor area is 3 spaces per each 1,000 sf of net leasable floor area
Restaurant, Outdoor Dining	Based on Site specific review at the time of CUP
Recreation Facility, Public Recreation Facility, Private	1 space per 4 seats or 3 spaces per 1,000 sf of floor Area, or 1 space per 3 persons rated capacity, depending on type of facility
Temporary Improvement	1 space per employee plus 1 guest space

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

D. **PARKING MAXIMUMS.** No more than one hundred percent (100%) of the minimum required parking may be provided for newly constructed non-residential, mixed-use, or Multi-Unit Dwelling developments of ten (10) or more units when the new development is within a one-quarter (¼) mile of a transit stop. When the parking requirement is zero Parking Spaces, a maximum of five (5) Parking Spaces may be provided. Exceptions to the maximum parking limit may be approved by the Planning Commission if found to be consistent with Section

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15-2.27-1 and to further the City's goals for reducing single-occupancy vehicle trips.

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

1. The parking requirement for Mixed-Use projects may be lowered if the Applicant submits a shared parking opportunity analysis, approved by the Planning Commission, which results in a peak-parking-demand measure that is less than the Parking Requirement established by this Section for Residential and Non-Residential Uses.

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

G. **UNDERGROUND PARKING.** All development within the BMPX District is encouraged to provide underground parking to promote a vibrant pedestrian friendly environment that reduces car-pedestrian conflict. If 90% of required parking is provided on-site and underground, Setbacks for the underground parking structure may be reduced by the Planning Commission up to 50% outside of the Frontage Protection Zone if utilities can be accommodated.

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

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

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

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

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

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approval by the City unless a new alternative parking arrangement is approved by the City within a reasonable timeframe, as determined by the Planning Director.

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

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

FIRST USE	SECOND USE				
	MULTI-UNIT RESIDENTIAL	PUBLIC INTSITUTIONAL OR CIVIC	FOOD, BEVERAGE, BOUTIQUE HOTEL, RECREATION, OR ENTERTAINMENT	RETAIL	OTHER COMMERCIAL
Multi-Unit Dwelling[1]	NA				

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

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Public Institutional, or Civic	10%	NA			
Food, Beverage, Boutique Hotel, Recreation or Entertainment[2]	15%	20%	NA		
Retail	15%	25%	25%	NA	
Other Commercial	20%	25%	25%	20%	NA

3. **ADDITIONAL ALTERNATIVE STRATEGIES.** After any reduction in the required number of Off-Street Parking Spaces under Section 15-2.27-8(H) is applied, the alternative strategies described below may be combined for an additional non-residential Use parking reduction of up to ten percent (10%).

   a. **DESIGNATED CAR SHARING PARKING.** Designated car sharing spaces (i.e., spaces marked and reserved for car sharing vehicles) shall count as an average of 1.5 Parking Spaces, for up to a maximum

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

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of three (3) designated car sharing spaces (i.e., one designated car sharing space = 2 Parking Spaces; two designated car sharing spaces = 3 Parking Spaces; and three designated car sharing spaces = 5 Parking Spaces).

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

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

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

5. **CUMULATIVE PARKING REDUCTION**. No development may be granted a cumulative parking reduction greater than fifty percent (50%) for non-residential Uses or greater than twenty percent (20%) for residential Uses as

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provided in Sections 15-2.27-8(H)(1), (2), and (3), unless approved by the Planning Commission.

15-2.27-9 TRANSPORTATION DEMAND MANAGEMENT

A. **APPLICABILITY.** A Transportation Demand Management (TDM) Plan is required for all development projects. Two (2) TDM Plan levels shall apply as described below.

1. **LEVEL 1 TDM PLAN.** A Level 1 TDM Plan is required for all development described below:
    a. Multi-Unit Dwellings: 10 - 44 Dwelling Units
    b. Boutique Hotel: 10 – 39 rooms
2. **LEVEL 2 TDM PLAN.** A Level 2 TDM Plan is required for all projects that require a Traffic Impact Study (TIS) (i.e., development adds twenty-five (25) or more peak hour vehicle trips) as described below:
    a. Multi-Unit Dwellings: 45 Dwelling Units and greater
    b. Boutique Hotel: 40 – 75 rooms
    c. Commercial: 3,000 square feet or greater
    d. Office: 3,000 square feet or greater
    e. Restaurant: 2,500 square feet or greater

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

1. Remodels or expansions of existing residential units that do not increase the total number of residential units;

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2. Remodels or expansions of Commercial, Retail, Office, Hotel, or mixed-use projects involving no more than 500 square feet of commercial net leasable space or two (2) lodging rooms or units;
3. Any Boutique Hotel with fewer than ten (10) rooms;
4. Retail less than 3,000 square feet;
5. Office less than 3,000 square feet; and
6. Restaurant less than 2,500 square feet.

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

1. Identification of the applicable TDM strategies to be implemented based on the size of the project and estimated number of trips generated.
2. Implementation plan for each TDM strategy, including timelines, responsibilities, and budget allocations.
3. Monitoring and evaluation plan, submitted annually to the Planning Department, to track the effectiveness of TDM strategies and adjust them as needed. At their discretion, the Planning Director may require additional Planning Commission review and modifications as needed.

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

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1. Participation in an annual travel survey of residents and employees for the first four (4) years of building occupancy. Employers on Sites subject to an approved TDM Plan shall submit the survey results to the City.
2. Provide the following information to employees and/or residents on an annual basis:
    a. Carpooling/vanpooling information;
    b. Transit schedules and route information;
    c. Information on air pollution and alternatives to single-occupancy vehicle trips;
    d. Bicycle route and facility information, including local bicycle maps, locations of nearest outdoor bicycle parking or enclosed bicycle storage, locations of bicycle share locations, and bicycle safety information; and
    e. Information on walking and biking to work, pedestrian and bicycling safety, and all-weather walking shoes and traction devices for shoes and bicycle tires in winter/ice conditions.
3. One strategy from the Supplemental TDM Menu (see Section 15-2.27-8(F)).

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

1. All Level 1 required components.

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2. Establishment of a TDM Coordinator to directly support commute programs, implement mobility programs, and develop transportation policies and initiatives.
3. Employee parking cash-out program.
4. Unbundle parking for residential Dwelling Units at minimum.
5. Two strategies from the Supplemental TDM Menu (see Section 15-2.27-9(F)).

F. **SUPPLEMENTAL TDM MENU.** Supplemental TDM strategies over and above the applicable Level 1 or Level 2 TDM Plan requirements may be implemented to reduce the amount of required Parking for non-residential Uses. When three (3) or more of the following strategies are provided in addition to the applicable Level 1 or Level 2 TDM Plan requirements, the Planning Commission may approve up to a twenty percent (20%) reduction in the required parking for non-residential Uses.

1. Alternative work schedules/flex-time.
2. Preferential Parking for carpool or vanpool vehicles.
3. Employee shower facilities.
4. Provision of on-Site or Off-Site multimodal transportation improvements at the discretion of the Planning Commission, such as:
    a. Pedestrian network improvements (e.g., providing sidewalks that are wider than the required minimum width),
    b. Construct or improve a bike facility (e.g., providing improved safety of bicycle facilities serving key transit nodes), or

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c. Construct transit-supportive treatments (e.g., traffic calming near transit stop, transit stop enhancements and amenities, etc.).

5. On-site child care facilities.
6. Facilities and equipment to encourage telecommuting (e.g., video-conferencing facilities and equipment).
7. Contributions to funds for local and regional facilities such as park-and-ride lots, multimodal transportation centers, satellite work centers, etc. as approved by the City Council.
8. On-Site amenities such as cafeterias, restaurants, automated teller machines, and other services that would eliminate the need for additional trips.
9. Transit incentives for employees such as additional pay for carpoolers, etc.
10. Plans for delivery of goods at off-peak times and/or plans and facilities for centralized deliveries of goods for multi-tenant facilities.

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

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approved by the City within a reasonable timeframe, as determined by the Planning Director.

15-2.27-10 SUSTAINABILITY REQUIREMENTS

A. **APPLICABILITY.** All Development within the BMPX District should strive to support the City's Net Zero goals through the implementation of sustainable design including active transportation considerations, low embodied carbon materials, waste reduction through comprehensive materials recover, and operational programming and technologies to reduce short- and long-term impacts on the environment.

B. **REQUIREMENTS.** All projects within the BPMX should strive to achieve a low Energy Use Intensity (EUI) per building type including improved insulation and thermal efficiency, EnergyStar and WaterSmart appliances and fixtures, energy efficient lighting, low-flow plumbing fixtures, sensors and timers that control water flow, lighting and temperature, and on-site Renewable Energy Systems.

New buildings should strive to obtain third party certification of the use of sustainable construction techniques and building materials. The following programs should be considered [INSERT CITY REOLUTION FOR NET ZERO BUILDINGS ONCE ADOPTED].

15-2.27-11 CONVENTIONAL CHAIN BUSINESSES

A. **APPLICABILITY.** This Section provides guidance on Conventional Chain Businesses in the BPMX District.

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Existing businesses within the BPMX District that meet the definition of a Conventional Chain Business as of (INSERT DATE OF ADOPTION), will be issued a one-time Conditional Use Permit to memorialize existing conditions. Any amendments to this Permit will require a new application subject to the requirements of this Section.

New Development and redevelopments inclusive of a business that meets the thresholds outlined in the Conventional Chain Business Definition in Section 15-15-1 must acquire a Conditional Use Permit, in addition to meeting the requirements outlined below. This Section shall not apply to Grocery Stores, Banks, or Gyms as defined in Section 15-15-1.

B. **REQUIREMENTS.**

1. No Conditional Use Permit shall be issued in the BPMX District, unless approved by the Planning Commission pursuant to Section 15-1-10.
2. In addition to the requirements listed in Section 15-1-10, the Planning Commission shall also consider whether the proposed Use meets the goals outlined in the Bonanza Park Small Area Plan, as defined below:
    a. Conventional Chain Businesses cannot exceed 30% of the total commercial square footage within a single development.
    b. The Conventional Chain Business will not create an oversaturation of similar uses within the BPMX District. For the purposes of this Subsection, “oversaturation” is defined as more than two Conventional Chain Businesses of a similar use type.

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c. The proposed business will diversify retail and community services provisions within the BPMX District and Park City, providing basic necessities for the daily needs of residents.

d. The proposed business encourages innovation or a creative business idea. To this end, a Conventional Chain Business seeking a Conditional Use Permit shall demonstrate innovation or creativity in at least one of the following areas:

1. The development or sale of products and services;
2. Employee work schedules;
3. Transportation of employees to the workplace;
4. Established working relationships with a community nonprofit, organization, or institution demonstrating a commitment to serving an unfulfilled need in the neighborhood or City.

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

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

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

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

i. The proposed business will be aesthetically compatible with the BPMX District character and adhere to the design guidelines within this

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Chapter, in addition to those outlined in Chapter 15-5 *Architectural Review*.

j. The proposed business will be compatible with Allowed and Conditional Uses for the BPMX District in Section 15-2.27-3.

15-2.27-12 GOODS AND USES TO BE WITHIN ENCLOSED BUILDINGS

A. **OUTDOOR DISPLAY OF GOODS PROHIBITED.** Unless expressly allowed as a Conditional Use, all goods including food, beverage, and vending machines must be within a completely enclosed Structure. New construction of enclosures for the storage of goods shall not have windows and/or other fenestration that exceeds a wall-to-window ratio of thirty percent (30%). This Section does not preclude temporary sales in conjunction with a Special Event License, sidewalk sale, or seasonal plant sale.

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

1. **OUTDOOR DINING**. Outdoor dining is subject to the following criteria:

a. The proposed seating Area is located on private Property or leased public Property and does not diminish parking or landscaping.

b. The proposed seating Area does not impede pedestrian circulation.

c. The proposed seating Area does not impede emergency Access or circulation.

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d. The proposed furniture is Compatible with the Streetscape.

e. No music or noise is in excess of the City Noise Ordinance, Title 6.

f. No Use after 10:00 p.m.

g. No net increase in the Restaurant's seating capacity without adequate mitigation of the increased parking demand.

2. **OUTDOOR GRILLS/BEVERAGE SERVICE STATIONS**. Outdoor grills and/or beverage service stations are subject to the following criteria:

a. The Use is on private Property or leased public Property and does not diminish parking or landscaping.

b. The Use is only for the sale of food or beverages in a form suited for immediate consumption.

c. The Use is Compatible with the neighborhood.

d. The Use does not impede pedestrian circulation.

e. The Use does not impede emergency Access or circulation.

f. Design of the outdoor grill or beverage service station is Compatible with the adjacent Buildings and Streetscape.

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

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

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

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a. The Area of the proposed bicycle, kayak, motorized scooter, and canoe storage or display is on private Property and not in Areas of required parking or landscaped planting beds.

b. Bicycles, kayaks, and canoes may be hung on Buildings if sufficient Site Area is not available, provided the display does not impact or alter the architectural integrity or character of the Structure.

c. No more than a total of fifteen (15) pieces of equipment may be displayed.

d. Outdoor display is only allowed during Business hours.

e. Additional outdoor bicycle storage Areas may be considered for rental bicycles, provided there are no or only minimal impacts on landscaped Areas, parking spaces, and pedestrian and emergency circulation.

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

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

b. The merchandise is displayed on private Property directly in front of or appurtenant to the Business which displays it, so long as the private Area is in an alcove, recess, patio, or similar location that provides a physical separation from the public sidewalk. No item of merchandise may be displayed on publicly owned Property including any sidewalk or prescriptive Right-of-Way regardless of if the Property Line extends into the public sidewalk. An item of merchandise may be displayed on

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commonly owned Property; however, written permission for the display of the merchandise must be obtained from the Owner's association.

c. The display is prohibited from being permanently affixed to any Building.

d. The display does not diminish parking or landscaping.

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

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

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

a. Notification of adjacent Property Owners.

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

c. Impacts on adjacent Residential Uses.

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

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e. Parking demand and impacts on neighboring Properties.

f. Duration and hours of operation.

g. Impacts on emergency Access and circulation

15-2.27-13 SIGNS

A. APPLICABILITY. Signs are allowed in the BPMX District as provided in Title 12 *Sign Code*. The following signs are prohibited in the Frontage Protection Overlay Zone (FPZ):

1. "A" Frame, Sandwich Board and Sidewalk or Curb Signs.
2. Permanent Banners and Pennants.
3. Billboards and Other Off-Premises Signs.
4. Moving/Variable Message Signs. Electronically controlled copy changes, or any other signs that move or use movement to emphasize text or images.
5. Neon and Neon Appearing Signs. Neon lights, similar gas-filled light tubes, and lighting made to appear as neon are prohibited, except when used for indirect illumination and in such a manner as to not be directly exposed to public view. This includes technology that simulates or mimics neon signs through the use of LED lights or other methods.
6. Portable and Wheeled Signs.
7. Signs Causing Direct Glare. A sign or illumination that causes any direct glare into or upon any public right-of-way, adjacent lot or building other than the building to which the sign may be accessory.

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8. Signs Creating Optical Illusion. Signs with optical illusion of movement by means of a design which presents a pattern capable of reversible perspective, giving the illusion of motion or changing of copy.

9. Signs Obstructing Egress. A sign which obstructs any window or door opening used as a means of ingress or egress, prevents free passage from one part of a roof to any other part, interferes with an opening required for ventilation or is attached to or obstructs any standpipe, fire escape or fire hydrant. A sign which obstructs the free movement of pedestrians on sidewalks, pedestrian malls, trails or any other public access way.

10. Signs on Parked Vehicles. Signs placed on or affixed to vehicles and/or trailers, including bicycles, which are parked on a public right-of-way, public property or private property so as to be visible from a public right-of-way where the apparent purpose is to advertise a product or commercial service or activity, or direct people to a business or commercial activity located on the same or nearby property. However, this is not in any way intended to prohibit signs placed on or affixed to vehicles and trailers, such as lettering on motor vehicles, where the sign is incidental to the primary use of the vehicle or trailer for transportation.

11. Unsafe Signs. Any sign which: (1) Is structurally unsafe; (2) Constitutes a hazard to safety or health by reason of inadequate maintenance or dilapidation; (3) Is not kept in good repair; (4) Is capable of causing electrical shocks to persons likely to come into contact with it; (5) In any other way obstructs the view of, may be confused with or purports to be an

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official traffic sign, signal or device or any other official government regulatory or informational sign; (6) Creates an unsafe distraction for vehicle operators or pedestrians; (7) Obstructs the view of vehicle operators or pedestrians entering a public roadway from any parking area, service drive, public driveway, alley or other thoroughfare; (8) Is located on trees, rocks, light poles or utility poles, except where required by law; or (9) Is located so as to conflict with the clear and open view of devices placed by a public agency for controlling traffic or which obstructs a motorist's clear view of an intersecting road, alley or major driveway.

15-2.27-14 EXISTING USES

Notwithstanding any contrary provisions in this Section 15-2.27 Bonanza Park Mixed Use District, and Section 15-9 Non-Conforming Uses and Non-Complying Structures, the following existing uses, so long as continued on existing parcels, existing as of the date of adoption of Section 15-2.27, shall be allowed as permitted uses, each a specified existing use, in the BPMX District:

a. Retail and Service Commercial, Minor
b. Retail and Service Commercial, Personal Improvement
c. Retail and Service Commercial, Major
d. Retail and Service Commercial, Auto-Related
e. Cafe or Deli
f. Restaurant, General
g. Office, General
h. Office, Moderate Intensive
i. Office, Intensive

The specified existing use as described in this 15-2.27-14, as the structure including such specified existing use is upgraded within the same parcel, from time to time, including remodeling to comply with federal, state and local laws, ordinances and regulations, shall be considered a permitted use in the BPMX District. The intent of this 15-2.27-14 is that the specified existing use, as existing as of the date of this ordinance, and as described in this 15-2.27-14 may continue notwithstanding the adoption of this ordinance; as such, the specified existing use as described in this 15-2.27-14 shall be exempt from the provisions found in Sections 15-2.27-1 through 15-2.27-13. The dimensional standards of the zoning

district in existence at the time of adoption of the BPMX District shall be applicable to the specified existing uses located on parcels within the BPMX District. Existing use of the parcels of property under such designation shall enjoy all the rights, protections and benefits of any other permitted use in the BPMX District as if specifically identified as a permitted use in the BPMX District text, including the right to modify, reconstruct or construct structures associated with such permitted use.

6.25.2025

Dear Planning Commissioners and Planning Department,

Thank you for thoughtfully considering prior public input and revising the staff recommendation to grandfather in existing nightly rental rights for Homestake Condominiums. I appreciate the effort and care taken to acknowledge the impact these zoning changes may have on existing property owners.

However, I would like to clearly express concern about the conditional nature of the proposed grandfathering, which would only retain Homestake's short-term rental (STR) rights if the property remains unchanged. If a future renovation or calamity necessitates rebuilding outside the current footprint or changes anything, those rights could be lost. This creates a new limitation not present under current General Commercial zoning.

Homestake is currently a conforming use in the General Commercial zone. By placing it into the new BPMX zone, the City would make Homestake a non-conforming use subject to the limitations of LMC 15-9. This change reduces Homestake's flexibility and options going forward—particularly as it relates to financing, maintenance, and long-term viability.

Homestake HOA's primary focus right now is how to afford to maintain the buildings and bring them up to modern standards before deterioration risks structural safety. The buildings are currently safe and functional, but like any aging property, they require continuous upkeep. The HOA is actively exploring every possible path to fund reserves and continue vital maintenance. Property values—and the zoning tools that support or limit them—are central to this challenge.

Homestake is functionally workforce housing. Our business owns one unit to house key personnel and rents another unit for employee housing. Reducing property value through conditional grandfathering creates real risk: it threatens housing for workers already living in Park City and erodes our ability to maintain this critical housing stock.

We recently completed a costly roof replacement. The buildings now need new siding, improved stairways, and updated mechanical and electrical systems—just to meet modern standards and durability expectations. These aren't luxury upgrades—they're necessary repairs. Some owners may not be able to afford special assessments, and will rely on HELOCs or refinancing, which require maximum appraised value.

We are not alone. The City Council will be reviewing financial assistance requests from deed-restricted HOAs facing similar problems. Homestake wasn't city-funded, but the challenges are nearly identical. The June 26 staff report notes how affordable HOAs often suppress dues to remain affordable—making reserves harder to fund and inflation-driven

repairs harder to afford. The City's plan to develop an assistance or loan program is encouraging. If established, I urge you to consider including naturally affordable HOAs like Homestake.

Finally, Park City's now-discontinued Lite Deed Restriction Program offers a possible model. It was suspended because many homeowners were hesitant to restrict use. However, for Homestake, such a program—if paired with actual funding for building repairs—could be a welcomed solution. Many owners might voluntarily exchange STR rights for help safeguarding these buildings.

Again, thank you for listening and for your responsiveness to prior concerns. If the Planning Commission ultimately recommends conditional grandfathering, I respectfully ask that the City also consider providing alternative support to help preserve Homestake. Options could include reviving the Lite Deed Restriction Program—this time tying assistance directly to needed capital improvements—or including Homestake in any new financing programs currently being developed to assist affordable HOAs. However, I urge the Planning Commission to recommend unconditional protection of Homestake's STR rights—rights that help us preserve a housing community that already exists. Without this flexibility, well-intended policies could unintentionally contribute to decay, displacement, and loss of housing for the very people Park City hopes to support.

Sincerely, Jamie Peters
Homestake Condominium Owner