PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
August 26, 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/88125089466

CLOSED SESSION - 2:30 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.

WORK SESSION

3:10 p.m. - Building, Planning, and Engineering Fee Study

3:40 p.m. - Water Impact Fee Discussion

4:10 p.m. - Review Initial Results of FY2026 Water Rate Changes

4:40 p.m. - Discuss Economic Development Grants

5:10 p.m. - Break

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. SR-224 FHWA Wildlife Crossing Grant Application Status Update
2. Bus Stop Improvement Project Update
3. 2025 Sundance Film Festival Debrief
4. City Manager Recruitment

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

IV. CONSENT AGENDA

1. Request to Approve a Five-Year Contract for State of Utah Lobbying Services, in a Form Approved by the City Attorney's Office, with Consult-LEC, LLC Not to Exceed $120,000

Per Year through December 31, 2030

2. Request to Approve Resolution 16-2025, a Resolution Proclaiming August 28, 2025, as Arbor Day and Celebrating Park City's 32nd Anniversary as a Tree City USA Community

V. OLD BUSINESS

1. Consideration to Approve Ordinance No. 2025-19, 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 or Continuation

2. Consideration to Authorize the City Manager to Execute an Agreement with Sparano + Mooney Architecture, Inc., Not to Exceed $122,550.00, in a Form Approved by the City Attorney’s Office, for Senior Center Design Services
(A) Public Input (B) Action

VI. NEW BUSINESS

1. Consideration to Approve a Public-Private Partnership Memorandum of Understanding with Wadsworth Development Group to Build a New Indoor Pickleball Facility
(A) Public Input (B) Action

2. Discuss JF EngineHouse Partners Reimbursement Request

3. Consideration to Approve Resolution 17-2025, a Resolution of the Board of Canvassers Certifying the Official Canvassers' Report from the August 12, 2025, Municipal Primary Election for Park City, Utah
(A) Public Input (B) Action

VII. ADJOURNMENT

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

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

City Council Staff Report

Subject: Building, Planning, & Engineering Fee Study
Author: Hans Jasperson
Department: Budget, Building, Planning, Engineering
Date: August 26, 2025

Recommendation

Review and provide feedback on recommended changes to Section 1 of the Park City Fee Schedule based on the results of an independent cost-of-service analysis for Building, Planning, and Engineering fees.

Background

Park City charges Building, Planning, and Engineering (BPE) fees to recover a portion of the costs associated with reviewing development proposals, issuing permits, and conducting inspections. Per Utah Code § 63J-1-504, municipalities have the authority to recover actual costs for administrative services. Fees need to be reasonable and follow the required processes (cost formulas, public hearings, and legislative review). The City's last comprehensive cost-of-service study for BPE fees was completed in 2010, with phased implementation of updated fees through Fiscal Year 2013. While that study calculated full cost estimates for various services, many fees were adopted at levels below full cost recovery to reflect prevailing policy priorities.

Since that time, incremental fee adjustments have been made to account for specific code revisions or operational updates. For example, the Building Permit Fee was updated as recently as FY23. Meanwhile, the cost of delivering services has increased substantially due to inflation, rising personnel expenses, and increased demand for development-related services. Construction activity and property valuations have also grown significantly over the past five years.

In response to these changing conditions, the City retained Eight20 Consulting (dba TeamZac) in January 2025 to conduct an updated, independent cost-of-service analysis. The study, completed in July 2025, provides revised cost estimates and policy considerations tailored to Park City's unique service environment. The goal of this effort is to align BPE fees more closely with actual service costs, promote equity, enhance cost recovery, and support sustainable service delivery.

Analysis

Using detailed cost and time data, TeamZac developed a series of recommended fee adjustments that reflect the current cost of service delivery and aim to achieve full cost recovery wherever feasible. To provide context and validation, the proposed fees were benchmarked against five jurisdictions—Aspen, Boulder, Salt Lake City, Summit County, and Wasatch County. Although fee structures across these jurisdictions vary significantly in methodology and are not always directly comparable, the proposed

updates for Park City are generally consistent with peer communities and tailored to the City's specific service needs.

The study identifies significant changes across many fee types to better align revenue with the actual cost of delivering City services. While many Planning Department fees are proposed to increase, other fees—most notably the Building Permit Fee—are recommended for reduction.

The full fee study, included as Exhibit A, outlines the methodology used to evaluate each service, the rationale behind recommended updates, and the financial implications of proposed changes. Additional details can be found in the study's appendices, including:

- **Appendix 1 – Park City Fee Summary:** Compares current and proposed fees and cost recovery targets, with supporting notes;
- **Appendix 2 – Overview of Fee Type Changes:** Identifies removed and new fees and methodology updates by department;
- **Appendix 3 – Revenue Change Analysis:** Projects revenue impacts from proposed fee changes and phased implementation;
- **Appendix 4 – FY 2010 to FY 2025 Budget Comparison:** Tracks departmental budget growth from FY 2010 to FY 2025 to support fee adjustments;
- **Appendix 5 – 2010 Fee Study Comparison:** Highlights changes in staff time and unit volumes since 2010 to refine cost recovery estimates; and
- **Appendix 6 – Alternative 3-year Phasing for Planning Fees:** Outlines phased planning fee adjustments through FY 2028 with projected recovery percentages.

Planning Department Fee Recommendations

The Planning Department is responsible for implementing Park City's General Plan, reviewing development proposals under the Land Management Code, and serving as a resource for land use matters within the community. Typical fee categories include Historic District Design Reviews, Conditional Use Permits, Plat Amendments, Land Management Code Amendments, and Sign Permits.

Since the last cost-of-service study in 2010, the Planning Department's budget has more than doubled due to inflation and rising service demand—even as processing efficiency has improved. Many current fees were adopted initially below full cost recovery to reflect policy decisions at that time. As a result, planning fees have not kept pace with the time and resources actually required to review applications.

To address these funding gaps, the fee study proposes a series of adjustments aimed at recovering the full cost of service wherever feasible. These recommended changes are intended to support long-term fiscal sustainability and reduce reliance on General Fund subsidies. While Council may ultimately adopt fees below the 100% recovery level, any difference would be borne by the City's General Fund and, in effect, the broader taxpayer base. Achieving full cost recovery ensures that those who use

Planning services are paying for them directly. Generally, the City has maintained the principle that "development should pay for development," meaning that the costs associated with new growth—such as infrastructure improvements, administrative processing, permitting, and inspections—should be borne directly by the developers initiating the projects. This approach ensures that existing taxpayers are not required to subsidize costs arising from new developments, promoting fairness, fiscal responsibility, and transparency in municipal finance.

To ensure the Planning Department fully recovers staff and administrative costs, most fee recommendations are set to 100% cost recovery, while select fees (such as historic district design review and appeals) would remain below full cost recovery to acknowledge their broad public benefit and reduce financial barriers to applicants.

The following summary outlines the recommended updates to Planning Department fees; a complete schedule is available on pages 8-15 of Exhibit A:

- **Subdivision Plat & Condominium Plat Fees:** Proposed phased increases for Plat Amendments and Simple Boundary Adjustments (formerly called Lot Line Adjustments) aim to achieve full cost recovery by FY 2028.
- **Master Planned Developments (MPDs):** A revised structure would cover the first 18 months of review, with a new extension fee at 50% of the original rate applied to longer review periods. This change allows for a reduced initial fee while still achieving full cost recovery.
- **Conditional Use Permits (CUPs):** Updated fees are recommended for full cost recovery despite reduced average staff time; a 50% extension fee is proposed for reviews exceeding 12 months.
- **Zoning Map Amendments:** This application type has been renamed from “Zoning Changes” to better reflect its scope, with an updated fee proposed to match service costs.
- **Board of Adjustment – Variance:** A fee increase is suggested to reach full cost recovery, as the current rate covers less than half of associated expenses.
- **Historic District Design Review:** Pre-application services would remain free to preserve accessibility. In recognition of the public benefit of historic preservation, the fee for Historic Design Review (no increase in existing area) is recommended to start at 25% cost recovery, gradually rising to 50% by FY 2028.
- **Land Management Code Review:** Due to the extensive staff time required for these rare applications, a fee adjustment is proposed to reflect the true cost of service.
- **Minor General Plan Amendments:** A substantial increase is recommended to account for both Planning and GIS staff time required to process these less frequent applications.
- **Sign Reviews:** Recommended fee increases are modest and designed to achieve full cost recovery while being relatively straightforward to implement.
- **Annexation:** A significant fee adjustment is proposed for standard annexation applications to account for extensive staff time. Small fee reductions are recommended for related annexation services based on updated analyses.

- **Appeals:** No change is recommended; fees would remain at $500 to reduce financial barriers, even though actual service costs exceed $2,700.
- **Transfer of Development Rights:** Proposed updates would divide the fee into three tiers based on project size, helping ensure smaller permits remain affordable.
- **Mailings:** A slight fee increase—from $1.00 to $1.13—is recommended to match current postage costs.
- **Other Plan Review (New Fee):** A proposed $126/hour fee would apply to plan reviews not covered by a designated category.
- **Fees to be Removed:** Architectural and Design Review fees are recommended for removal from the fee schedule, as they no longer apply to active application types.
- **Other Fees:** After review, no changes are recommended for fees related to application withdrawal, reactivation, legal services, or bicycle parking in-lieu.

Additional Planning Department Fee Recommendations
At the department's request, TeamZac evaluated the cost of service for a new fee type, *Applicant-Requested Continuation of Public Meeting*, for cases where an applicant requests a continuation with the Planning Commission after the meeting agenda is published. After receiving input from the Planning Commission, we are not recommending that this fee be implemented.

We also recommend adding a planning fee for Determination of Nonconforming Use/Noncomplying Structure to the fee schedule. This fee was initially approved by the City Council in 2011 (Resolution No. 30-11) and is currently being charged, but an administrative oversight prevented its inclusion in the official schedule. By updating the fee schedule to reflect the Council's 2011 action, we correct that omission, aligning our published fees with adopted policy.

Building Department Fee Recommendations

The Building Department is responsible for a range of inspection and permit services that support Park City's built environment and public safety. Services include building permit reviews and inspections, Wildland Urban Interface evaluations, community code compliance, fire safety inspections, and inspections for business and nightly rental licenses.

Building Permit and Plan Check fees account for the majority of the Building Department's fee activity. The Building Permit Fee covers inspections following permit issuance and is calculated using the International Code Council (ICC) methodology, which applies a percentage multiplier to the project's construction value. The Plan Check Fee covers staff time spent evaluating construction plans prior to approval and is calculated as a percentage of the permit fee.

Following analysis of three years of historical permit data and budget allocations associated with inspection services, the study recommends reducing the permit fee

multiplier from the current 1.05% to 0.61%. Additionally, an increase in the minimum permit fee from $50 to $83 is recommended to ensure recovery of at least one hour of staff time.

The proposed reduction in the Building Permit Fee multiplier reflects a shifting balance between departmental operating costs and ongoing increases in local construction valuations. Although the multiplier was raised from 1.00% to 1.05% in FY 2023 to offset rising expenses, recent analysis indicates that departmental costs have stabilized while construction valuations have continued to climb. As a result, a lower multiplier is sufficient to generate the revenue needed to cover the department's permitting costs. Additionally, improved efficiencies in permit processing, including streamlined procedures and enhanced technological resources, have reduced the actual costs associated with administering permits. Regular adjustment of the multiplier also maintains compliance with regulatory guidelines and reinforces the City's commitment to fiscal responsibility, transparency, and public accountability.

While the study also calculated the current cost of service for the Plan Check Fee, Utah Code § 10-9a-510 imposes a cap of 65% of the associated building permit fee. Although Park City's cost analysis supports a higher percentage, the City must comply with this statutory cap—resulting in a cost-recovery shortfall for plan review services.

Full details of recommended Building Department fee changes—including building permit and plan check updates—can be found on pages 16-21 of Exhibit A. The following summary highlights other proposed adjustments intended to align fees with the true cost of service delivery:

- **Sub-Permit Fees**: Mechanical, Electrical, Plumbing, Grading, and Demolition sub-permits currently fall short of cost recovery. To address this gap, the study recommends replacing the current valuation-based model with a 1.32% fee multiplier, ensuring revenue aligns with departmental expenditures.
- **International Fire Code Inspection Fees:** All fire-related inspection fees were recalculated based on a fully burdened hourly rate of $77. Five outdated fees are recommended for removal, while four others are restructured into flat rates to streamline billing and improve clarity.
- **Soil Sample Fee:** A fee of $203 is proposed to reflect the full cost of service, covering the $100 lab test and approximately 1.25 hours of staff time at $83/hour.
- **Flatwork Permits:** Because these permits consistently require one hour of review time regardless of project valuation, a flat fee of $83 is recommended in place of the existing percentage-based structure.
- **Other Building Department Fees:** Fee adjustments are recommended for supplemental inspection services—such as after-hours and re-inspections—based on updated hourly and overtime rates.

Engineering Department Fee Recommendations

The Engineering Department is responsible for coordinating, reviewing, and approving all privately funded public improvements initiated by the development community—providing oversight from initial design through final construction. To ensure that related fees accurately reflect the cost of service, the study evaluated the department's budget and staff time allocations, resulting in a recommended update to the fee structure.

Certain Engineering fees—such as those for Small Wireless Facility (SWF) applications, occupancy of rights-of-way for SWFs, and collocation on City-owned poles—are governed by Utah Code § 54-21-502 through § 54-21-504. These fees remain unchanged as they are governed by state regulation. However, all other fees were recalculated using the department's updated fully burdened hourly rate of $110 to help achieve full cost recovery. The following updates are recommended for Council consideration:

- **Construction Inspection Fees:** Deposit rates for public (6%) and private (4%) street projects remain unchanged. Hourly rates for additional inspection services and re-inspections are recommended to increase from $90 to $110 to reflect current staffing costs.
- **Public Right-of-Way (ROW) Permit – Application Fee:** Recommended increase from $200 to $220 to ensure full reimbursement for staff time and associated overhead.
- **Road Closure Permit:** To better reflect the actual cost of providing this service, the fee is recommended to increase from $100 to $220.
- **Encroachment Agreement Application:** In alignment with prior Council guidance, a new fee of $110 is proposed to recover one hour of staff time for this common permit type, which was previously absent from the schedule.

Next Steps

Following direction from the City Council, we will return with any proposed adjustments and hold a properly noticed public hearing. The Building, Planning, and Engineering Departments will continue to collaborate with the Community Engagement team to communicate the proposed fee changes to the public.

To maintain the accuracy, equity, and transparency of Park City's fees moving forward, the study recommends the following long-term practices:

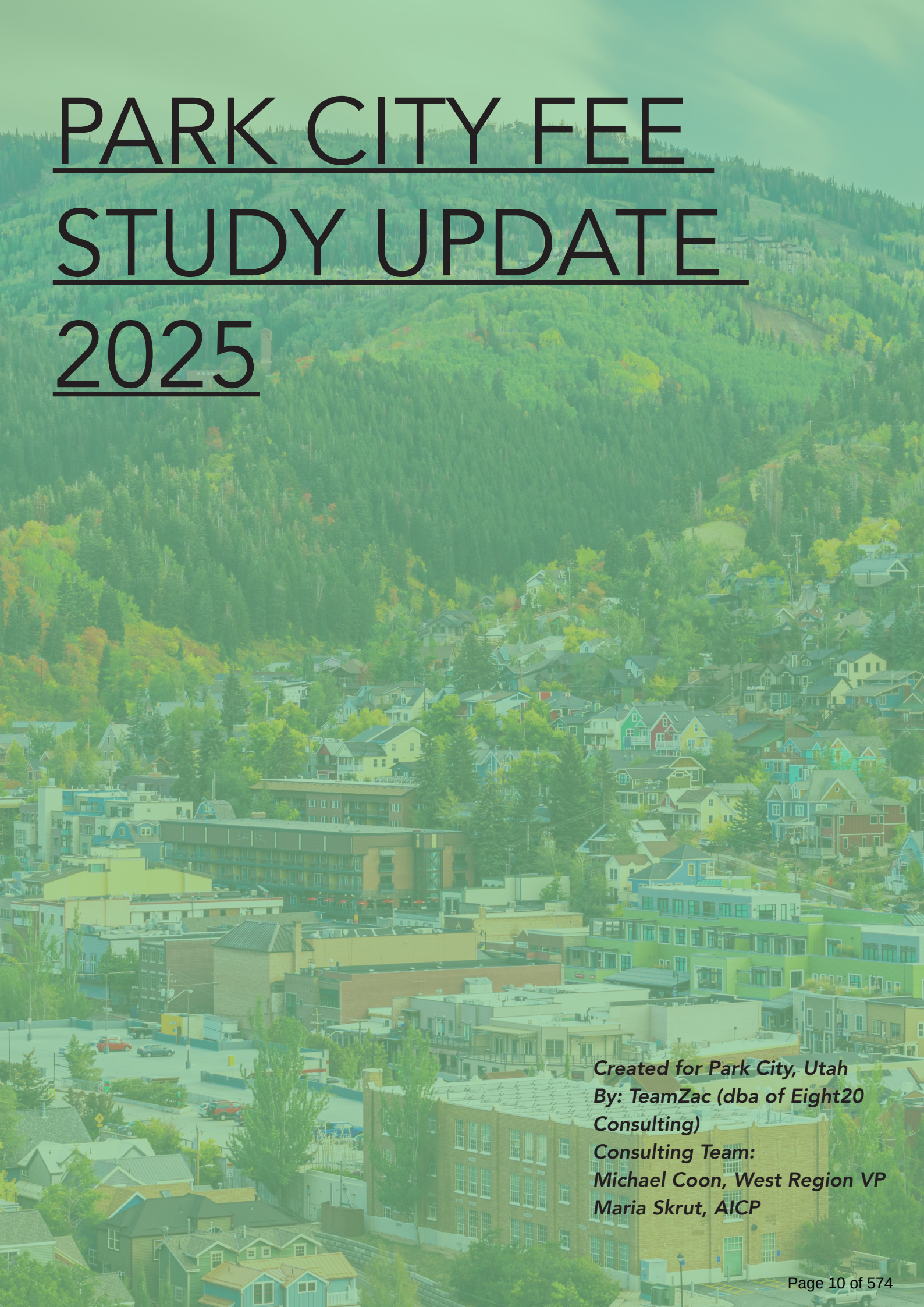
- Conduct regular fee schedule reviews to ensure alignment with service delivery costs, policy goals, and peer benchmarks;
- Apply inflationary adjustments in off-cycle years to most fees (excluding building permit multipliers), using an index or budget factor to avoid double-counting inflation in project valuations; and

- Maintain transparent documentation—including time estimates, cost assumptions, and methodology—to ensure fee updates remain accountable, consistent, and defensible over time.

Exhibits

- Exhibit A – Park City Fee Study Update 2025

PARK CITY FEE STUDY UPDATE 2025



Created for Park City, Utah
By: TeamZac (dba of Eight20 Consulting)
Consulting Team:
Michael Coon, West Region VP
Maria Skrut, AICP

TeamZac was founded in 2011 by co-founders Patrick Lawler and Chad Janicek. Both MPAs and local government managers, they saw a need for innovative approaches to the field of city management.

In 2013, they launched their first service: a web-based sales tax analytics platform called ZacTax. Over the years, ZacTax has evolved into a robust and powerful platform, which now includes property tax analytics, fiscal health analysis of development patterns, and economic development scoring. It remains TeamZac's flagship service, and is used by more than 270 cities and local governments across Texas, California, and Colorado.

TeamZac has also evolved in that time, growing into a multifaceted consultancy. We have expanded both our range of services as well as our range of expertise. With a team of seven full-time employees, we now provide financial management, fiscal analysis and forecasting, economic development consulting, city planning support, and management consulting.

Our team is comprised of professional managers with years of local government experience. We have held a variety of positions in cities from 1,000 to 1,000,000 in population. In short, we know what it's like to be in your shoes.

Our commitment goes beyond compliance and growth. We care about the long-term health of the communities we serve, which means we do things like provide mentoring, listen to your community, share best practices, and look for innovate approaches to finding the solutions that your community needs.

For over a decade, TeamZac has been dedicated to providing innovative tools and solutions to help local governments make better decisions.

Our expertise and technology empower local governments to make more informed strategic decisions. To date, TeamZac has collaborated with 270 local governments, with the goal of empowering local government professionals to navigate complex landscapes and drive positive economic outcomes for their communities.

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This section is to guide City Staff after approval to stay up to date on updates and refinements to the adopted fees

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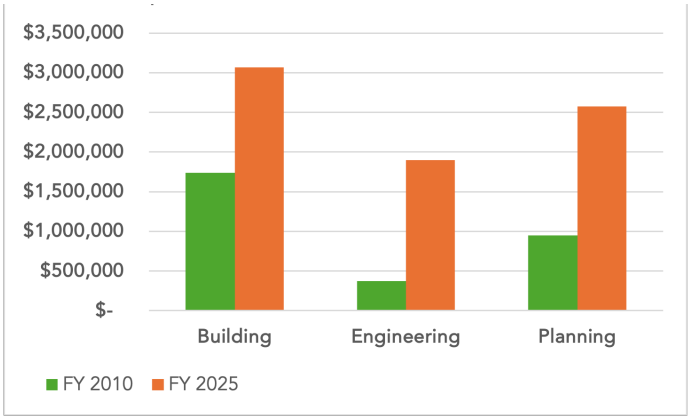
FEE STUDY INTRODUCTION

INTRODUCTION

The Planning, Building, and Engineering Department Fee Study Update reviews and adjusts fees to better reflect the true cost of services. The goal is to ensure equity, improve cost recovery, and support efficient service delivery.

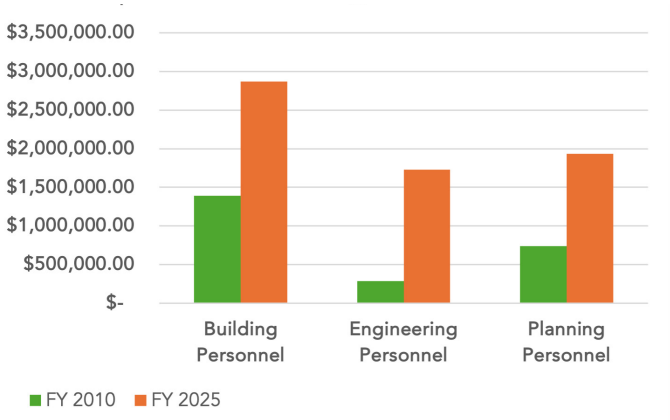
In January 2025, Park City engaged TeamZac to conduct an update to its fee study. The City's most recent comprehensive fee study update and cost of service analysis was completed in 2010, with individual updates and adjustments made periodically since then. Given the 15-year gap, TeamZac was tasked with collecting current operational data to perform a full cost-of-service analysis, reflecting present-day staff time and service delivery expenses. The graph below illustrates a comparison of operational costs in 2010 versus projected costs in 2025, highlighting the need for updated fees aligned with today's realities.

CHART 1: DEPARTMENT BUDGET COMPARISON 2010 VS 2025



As shown in Chart 1, departmental budgets have increased significantly since 2010. The Building Department's budget has grown by 76%, the Engineering Department by 412%, and the Planning Department by 173%. These figures reflect total departmental budgets, including all personnel and overhead costs. Chart 2, below, isolates the change in personnel costs from 2010 to 2025, offering a clearer view of the impact of staffing and labor-related expenses on the overall budget growth.

CHART 2: DEPARTMENT PERSONNEL BUDGET COMPARISON 2010 VS 2025



As shown in Chart 2, personnel costs have changed significantly between 2010 and 2025. To accurately assess current cost recovery needs, our team collected and analyzed staffing and budget data from each department. We conducted a comprehensive review of all existing fees, evaluating both their continued relevance and the staff time required to administer each service. Through a series of meetings with

Building, Planning, and Engineering (BPE) staff, it became evident that the current fee structure does not consistently reflect the current cost of services. As a result, some fees now need to be adjusted down, while others need to be increased to reflect the current 2025 cost of services.

To estimate the cost of services, TeamZac distributed surveys to each BPE department. These surveys listed all current fees and asked staff to estimate the average time they spend processing each permit type. This process also helped identify instances where staff from one department contribute time to permit types primarily managed by another department. In addition to allocating staff time from the BPE departments, when appropriate, staff time was also allocated for employees from the City Attorney's Office, Geographic Information Systems (GIS) Program, and the Budget, Debt, & Grants Department.

The Building Department was treated somewhat differently due to the nature of its cost structure; instead of time estimates, we used the percentage of the department's budget allocated to each project type. All results were reviewed and validated with the BPE department directors to ensure accuracy and remove outliers that could distort the data.

To calculate service costs, the average staff time spent processing each application type was multiplied by a fully-burdened-hourly rate. Notably, this rate study uses an updated methodology for calculating the fully-burdened-hourly. Previously the fully-burdened-hourly rate was calculated by multiplying the hourly rate of an employee by an indirect cost multiplier of 28.3%. In this study the fully-burdened-hourly rate is calculated by dividing the budget for the applicable programs within each department by the estimated working hours for staff within those programs. The updated methodology for calculating the fully-burdened-hourly rates aims to account for all aspects of processing BPE permit applications by allowing for the recovery of costs associated with vehicles, software, equipment, etc.

It's important to note that state regulations impose certain limitations on municipal fee structures in Utah. For example, Utah Code § 10-9a-510 prohibits municipalities from imposing development related fees that exceed the reasonable cost of processing an application. This section of state code also limits Plan Check Fees to 65% of the associated building permit fee. Several fees within the Engineering Department are also subject to limits by state law and were evaluated accordingly.

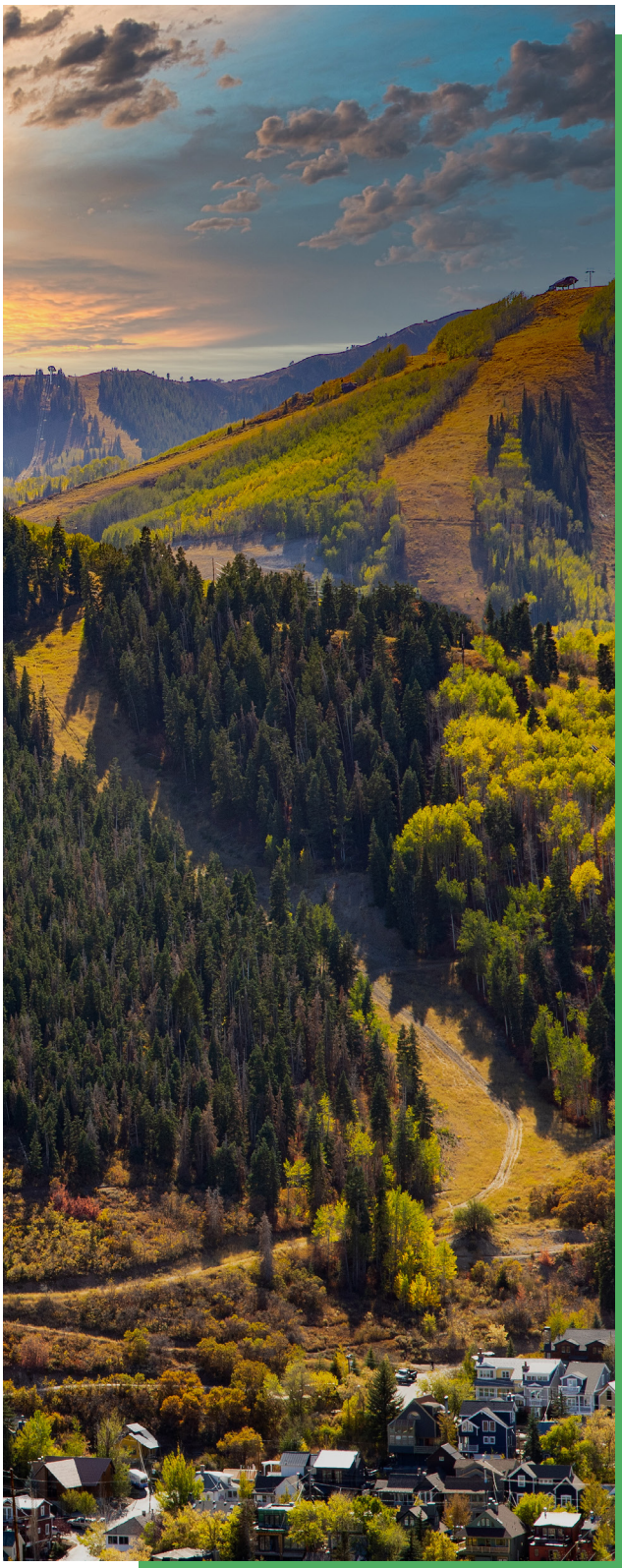
With the extensive data collected, TeamZac has developed a set of recommended fee adjustments that help reflect the current cost of services across the BPE departments. In general, the recommendations found within this study look to achieve a full cost recovery—or as close to 100% as possible—to support the long-term fiscal sustainability of Park City.

Since 2010, Park City has undergone multiple levels of changes, the level of staffing has gone up, streamlining processes have been implemented, and salaries have increased. Due to changes like these and other changes within the community and local economy, it is considered a best practice to update the fees for the BPE departments on a regular basis. In this study, some recommended fee increases are significant, but this can be largely attributed to the 15-year gap since the last study. To help ease the transition and minimize potential impacts on the community, we have included an alternative phasing strategy for planning fees that is included in Appendix 3.

In addition to conducting a cost-of service analysis, TeamZac reviewed and compared Park City's recommended fees with the adopted fee schedules

of five peer jurisdictions identified by Park City staff: Aspen, Colorado; Boulder, Colorado; Summit County, Utah; Wasatch County, Utah; and Salt Lake City, Utah. Each jurisdiction operates within a unique context, so directly matching every fee methodology is not the goal. However, examining how other jurisdictions structure and apply their fees provides valuable perspective.

While some of the comparison fees use methodologies similar to Park City's, most of the comparison fee structures are not directly comparable. Any recommended changes in methodology are based on Park City's specific service needs rather than modeled after practices in other cities. For the fees that could be reasonably compared, Park City's proposed fee updates are generally consistent with those of its peers.



1.1.0 PLANNING DEPARTMENT

During the assessment of current planning fees, including a review of staff time spent on each permit type and an analysis of the cost of services, it was discovered that most of the existing fees are not sufficient to recover current service costs. Referring to Chart 1 and 2 above, the Planning Department has seen an increase of 173% for their overall budget and an increase of 161% in the personnel budget since 2010.

The current planning fees have not generated adequate revenue to cover the time and resources spent on each application. In calculating the updated fees, it became evident that some would represent significant increases. To avoid placing a sudden financial burden on applicants and the broader community, TeamZac currently recommends a phased-in approach for three of the planning fees. Two of these fees are the most common applications and are referenced in section 1.1.1. The third fee referenced in section 1.1.2 is included in the phasing approach to encourage participation in the City's historic preservation program. Alternatively, there is an option to phase in all the proposed increased to planning fees, this phased plan can be found in Appendix 6 and the revenue impacts of this alternative approach are referenced in Appendix 3.

1.1.1 PLAT/SUBDIVISION FEES

Within this section, there are two fees recommended for phased implementation with full cost recovery by Fiscal Year 2028. The fees are Plat Amendments and Lot Line Adjustment.

The first major fee recommended for phasing is the Plat Amendment fee. Plat Amendments are among the most frequently processed application types by the Planning Department and are expected to have the most noticeable impact on applicants. The current fee is $900 per application. The 2010 fee study recommended that this fee be increased to $1,194 for full cost recovery, but a partial increase to $900 was implemented—reflecting 75% cost recovery. At the time, staff estimated that 23.9 hours were spent per application. In the current study, due to efficiencies and streamlined processes implemented within the department, the average staff time has decreased to 19.8 hours per application.

Despite the reduction in hours, the recommended fee is about 17% higher than the 2010 recommendation due to increases in personnel and overhead costs over the past 15 years. TeamZac recommends adopting a fee of $1,400, which achieves a 58% cost recovery and aligns with Summit County's current fee for similar services. The fee would then be phased in over the next two years to achieve full cost recovery by FY 2028.

The second major fee recommended for phased implementation is the Lot Line Adjustment[1] – Administrative Fee. The current fee is $300 per application. In 2010, it was estimated that these applications required 15.3 hours of staff time. The current study estimates an average of 13.3 hours per application. The 2010 study suggested a fee of $981 for full cost recovery; however, a 31% cost recovery rate was implemented, resulting in the current $300 fee. To reduce the impact on applicants, TeamZac recommends increasing the fee to $800, which achieves a 50% cost recovery and aligns with Summit

1 In 2025, the Utah Legislature enacted S.B. 104, replacing the term "lot line adjustment" with "simple boundary adjustment" in state law. While this fee study refers to lot line adjustments, this terminology reflects the regulations in place at the time of the study's completion. Park City's Land Management Code has since been updated to incorporate the state's new definitions, and the fee name will be revised to "simple boundary adjustment" upon adoption of the new fee schedule to ensure consistency with current law.

County's current fee for similar services. The fee would then be phased in over the next two years to achieve full cost recovery by FY 2028.

These two fees are among the highest in terms of cost recovery due to the critical time spent on each application.

Table 1: Plat/Subdivision Fee Phased Recommendation

Plat/ Subdivision	Current Fee	2010 Proposed Fee	Recommended Fee	Cost Recovery
Plat Amendment*	$900	$1,194	$1,400	58%
Subdivision	$290 Per lot/ parcel	$218 Per lot/ parcel	$485 Per lot/ parcel	100%
Lot Line Adjustment – Administrative*	$300	$981	$800	46%
Extension of Approval	$330	$680	$960	100%
Condominium/Timeshare Conversion	$450 Per unit	$42 Per unit	$457 Per unit	100%
Condominium Plat	$450 Per unit	$525 Per unit	$685 Per unit	100%
Amendment to Condominium Plat	$100 Per unit	$47 Per unit	$685 Per unit	100%
Extension of Approval	$330	$680	$960	100%

**Reference Appendix 1 for phased recommendations*

1.1.2 MASTER PLANNED DEVELOPMENT (MPD) PROCESS

Master Planned Developments (MPDs) are large-scale projects. Due to the extended timelines and varying staff involvement, establishing a single, upfront fee that accurately reflects the full cost of services can be challenging. After analyzing staff time spent across all phases of the MPD process, it was determined that the current fee structure should only cover the first 18 months following the initial submittal. If the project review extends beyond this 18-month period, and is not on an officially approved hold, an "Extension of Review Period" fee would be applied. This extension fee would require the applicant to pay an additional 50% of the original project fee to continue the review for another 18 months.

The implementation of this extension fee has allowed TeamZac to recommend a slight reduction in the initial MPD and Pre-MPD fee while still achieving full cost recovery. The Pre-MPD includes one formal staff review and Planning Commission work session. If the applicant files for a formal MPD,the $594 fee will apply towards the MPD application fee.

Please refer to the table two for the recommended fee schedule for the Master Planned Development (MPD) process.

Table 2: Master Planned Development (MPD) Process Fee Recommendation

MPD Process Fee	Current Fee	2010 Proposed Fee	Recommended Fee	Cost Recovery
Pre-Master Planned Development	$1,200/ application	N/A	$594/application	100%
Master Planned Development	$560/ unit equivalent	$103/ unit equivalent	$437/ unit equivalent	100%
Affordable Master Planned Development	$560/ unit equivalent	Didn't exist	$437/ unit equivalent	100%
Modification to an MPD	$330/ unit equivalent	$680/ unit equivalent	$100/ unit equivalent	100%
Extension of Review Period	New, per application	Didn't exist	50% of Original Fee	100%

1.1.3 CONDITIONAL USE PERMIT (CUP)

TeamZac recommends adopting the full cost recovery for all the CUP fees. The average staff time spent on these application types has decreased since the 2010 fee study, but the overall cost of services, including personnel and departmental overhead, has significantly increased. This has created a substantial gap between the current fees and the actual cost of service.

An "Extension of Review Period" fee is also recommended for CUPs. After analyzing staff time for CUP applications, it was determined that the current fee structure should only cover the first 12 months following the initial submittal. If the project review extends beyond this 12-month period, and is not on an officially approved hold, an "Extension of Review Period" fee would be applied. This extension fee would require the applicant to pay an additional 50% of the original project fee to continue the review for another 12 months.

Please refer to table three for the recommended fee amounts and the proposed schedule to reach full cost recovery.

Table 3: Conditional Use Permit Phased Recommendation

Conditional Use Permit	Current Fee	2010 Proposed Fee	Recommended Fee	Cost Recovery
Planning Commission Review	$1,140	$1,753	$2,421	100%
Steep Slope Review	$1,330	$2,426	$2,078	100%
Administrative Staff Review	$330	$462	$1,621	100%
Extension or Modification	$330	$680	$1,520	100%
Extension of Review Period	New	N/A	50% of Original Fee	100%

1.1.4 ZONING MAP AMENDMENTS

In addition to recommending a fee increase, the name of this fee is recommended to change from Zoning Changes to Zoning Map Amendments. The new recommended name reflects the type of project better than the previous name. Zoning Map Amendments are not a common application type; however, when submitted, they require a significant amount of staff time, estimated at 27 hours per application. The current fee covers the full cost of services based on 2010 service costs. However, due to increased personnel salaries and departmental overhead over the past 15 years, a disparity has emerged between the fee and the actual service cost. To align with current cost recovery objectives, it is recommended that the fee be adjusted to $3,075 per application.

1.1.5 BOARD OF ADJUSTMENT – VARIANCE

The current fee for a Board of Adjustment Variance application is $940. While the hourly rate to provide

these services has increased, the average staff time to conduct these services has decreased for each of these applications. In 2010 the average time spent on these applications was 30.8 hours; in the current study those hours have dropped to 15.2. The 2010 fee study recommended a fee of $1,937; however, the adopted fee was $940, achieving 49% cost recovery. Based on updated calculations reflecting current personnel and overhead costs, the recommended fee to achieve full cost recovery is $1,894 per application.

1.1.6 ARCHITECTURAL AND DESIGN REVIEW

During meetings with the Planning Department, it was determined that this entire section should be removed from the fee schedule, as it no longer applies to any current application type. Reference Appendix 2 for a full list of fees being removed.

1.1.7 HISTORIC REVIEW

Historic preservation plays a vital role in maintaining cultural heritage and fostering a strong community identity. While some fees related to historic preservation are recommended for increases, it is important to emphasize that the initial administrative costs for these projects remain free for applicants. Fees are only applied to specific processes such as design review, determinations of significance, and certifications.

To acknowledge the broad public benefit of historic preservation, the fee for "Historic Design Review (no increase in existing area)" is recommended to begin at only 25% cost recovery in the first year, with a phased approach to reach 50% cost recovery by Fiscal Year 2028.

The remaining three historic preservation fees require significant staff time—averaging 15 hours per application. Therefore, full cost recovery is recommended for these fees. However, applicants may be eligible for grant programs provided by the City, which are intended to help offset these costs and support the continued investment in historic preservation.

Table 4: Historic Review Recommendation

Historic Review	Current Fee	2010 Proposed Fee	Recommended Fee	Cost Recovery
Historic Design Review (no increase in existing area)*	$210	$259	$497	25%
Historic Design Review (increase in existing area)	$1,030	$1,360	$2,493	100%
Determination of Significance	$350	$1,149	$1,968	100%
Certificate of Appropriateness for Demolition	$300	$36	$1,989	100%

**Reference Appendix 1 for phased recommendations*

1.1.8 LAND MANAGEMENT CODE REVIEW

Land Management Code Review is not a common application type; however, when submitted, they require a significant amount of staff time—estimated at 24 hours per application. While the current fee of $2,000 provided full cost recovery based on 2010 service costs, the increase in personnel salaries and departmental overhead over the past 15 years has created a gap between the fee and the actual cost of service. To align with current cost recovery goals, it is recommended that the fee be adjusted to $3,039 per application.

1.1.9 MINOR GENERAL PLAN AMENDMENT

Minor General Plan Amendment applications are not a common application; however, when submitted, they require a significant amount of staff time—estimated at 32 hours per application not only from the Planning Department but also from the City's GIS staff. The current fee of $2,000 does not provide full cost recovery. In 2010, this fee was not included in the study and was not updated. The increase in personnel salaries and departmental overhead since 2010 has created a gap between the fee and the actual cost of service. To align with current cost recovery goals, it is recommended that the fee be adjusted to $4,015 per application.

1.1.10 SIGN REVIEW

Full cost recovery is recommended for sign review applications. In 2010, the adopted fees did not reflect the estimated full cost recovery. As a result, current fees are below actual service costs. Unlike other sections, the proposed fee increases in this section are not as substantial, making full implementation more feasible. This approach supports fiscal sustainability and aligns fees with the full cost of services.

Table 5: Sign Review Recommendation

Sign Review (plus 1% state tax on all fees)	Current Fee	2010 Proposed Fee	Recommended Fee	Cost Recovery
Master Sign Plan Review	$320	$548	$567	100%
Amendment to Master Sign Plan	$120	$184	$483	100%
Individual sign permit	$120	$228	$357	100%
Sign permit under master sign plan	$130	$228	$378	100%
Temporary Sign Permit	$60	$216	$221	100%

1.1.11 ANNEXATION

Annexation applications require a significant amount of staff time to process. For a standard annexation application, it is estimated that approximately 101 hours of staff time are needed to complete the review and approval process. Based on the current cost of service analysis, the existing fee does not adequately reflect the time and resources required for these applications. In the 2010 fee study, it was recommended that the Annexation Fee be increased to $8,316 to achieve full cost recovery; however, only 70% of that cost was adopted. Increases in personnel and overhead costs since 2010 have only increased the fee amount that would be needed to obtain full cost recovery. To close that gap and achieve full cost recovery, the recommended fee for a standard annexation application is a flat rate of $11,748. This is the only proposed increase among the three annexation-related fees. For the other two, based on updated staff time estimates and cost of service calculations, a slight decrease in fees is recommended. See the table below for the proposed fee schedule and phased implementation approach.

Table 6: Annexation Fee and Phased Recommendation

Annexation Applications	Current Fee	2010 Proposed Fee	Recommended Fee	Cost Recovery
Annexation	$5,850	$8,316	$11,748	100%
Annexation Fiscal Impact Analysis*	$1,550	Not Included	$1,010	100%
Modification to Annexation Agreement	$4,150	Not Included	$3,919	100%

**plus actual cost of City approved consultant*

1.1.12 APPEALS FEES

Currently, full cost recovery for the Appeals Fees can range as high as $2,709. In 2010, the highest fee for full cost recovery would have been $2,148. This study recommends that the appeal fees remain at $500. Full cost recovery is not recommended due to concerns that assessing a fee to recover all the costs could create an undue financial hardship for some individuals.

1.1.13 TRANSFER OF DEVELOPMENT RIGHTS

The Transfer of Development Rights Determination fee was implemented in 2011, following the 2010 fee study update. An increase is recommended for the three fees in this section to reflect the updated cost of services. To better align costs with the level of effort required, it is recommended that this fee be divided into three distinct categories rather than a single, one-size-fits-all charge. The fee for smaller projects (10 units or fewer) would be $126, while larger projects (11 units or more) would incur a fee of $630. Projects involving an MPD or Annexation would also incur a fee of $630. This approach ensures that smaller proposals bear only the minimal cost needed, while still achieving full cost recovery for larger, more time-intensive proposals.

Table 7: Transfer of Development Rights Recommendation

Transfer of Development Rights	Current Fee	2010 Proposed Fee	Recommended Fee	Cost Recovery
Development Credit Determination - 10 units or less	$100	N/A	$126	100%
Development Credit Determination - 11+ units	$100	N/A	$630	100%
Development Credit Determination - MPD or Annexation	$100	N/A	$630	100%

FEES RANGING FROM 1.1.14 THROUGH 1.1.17

The fees for Refund of Withdrawn Planning Applications, Reactivation, and Attorney or Other Professional Services were reviewed and analyzed; it is recommended for them to remain unchanged. The Mailing fee (1.1.17) was updated to reflect current USPS charges passed through to the City. This fee does not include any labor or other City-related costs.

NEW PLANNING FEES ADDED, 1.1.18-1.1.19

A new fee titled "Other Plan Review" (1.1.18) has been introduced to provide an hourly fee for any additional plan review services for which no other specific fee has been established. This fee is charged at a flat hourly rate of $126. This is a fully burdened hourly rate.

The second new fee is titled "Applicant-Requested

Continuation of Public Meeting" (1.1.19). This fee addresses situations in which an applicant, after their item has already been published on the agenda, requests a continuation to a future agenda. These requests often require substantial staff time to review revised materials and prepare updated documentation for the next public meeting. The proposed fee is a flat rate of $252 per occurrence, plus any necessary costs associated with the replication of public notices and mailings associated with the application in question. In the event of unforeseen circumstances, the fee may be waived by the Planning Director. After further conversations, due to concerns expressed by the Planning Commission, implementation of the 1.1.9 fee is not currently recommended.

PLANNING DEPARTMENT REVENUE SUMMARY

Based on the current fees and the average number of applications for the past 3 years, the current planning revenues average about $219,704 per year. If the recommended fees were to be adopted, the new revenue estimates would be $376,199, increasing the Planning Department's revenue by $156,495. Revenue implications for each update can be referenced in Appendix 3.

All Appendices referenced can be seen a the end of the report



1.2.0 BUILDING DEPARTMENT

1.2.2-3 BUILDING PERMIT AND PLAN CHECK

The Building Permit Fee in Park City is based on the total construction valuation of a project and is collected when the permit is issued. The Plan Check Fee, by contrast, is calculated as a percentage of the Building Permit Fee and is collected to cover the cost of staff time required for plan review and approval. While the Building Permit Fee supports inspection services following permit issuance, the Plan Check Fee reflects the effort involved in evaluating the proposed construction plans prior to approval.

Due to the wide variety of construction project types in Park City, it is difficult to estimate exact staff time spent on plan review and inspections. As a result, TeamZac used an alternative methodology to determine the current cost of services. Specifically, we relied on the Building Department's internal assessment of the budget allocated to both the Plan Check and Building Permit processes. In our calculations, we included both personnel costs and applicable overhead expenses, such as vehicle usage.

To determine the Building Permit Fee, we used the International Code Council (ICC) methodology that applies a permit fee multiplier—a percentage rate applied to the project's construction value. Working closely with City staff, we analyzed three years of historical permit data to calculate an average construction valuation. We then divided the portion of the department's budget related to inspections (i.e., Building Permit activities) by that three-year average to calculate the appropriate fee multiplier:

PERMIT FEE MULTIPLIER

$$\frac{\$1,515,630}{\$250,350,288} = .0061\ (0.61\%)$$

The previous fee multiplier, updated for FY 2023, was increased to 1.05% (or 0.0105) from 1% to account for inflation. Our analysis found that given the current costs to provide building permit services and the average annual building permit values that the multiplier needs to be decreased. The newly calculated multiplier of 0.61% represents a 42% reduction, aligning the fee with current costs of service. The minimum fee is also recommended to change from $50 to $83 to recover at least one hour of staff time.

Regarding the Plan Check Fee, we applied a similar methodology using the BPE departments' budgets for plan review services. All three departments—Planning, Building, and Engineering—contribute staff time to the plan check process. We calculated the Plan Check percentage by dividing the total related departmental budgets by the average construction valuation, and then by the Building Permit Fee:

PLAN CHECK FEE MULTIPLIER

$$\frac{\$1,043,308}{\$250,350,288} = .0042$$

Utah Code § 10-9a-510, however, imposes a cap on Plan Check Fees, limiting them to no more than 65% of the Building Permit Fee. Although our calculated percentage exceeded this threshold, the City is required to comply with the statutory cap. As such, the Plan Check Fee will remain at 65%, and it is important to acknowledge that the City will incur a cost-recovery shortfall due to this legal restriction.

Per the City's municipal code, for projects requiring a plan check at the time of building permit application, applicants are required to submit a plan check deposit. This deposit is credited toward the total Plan Check Fee if and when the permit is issued. However,

the deposit is non-refundable in cases where a permit is not issued, allowing the City to recover the costs associated with plan review services that occur prior to permit approval.

TeamZac reviewed the current deposit amounts and calculated hourly rates for staff across relevant departments. Based on this analysis, we determined that the existing deposit amounts—$500 for residential projects and $2,000 for commercial projects—are appropriate and sufficient to help offset the costs incurred when a project is withdrawn or does not proceed to permitting.

1.2.4-6,1.2.8,1.2.10 MECHANICAL, ELECTRICAL, PLUMBING, GRADING, AND DEMO PERMIT FEES (SUB-PERMITS)

Sub-permits are required for all Mechanical, Electrical, Plumbing, Grading, and Demolition inspections associated with new residential and commercial development, as well as remodels or improvements to existing structures. There are several methodologies for calculating sub-permit fees—such as by BTUs, square footage, amps, or number of fixtures—which add complexity and inconsistency to determining the actual cost of service.

In 2010, Park City adopted a valuation-based model for sub-permit fees, where fees decreased as project valuation increased. However, our team's review of revenue collected from sub-permits versus the portion of the Building Department's budget allocated to these services showed that sub-permit fees continue to fall short of full cost recovery.

To address this gap, TeamZac evaluated alternative methods for calculating sub-permit fees and recommends adopting a fee multiplier model, similar to the approach used for the main Building Permit Fee. This method more accurately identifies the revenue needed to recover the costs associated with sub-permit services and allows the City to better align fee revenue with actual departmental expenditures.

While the Building Permit Fee is recommended to be reduced, sub-permit fees are generating less revenue than the current estimated cost of services. As a result, switching to the multiplier method will help bring sub-permit fees into alignment with actual costs and will increase revenue from these permits accordingly.

In 2024, sub-permit revenue totaled $542,351, while the operating costs for these services amounted to $589,421, resulting in a deficit of $47,061. To determine the appropriate fee multiplier, our team divided the sub-permit operating budget by the average project valuation for sub-permits over the past three years:

SUB-PERMIT FEE MULTIPLIER

$$\frac{\$589{,}421}{\$44{,}635{,}476} = .0132\ (1.32\%)$$

TeamZac recommends that Park City adopt a 1.32% Sub-Permit Fee Multiplier to ensure full cost recovery for these services. We also recommend that this multiplier be reviewed and updated on a regular basis to account for changes in construction valuation and departmental operating costs.

1.2.7 INTERNATIONAL FIRE CODE ISSUANCE FEE

All Fire Code inspection fees were reviewed in collaboration with City staff and recalculated based on actual staff time and an established hourly rate.

During this review, five outdated or unnecessary fees were removed, and four fees were revised to adopt a flat-rate structure for simplicity and consistency.

Following internal review and research, City staff recommended that all remaining Fire Code inspection fees be assessed using a flat rate based on the average time spent on each inspection type. TeamZac supported this recommendation and calculated a fully-burdened-hourly rate of $77 for fire safety personnel, based on the department's current budget.

While all fees were adjusted to reflect updated operating costs since the 2010 fee study, the core methodology for calculating Fire Code inspection fees remains largely unchanged, with updates focused on improving transparency, consistency, and cost recovery.

Table 8: Fire Code Issuance Fee Recommendation

Fire Code Fee type	Current Fee	Recommended Fee (per application)
Aircraft Refueling Vehicles	$30	Removed
Open Burning	$50	$96
Candles and Open Flames in Assembly Area	$50	$174
Compressed Gas	$30	Removed
Explosives or Blasting Agents	$150	$77
Fireworks (Displays)	$150	$154
Firework (Sales)	$75	$77
Flammable Liquids	$15	Removed
Flammable or Combustible Liquid Tanks	$30	Removed
Hot Work (welding)	$15	$77
Liquefied Petroleum Gases (heaters and devices up to 5 units)	$55	$77
Liquefied Petroleum Gases (heaters and devices) each additional unit	$11	$77
Liquefied Petroleum Gases on an active construction site (125+ gal)	$130	$77
Places of Assembly	$50	$154
Vehicles (liquid or gas fueled) within a building	$130	$77
Others not listed	$15	$154
Tents	$0.20 per sqft	$154
Temporary Structures Build to Permanent Standards	$0.13 per sqft	Removed

1.2.9 SOIL SAMPLE FEE

The current Soil Sample Fee has only been recovering the direct cost of the lab testing and has not accounted for the staff time required to conduct and process the test. To determine a more accurate fee that reflects the full cost of service, TeamZac calculated a fully-burdened-hourly rate for the Building Department's inspection staff, which was determined to be $83 per hour. The soil sample testing itself costs the City $100, and the average time spent by staff on each test is approximately 1.25 hours. Using this information, the total cost of service for one soil sample was calculated as $203, which includes both the testing cost and the staff time required to complete the process. TeamZac recommends setting the Soil Sample Fee at $203 to ensure full cost recovery.

1.2.11 FLATWORK PERMIT FEE

Currently, Flatwork Permits are charged at 1% of the total project valuation. However, in discussions with Building Department staff, it was determined that this valuation-based structure does not accurately reflect the nature of these projects. Regardless of project size or cost, Flatwork Permits generally require the same level of staff time and effort. Based on input from staff, TeamZac was provided with the average time spent on Flatwork permit reviews, which is typically no more than one hour. Using the established fully-burdened-hourly rate for inspection staff of $83, our team recommends transitioning to a flat rate fee of $83 per permit. This update ensures the fee aligns with the actual staff time required and provides a more equitable and predictable structure for applicants.

Although using an hourly rate structure, the City should come back an update this flat rate fee as personnel salaries change.

1.2.12 OTHER INSPECTIONS AND FEES

Additional inspection fees apply when inspections beyond the standard scope are required, such as when a project fails an inspection or when inspections are requested outside of normal business hours. These fees are being updated solely to reflect the current fully-burdened-hourly rates and the City's overtime policy. Fees related to permit violations remain unchanged, as those penalties are tied to the permit fee for the specific project type. Since permit fees have been updated to reflect current costs, the associated violation penalties remain appropriately aligned.

Table 9: Other Inspections and Fees Recommendation

Other Inspections and Fees	Current Fee	Recommended Fee
Inspections outside normal business hours	$150 per hour	$124 per hour
Re-inspection fee	$150 per hour	$124 per hour
Additional inspection services	$75 per hour	$83 per hour
Starting work without a permit (first offense)	permit fee * 2	permit fee * 2
Continuing work without a permit (second offense)	permit fee * 4	permit fee * 4

You may notice that the hourly rate for Inspections Outside of Normal Business Hours and Re-Inspection Fees has decreased. This adjustment more accurately reflects the actual cost of service incurred for these types of inspections, based on staff's current fully-burdened-overtime rate. The updated rates ensure that fees are aligned with the full cost of providing these services, without overcharging applicants.

BUILDING DEPARTMENT REVENUE SUMMARY

Over the past three years, average annual revenue under the current fee structure has been $5,157,299. If the recommended fees are adopted, projected annual revenue would decrease to $3,406,337—a reduction of $1,750,962 for the Building Department. The updated fees reflect actual operational expenses, including contributions from Plan Check fees that support both Planning and Engineering operations. Revenue impacts associated with each fee adjustment can be found in Appendix 3.



All Appendices referenced can be seen a the end of the report

1.3.0 ENGINEERING DEPARTMENT

In discussions with the Engineering Department, it was noted that the majority of the department's individual fees are governed by Utah Code § 54-21-502, 54-21-503, and 54-21-504. These include fees for Small Wireless Facility (SWF) Applications, Occupancy of ROW for SWFs, and Collocation of SWFs on City-owned poles. As such, those fees were not adjusted. However, the remaining engineering fees were updated to reflect the actual cost of service, ensuring full cost recovery. To calculate these fees, TeamZac collaborated with staff to determine the department's current fully-burdened-hourly rate and estimate the staff time associated with each project type. The same methodology used across other departments—grounded in time and overall cost recovery—was then applied to the Engineering Department to maintain a consistent and equitable fee structure.

The current fully-burdened-hourly rate for engineering staff is $110 per hour. The following fees reflect this new rate.

1.3.1 CONSTRUCTION INSPECTION FEES

The current deposit rates for both public and private street projects are recommended to remain unchanged. These deposits are intended to cover the City's inspection costs associated with the project. In the event that the actual inspection costs are lower than the deposit amount, any unearned funds should be returned to the applicant. Conversely, if inspection costs exceed the initial deposit, the applicant will be billed for the difference. This approach ensures that the City is reimbursed for actual costs while maintaining fairness for applicants.

Table 10: Construction Inspection Fees Recommendation

Construction Inspection Fees	Current Fee	Recommended Fee
Public Streets	6% Estimated construction cost	6% Estimated construction cost
Private Streets	4% Estimated construction cost	4% Estimated construction cost
Additional Hourly Recoup Charge	$90 per hour	$110 per hour
Re-inspection charge	$90 per hour	$110 per hour

1.3.2 PUBLIC RIGHT-OF-WAY (ROW) PERMIT – APPLICATION FEE

The Public Right-of-Way (ROW) Permit fee is recommended for adjustment to reflect the updated hourly rate necessary for full cost recovery. The current fee of $200 falls short by approximately $20 and does not fully cover the cost of providing the service. To address this gap, the fee should be updated to $220, ensuring the City is adequately reimbursed for staff time and associated overhead.

1.3.6 ROAD CLOSURE PERMIT

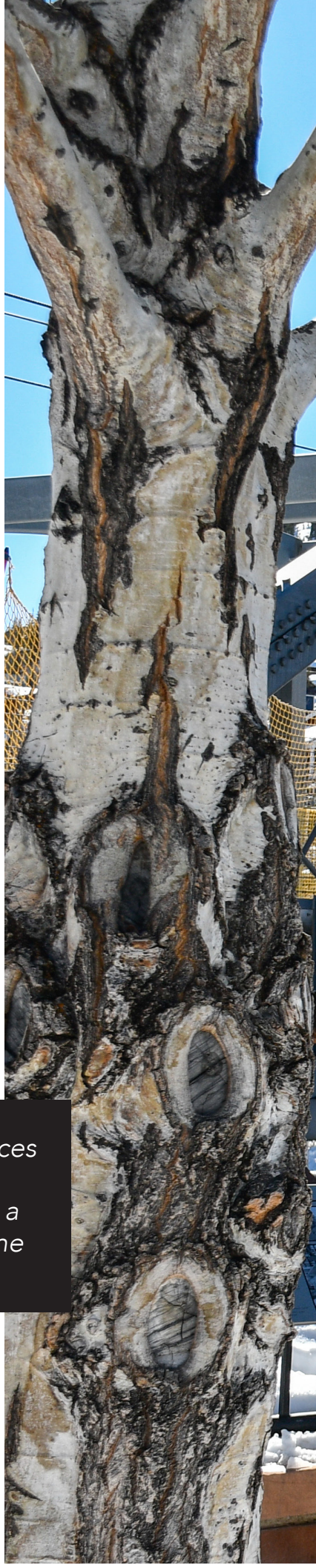
Road Closure Permit Fee is recommended for adjustment to reflect the updated hourly rate necessary for full cost recovery. The current fee of $100 falls short by approximately $120 and does not fully cover the cost of providing the service. To address this gap, the fee should be updated to $220, ensuring the City is adequately reimbursed for staff time and associated overhead.

1.3.7 ENCROACHMENT AGREEMENT APPLICATION

This is a newly added fee to the schedule. In discussions with engineering staff, it was noted that this permit type is common but was previously missing from the existing fee schedule. On average, these projects require approximately one hour of staff time. To ensure full cost recovery, the proposed fee reflects the estimated time and the department's fully-burdened-hourly rate, resulting in a recommended fee of $110 per application.

ENGINEERING DEPARTMENT REVENUE SUMMARY

Based on the current fees and the average number of applications for the past 3 years, the current engineering revenues average about $67,600 per year. If the recommended fees were to be adopted, the new revenue estimates would be $137,390, increasing the Engineering Department's revenue by $69,790. Revenue implications for each update can be referenced in Appendix 3.



All Appendices referenced can be seen a the end of the report


4FT
Park Ave.
8th Street





STUDY IMPLEMENTATION

Fee studies are fundamentally based on the cost of services. Keeping service cost data up to date is a best practice and enables City staff to evaluate the fee schedule regularly and recommend adjustments as needed. To ensure the City's fee schedule remains accurate, equitable, and reflective of actual service delivery costs, we recommend the following:

To ensure the City's fee schedule remains accurate, equitable, and reflective of actual service delivery costs the implementation recommendations should be followed.

1. Conduct a Full Fee Schedule Review Every Two Years

City staff should evaluate the full fee schedule biennially to assess whether current fees align with service costs, policy goals, and market comparability. Adjustments should be proposed when significant discrepancies are identified.

2. Apply Inflationary Adjustments in Off-Cycle Years

In off-cycle years, consider inflationary adjustments for all fees except the multipliers used for building fees. Since some building fees are calculated by applying a multiple to the estimated construction cost, applying an inflationary adjustment to the multiplier could result in the duplication of any inflationary factors already included in the construction cost estimate. For all other rates, it is recommended that they be adjusted as needed using a cost-of-living index or annual budget growth to account for inflationary changes.

3. Maintain Transparent Documentation

Supporting data—including time estimates, cost assumptions, and calculations—should be retained and updated with each review to ensure transparency, accountability, and defensibility.


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APPENDIX COLUMN DESCRIPTIONS

APPENDIX 1

- Fee Type: Name of the specific fee being evaluated.
- Current Fee: The fee amount currently charged.
- Current Unit: The unit used to apply the current fee (e.g., per hour, per square foot).
- Recommended Fee: The proposed fee based on cost-of-service analysis and feedback from City staff.
- Recommended Unit: The proposed unit for the recommended fee. Most remain unchanged; some vary if methodology has been updated.
- Recommended Cost Recovery: Target percentage of cost recovery. Most fees aim to recover 100% of costs, though a few are phased in over three years.
- Year 1 Fee: Recommended fee for the first year of a phased-in approach (where applicable).
- Year 1 Cost Recovery: Estimated cost recovery percentage for Year 1.
- Year 2 Fee: Recommended fee for the second year of the phased-in approach.
- Year 2 Cost Recovery: Estimated cost recovery percentage for Year 2.
- Year 3 Fee: Recommended fee for the third and final year of the phased-in approach.
- Year 3 Cost Recovery: Estimated cost recovery percentage in Year 3, typically reaching full recovery.
- Notes: Additional context or relevant considerations for the specific fee.

APPENDIX 2

- Removed Fee: Fee types recommended for removal due to redundancy, low usage, or misalignment with current practices.
- New Fees: Newly proposed fee types to address service needs or improve clarity.
- Methodology Modifications: Adjustments to fee types—approved by City staff—to better reflect departmental practices and simplify billing.
- Department: The City department responsible for administering the fee.
- Fee Category: The broader grouping under which the fee type falls.
- Fee Type: Name of the specific fee being evaluated.
- Fee Charge: Current amount charged.
- Notes: Additional context or relevant considerations for the specific fee.

APPENDIX 3

- Fee Type: Name of the specific fee being evaluated.
- 3-Year Avg. Revenue – Current Fee: Average annual revenue generated under the current fee, based on application volume over the past three years.
- 3-Year Avg. Revenue – Recommended Fee: Projected average three-year annual revenue if the recommended fee is adopted.
- Difference to Current (Recommended Fee): Projected change in revenue compared to the current fee (increase or decrease).
- 3-Year Avg. Revenue – Year 1 Phased Fees: Projected revenue for Year 1 of the phased-in approach.
- Difference to Current (Phased Year 1): Revenue change from current fee to Year 1 of the phased fee.

APPENDIX 4

- Department: The City department being evaluated, with associated budget data.
- FY 2010: Department's total budget for fiscal year 2010.

- FY 2025: Department's total budget for fiscal year 2025.
- % Increase: Percentage change in total budget from FY 2010 to FY 2025.
- Budgets: Specific budget components (e.g., personnel) included for comparison across years.

APPENDIX 5

- Current Fee: The fee amount currently charged.
- Current Unit: Unit used to apply the current fee.
- 2010 Cost Recovery: Proposed fee from the 2010 study aimed at cost recovery.
- 2010 Cost Recovery %: Estimated recovery percentage from the 2010 fee study.
- 2010 Est. Hours Per Application: Staff time per application, estimated in 2010.
- 2010 Avg. Units Per Application: Average number of units (e.g., applications, lots) per application in 2010.
- Notes: Additional information or clarifications.
- FY 2025 Est. Hours: Estimated staff time per application in the current study.
- Change in Hours: Difference in staff hours from 2010 to FY 2025.
- Current Est. Units/App.: Estimated number of units per application based on current trends.
- Change in Units: Difference between 2010 and current average units per application.
- Proposed Fee: New fee based on cost-of-service analysis and staff input.
- % Change from Current Fee: Percentage change from current fee to proposed fee.
- % Change from 2010 Cost Recovery: Percentage change from the 2010 proposed fee to the current proposed fee.

APPENDIX 6

- Fee Type: Name of the specific fee being evaluated.
- Current Fee: The fee amount currently charged.
- Current Unit: The unit used to apply the current fee.
- FY 2026 Fee: Recommended fee for Year 1 of the phased-in approach.
- FY 2026 Cost Recovery: Estimated cost recovery in FY 2026.
- FY 2027 Fee: Recommended fee for Year 2 of the phased-in approach.
- FY 2027 Cost Recovery: Estimated cost recovery in FY 2027.
- FY 2028 Fee: Recommended fee for Year 3 of the phased-in approach.
- FY 2028 Cost Recovery: Estimated cost recovery in FY 2028, typically reaching full cost recovery.
- Notes: Additional context or relevant considerations for the specific fee.

Park City
2025 Fee Study

Appendix 1: Park City Fee Summary

Fee Type	Current Fee	Current Unit	Recommended Fee	Recommended Unit	Recommended Cost Recovery	Fee Phasing Schedule Recommendation: Year 1 Fee	Year 1 Cost Recovery	Year 2 Fee	Year 2 Cost Recovery	Year 3 Fee	Year 3 Cost Recovery	Notes
1.1.0 Planning Department												
1.1.1 Plat/Subdivision												
Plat Amendment	$900	application	$1,400	application	58%	$1,400	58%	$1,912	79%	$2,424	100%	Recommend matching Summit County's fee and phasing in full cost recovery by FY 27-28
Subdivision	$290	lot/parcel	$485	lot/parcel	100%							
Lot Line Adjustment - Administrative	$300	application	$800	application	50%	$800	50%	$1,203	75%	$1,605	100%	Recommend matching Summit County's fee and phasing in full cost recovery by FY 27-28
Extension of Approval	$330	application	960	application	100%							
Condominium												
Condominium/Timeshare Conversion	$450	unit	$457	unit	100%							
Condominium Plat	$450	unit	$685	unit	100%							
Amendment to Condominium Plat	$100	unit affected	$685	unit affected	100%							
Extension of Approval	$330	application	$960	application	100%							
1.1.2 Master Planned Development (MPD) Process												
Pre-Master Planned Development	$1,200	application	$594	application	100%							
Master Planned Development	$560	unit equivalent	$437	unit equivalent	100%							
Affordable Master Planned Development	$560	unit equivalent	$437	unit equivalent	100%							
Modification to an MPD	$330	unit equivalent	$100	unit equivalent	100%							
Extension of Review Period	**New**	application	50%	application	100%							50% of original fee charged every 18 months after initial submittal (unless application is on an approved hold)
1.1.3 Conditional Use Permit (CUP) *												
Planning Commission Review	$1,140	application	$2,421	application	100%							
Steep Slope Review	$1,330	application	$2,078	application	100%							
Administrative Staff Review	$330	application	$1,621	application	100%							
Extension or Modification	$330	application	$1,520	application	100%							
Extension of Review Period	**New**	application	50%	application								50% of original fee charged every 12 months after initial submittal (unless application is on an approved hold)
1.1.4 Zoning Map Amendments *	$1,650	application	$3,075	application	100%							
1.1.5 Board of Adjustment - Variance *	$940	application	$1,894	application	100%							
~~1.1.6 Architectural and Design Review~~												
~~Historic District/Site~~												
~~New residential construction <1000 sf~~	~~$200~~	~~application~~										**Fee Removed**
~~New residential construction > =1000 sf~~	~~$750~~	~~application~~										**Fee Removed**
~~Commercial review - 10 units or less~~	~~$200~~	~~unit equivalent~~										**Fee Removed**
~~Commercial review - > = 11 unit equivalents~~	~~$15~~	~~unit equivalent~~										**Fee Removed**
~~Non-Historic District/Site~~												
~~New Residential - SF/Duplex~~	~~$200~~	~~application~~										**Fee Removed**
~~Multi-Family/Commercial - 10 units or less~~	~~$100~~	~~unit equivalent~~										**Fee Removed**
~~Multi-Family/Commercial - > = 11 unit equivalents~~	~~$15~~	~~unit equivalent~~										**Fee Removed**
~~Residential Additions~~	~~$100~~	~~application~~										**Fee Removed**
~~Commercial Additions - 10 units or less~~	~~$100~~	~~unit equivalent~~										**Fee Removed**
~~Commercial Additions - > = 11 unit equivalents~~	~~$15~~	~~unit equivalent~~										**Fee Removed**
1.1.7 Historic Review *												
Historic Design Review (no increase in existing area)	$210	application	$497	application	25%	$497	25%	$746	38%	$995	50%	Recommend lower cost recovery in recognition of the general benefits provided by a strong historic review program with phasing in up to 50% cost recovery by FY 27-28.
Historic Design Review (increase in existing area)	$1,030	application	$2,493	application	100%							
Determination of Significance	$350	application	$1,968	application	100%							
Certificate of Appropriateness for Demolition	$300	application	$1,989	application	100%							
1.1.8 Land Management Code Review *	$2,000	application	$3,039	application	100%							
1.1.9 Minor General Plan Amendment *	$2,000	application	$4,015	application	100%							

Appendix 1: Park City Fee Summary

	Fee Type	Current Fee	Current Unit	Recommended Fee	Recommended Unit	Recommended Cost Recovery	Fee Phasing Schedule Recommendation						Notes
							Year 1 Fee	Year 1 Cost Recovery	Year 2 Fee	Year 2 Cost Recovery	Year 3 Fee	Year 3 Cost Recovery	
1.1.10	Sign Review												
	Master Sign Plan Review	$320	application	$567	application	100%							
	Amendment to Master Sign Plan	$120	application	$483	application	100%							
	Individual sign permit	$120	application	$357	application	100%							($353.46) plus 1% state tax
	Sign permit under master sign plan	$130	application	$378	application	100%							($374.25) plus 1% state tax
	Temporary Sign Permit	$60	application	$221	application	100%							($218.81) plus 1% state tax
1.1.11	Annexation *												
	Annexation	$5,850	application	$11,748	application	100%							
	Annexation Fiscal Impact Analysis	$1,550	application	$1,010	application	100%							plus actual cost of City approved consultant fee
	Modification to Annexation Agreement	$4,150	application	$3,919	application	100%							
1.1.12	Appeals Fees *												
	Appeals to Board of Adjustment	$500	application	$500	application	23%							
	Appeals to City Council (Land Use Authority)	$500	application	$500	application	18%							
	Appeals to Historic Preservation Board	$500	application	$500	application	26%							
	Appeals to Planning Commission	$500	application	$500	application	25%							
	Appeals to Appeals Panel	$500	application	$500	application	18%							
1.1.13	TDR - Development Credit Determination												
	Development Credit Determination - 10 units or less	$100	application	$126	application	100%							Modified
	Development Credit Determination - 11+ units	$100	application	$630	application	100%							Modified
	Development Credit Determination - MPD or Annexation	$100	application	$630	application	100%							Modified
1.1.14	Refund of Withdrawn Planning Applications	Fee less city costs	application	Fee less city costs	application	100%							In the case of a withdrawal of an application, the associated fees shall be refunded, less the actual cost for professional services rendered by City staff.
1.1.15	Reactivation Fee	50%	occurrence	50%	occurrence	100%							For projects that have been inactive by the applicant for more than six months a Reactivation Fee of 50% of original application fee will be assessed
1.1.16	Attorney or Other Professional Services	varies	actual costs	varies		100%							Actual Cost
1.1.17	Mailing Fee	$1.00	piece of mail	$1.13	piece of mail	100%							In addition to the Application Fee listed, the Applicant will also be responsible for a separate payment for the mailing of a property notice. A $1.13 fee will be assessed per piece of mail that needs to be sent. The specifics on which Applications require property notices to be sent and to whom can be found in Land Management Code § 15-1-21, Notice Matrix.
1.1.18	Other Plan Review	**New**	hourly	$126	hourly	100%							Hourly fee for any additional plan review for which no other specific fee has been established
1.1.19	Applicant Requested Continuation of Public Meeting	**New**	occurrence	$252	occurrence	100%							If an applicant requests the continuation of a public meeting after the publication of the agenda packet or after the publication of any required public notices, the applicant will be charge this fee in addition to any necessary costs associated with the replication of public notices and mailings associated with their application. In the event of unforeseen circumstances, this fee may be waived by the Planning Director.

Park City
2025 Fee Study

Appendix 1: Park City Fee Summary

	Fee Type	Current Fee	Current Unit	Recommended Fee	Recommended Unit	Recommended Cost Recovery	Fee Phasing Schedule Recommendation						Notes
							Year 1 Fee	Year 1 Cost Recovery	Year 2 Fee	Year 2 Cost Recovery	Year 3 Fee	Year 3 Cost Recovery	
1.2.0	**Building Department**												
1.2.1	Impact Fee Schedule												Not a part of the study
1.2.2	Building Permit												
	Minimum Fee	$50	valuation	$83	valuation								Minimum fee changed to match an current hourly rate
	Single Family Permit	$0	valuation	$0	valuation								
	Multi-Family Permit	$0	valuation	$0	valuation								
	Commercial Permit	$0	valuation	$0	valuation								
1.2.3	Plan Check Fees												
	Commercial Deposit	$2,000	application	$2,000	application								Deducted from total fee
	Residential Deposit	$500	application	$500	application								
	Plan Check	$1	% building permit	$1	% building permit	94%							Staying the same, 6% loss in cost recovery due to 65% limit
	Plan Check for identical Plans	$54	hourly	$83	hourly	100%							New Hourly Rate Calculated
1.2.4	Mechanical Permit	1%		1%									State Surcharge
	~~$1 - $1,300~~	~~$50.00~~	-										Method Changed
	~~$1,300.01 - $2,000~~	~~$50.00~~	~~$100.00~~										Method Changed
	~~$2,000.01 - $25,000~~	~~$69.25~~	~~$1,000.00~~										Method Changed
	~~$25,000.01 - $50,000~~	~~$391.75~~	~~$1,000.00~~										Method Changed
	~~$50,000.01 - $100,000~~	~~$643.75~~	~~$1,000.00~~										Method Changed
	~~$100,000.01 - $500,000~~	~~$993.75~~	~~$1,000.00~~										Method Changed
	~~$500,000.01 - $1,000,000~~	~~$3,233.75~~	~~$1,000.00~~										Method Changed
	~~$1,000,000.01+~~	~~$5,608.75~~	~~$1,000.00~~										Method Changed
	All Mechanical Permits	**varies**		1.32%	valuation	100%							
1.2.5	Electrical Permit												
	~~$1 - $1,300~~	~~$50.00~~	-										Method Changed
	~~$1,300.01 - $2,000~~	~~$50.00~~	~~$100.00~~										Method Changed
	~~$2,000.01 - $25,000~~	~~$69.25~~	~~$1,000.00~~										Method Changed
	~~$25,000.01 - $50,000~~	~~$391.75~~	~~$1,000.00~~										Method Changed
	~~$50,000.01 - $100,000~~	~~$643.75~~	~~$1,000.00~~										Method Changed
	~~$100,000.01 - $500,000~~	~~$993.75~~	~~$1,000.00~~										Method Changed
	~~$500,000.01 - $1,000,000~~	~~$3,233.75~~	~~$1,000.00~~										Method Changed
	~~$1,000,000.01+~~	~~$5,608.75~~	~~$1,000.00~~										Method Changed
	All Electrical Permits	**varies**		1.32%	valuation	100%							
1.2.6	Plumbing Permit												
	~~$1 - $1,300~~	~~$50.00~~	-										Method Changed
	~~$1,300.01 - $2,000~~	~~$50.00~~	~~$100.00~~										Method Changed
	~~$2,000.01 - $25,000~~	~~$69.25~~	~~$1,000.00~~										Method Changed
	~~$25,000.01 - $50,000~~	~~$391.75~~	~~$1,000.00~~										Method Changed
	~~$50,000.01 - $100,000~~	~~$643.75~~	~~$1,000.00~~										Method Changed
	~~$100,000.01 - $500,000~~	~~$993.75~~	~~$1,000.00~~										Method Changed
	~~$500,000.01 - $1,000,000~~	~~$3,233.75~~	~~$1,000.00~~										Method Changed
	~~$1,000,000.01+~~	~~$5,608.75~~	~~$1,000.00~~										Method Changed
	All Plumbing Permits	**varies**		1.32%	valuation	100%							
1.2.7	International Fire code Fee Issuance Fee	$20	application	$154.00	application								Removed, fee's updated to reflect hourly rate
	~~Aircraft Refueling Vehicles~~	~~$30~~	~~application~~										Removed
	Open Burning	$50	application	$96	application	100%							
	Candles and Open Flames in Assembly Area	$50	application	$174	application	100%							
	~~Compressed Gas~~	~~$30~~	~~application~~										Removed
	Explosives or Blasting Agents	$150	application	$77	application	100%							
	Fireworks (Displays)	$150	application	$154	application	100%							
	Firework (Sales)	$75	application	$77	application	100%							
	~~Flammable Liquids~~	~~$15~~	~~application~~										Removed
	~~Flammable or Combustible Liquid Tanks~~	~~$30~~	~~application~~										Removed
	Hot Work (welding)	$15	application	$77	application	100%							
	Liquefied Petroleum Gases (heaters and devices up to 5 units)	$55	application	$77	application	100%							
	Liquefied Petroleum Gases (heaters and devices) each additional unit	$11	unit	$77	application	100%							
	Liquefied Petroleum Gases on an active construction site (125+ gal)	$130	application	$77	application	100%							
	Places of Assembly	$50	application	$154	application	100%							
	Vehicles (liquid or gas fueled) within a building	$130	application	$77	application	100%							
	Others not listed	$15	application	$154	application	100%							
	Tents	$0.20	sqft	$154	application	100%							
	~~Temporary Structures Build to Permanent Standards~~	~~$0.13~~	~~sqft~~										Removed

Appendix 1: Park City Fee Summary

	Fee Type	Current Fee	Current Unit	Recommended Fee	Recommended Unit	Recommended Cost Recovery	Fee Phasing Schedule Recommendation: Year 1 Fee	Year 1 Cost Recovery	Year 2 Fee	Year 2 Cost Recovery	Year 3 Fee	Year 3 Cost Recovery	Notes
1.2.8	Grading Plan Review and Permit Fees												
	~~$1 - $1,300~~	~~$50.00~~	-										Method Changed
	~~$1,300.01 - $2,000~~	~~$50.00~~	~~$100.00~~										Method Changed
	~~$2,000.01 - $25,000~~	~~$69.25~~	~~$1,000.00~~										Method Changed
	~~$25,000.01 - $50,000~~	~~$391.75~~	~~$1,000.00~~										Method Changed
	~~$50,000.01 - $100,000~~	~~$643.75~~	~~$1,000.00~~										Method Changed
	~~$100,000.01 - $500,000~~	~~$993.75~~	~~$1,000.00~~										Method Changed
	~~$500,000.01 - $1,000,000~~	~~$3,233.75~~	~~$1,000.00~~										Method Changed
	~~$1,000,000.01+~~	~~$5,608.75~~	~~$1,000.00~~										Method Changed
	All Grading Plan Review and Permit Fees	**varies**		1.32%	Valuation	100%							
1.2.9	Soil Sample Fee	$100	application	$203	application	100%							
1.2.10	Demolition Permit Fee												
	~~$1 - $1,300~~	~~$50.00~~	-										Method Changed
	~~$1,300.01 - $2,000~~	~~$50.00~~	~~$100.00~~										Method Changed
	~~$2,000.01 - $25,000~~	~~$69.25~~	~~$1,000.00~~										Method Changed
	~~$25,000.01 - $50,000~~	~~$391.75~~	~~$1,000.00~~										Method Changed
	~~$50,000.01 - $100,000~~	~~$643.75~~	~~$1,000.00~~										Method Changed
	~~$100,000.01 - $500,000~~	~~$993.75~~	~~$1,000.00~~										Method Changed
	~~$500,000.01 - $1,000,000~~	~~$3,233.75~~	~~$1,000.00~~										Method Changed
	~~$1,000,000.01+~~	~~$5,608.75~~	~~$1,000.00~~										Method Changed
	All Demolition Permit Fee	**varies**		1.32%	Valuation	100%							
1.2.11	Flatwork Permit					100%							
	~~Total valuation. $1.00 and up~~	~~1%, $15 minimum~~	~~valuation~~										Method Changed
	Flatwork Permit Fee	**New**		$83	application	100%							
1.2.12	Other Inspections and Fees												
	Inspections outside normal business hours	$150	hourly	$124	hourly	100%							determined based on hourly rate x 1.5 of OT policy
	Re-inspection fee	$150	hourly	$124	hourly	100%							determined based on hourly rate x 1.5 of OT policy
	Additional inspection services	$75	hourly	$83	hourly	100%							
	Starting work without a permit (first offense)	permit x 2	occurrence	permit x 2	occurrence								
	Continuing work without a permit (second offense)	permit x 4	occurrence	permit x 4	occurrence								
1.3.0	**Engineering Department**												
1.3.1	Construction Inspection Fees												
	Public Streets	6%	Estimated cost	6%	Estimated cost	100%							Deposit to cover City's inspection costs. Any unearned fee revenue should be returned to the applicant and any inspection costs above the initial deposit will be billed to the applicant.
	Private Streets	4%	Estimated cost	4%	Estimated cost	100%							Deposit to cover City's inspection costs. Any unearned fee revenue should be returned to the applicant and any inspection costs above the initial deposit will be billed to the applicant.
	Additional Hourly Recoup Charge	$90	hourly	$110	hourly	100%							City staff time, if needed
	Re-inspection charge	$90	hourly	$110	hourly	100%							City staff time, if needed
1.3.2	Public ROW Permit - Application Fee	$200	application	$220	application	100%							
1.3.3	Small Wireless Facility Applications												
	Small Wireless Facility	$100	application	$100	application	As directed by State Law							Per application fee stipulated by Utah Code Section 54-21-503
	Utility Pole - Small Wireless Faciality	$250	application	$250	application	As directed by State Law							Per application fee stipulated by Utah Code Section 54-21-503
	State Non-Permitted Use	$1,000	application	$1,000	application	As directed by State Law							Per application fee stipulated by Utah Code Section 54-21-503
1.3.4	Occupancy of ROW for Small Wireless Facilities												
	Option A	3.50%	Gross facility revenue	3.50%	Gross facility revenue	As directed by State Law							Utah Code Section 54-21-502, State law requires lower of two options
	Option B	$250	facility	$250	facility	As directed by State Law							Utah Code Section 54-21-502, State law requires lower of two options
1.3.5	Collocating SWF on City Pole	$50	pole	$50	pole	As directed by State Law							Per pole charge stipulated by Utah Code Section 54-21-504
1.3.6	Road Closure Permit	$100	application	$220	application	100%							
1.3.7	Encroachment Agreement Application	New		$110	application	100%							

Appendix 2: Overview of Fee Type Changes

Removed Fees No Longer in Use

	Department	Fee Category	Fee Type	Fee Charge	Note
1.1.6	Planning	Architectural and Design Review - Historic District/Site	New residential construction <1000 sf	$200	per application
1.1.6	Planning	Architectural and Design Review - Historic District/Site	New residential construction >=1000 sf	$750	per application
1.1.6	Planning	Architectural and Design Review - Historic District/Site	Commercial review - 10 units or less	$200	per unit equivalent
1.1.6	Planning	Architectural and Design Review - Historic District/Site	Commercial review - >= 11 unit equivalents	$15	per unit equivalent
1.1.6	Planning	Architectural and Design Review - Non-Historic District/Site	New Residential - SF/Duplex	$200	per application
1.1.6	Planning	Architectural and Design Review - Non-Historic District/Site	Multi-Family/Commercial - 10 units or less	$100	per unit equivalent
1.1.6	Planning	Architectural and Design Review - Non-Historic District/Site	Multi-Family/Commercial - >= 11 unit equivalents	$15	per unit equivalent
1.1.6	Planning	Architectural and Design Review - Non-Historic District/Site	Residential Additions	$100	per application
1.1.6	Planning	Architectural and Design Review - Non-Historic District/Site	Commercial Additions - 10 units or less	$100	per unit equivalent
1.1.6	Planning	Architectural and Design Review - Non-Historic District/Site	Commercial Additions - >= 11 unit equivalents	$15	per unit equivalent
1.2.7	Building	Fire Fees	Aircraft Refueling Vehicles	$30	per application
1.2.7	Building	Fire Fees	Compressed Gas	$30	per application
1.2.7	Building	Fire Fees	Flammable Liquids	$15	per application
1.2.7	Building	Fire Fees	Flammable or Combustible Liquid Tanks	$130	per application
1.2.7	Building	Fire Fees	Temporary Structures Build to Permanent Standards	$0	per square foot

New Fees

	Department	Fee Category	Fee Type	Fee Charge	Note
1.1.18	Planning	Other Plan Review		$126	Hourly fee for any additional plan review for which no other specific fee has been established
1.1.19	Planning	Applicant Requested Continuation of Public Meeting		$252	If an applicant requests the continuation of a public meeting after the publication of the agenda packet or after the publication of any required public notices, the applicant will be charge this fee in addition to any necessary costs associated with the replication of public notices and mailings associated with their application. In the event of unforeseen circumstances, this fee may be waived by the Planning Director.
1.1.2	Planning	Master Planned Development (MPD) Process	Extension of Review Period	50%	50% of original fee charged every 18 months after initial submittal (unless application is on an approved hold) Applies to modifications as well.
1.1.3	Planning	Conditional Use Permit (CUP) *	Extension of Review Period	50%	50% of original fee charged every 12 months after initial submittal (unless application is on an approved hold)
1.2.2	Building	Building Permit	Single-Family	$0	Separated to track project valuation for future multiplier updates
1.2.2	Building	Building Permit	Multi-Family	$0	Separated to track project valuation for future multiplier updates
1.2.2	Building	Building Permit	Commercial	$0	Separated to track project valuation for future multiplier updates
1.3.7	Engineering	Encroachment Agreement Application Fee		$110	per application

Methodology Modifications

	Department	Fee Type	Current Fee Method	New Method	Notes
1.2.4	Building	Mechanical	ICC Valuation Table	Multiplier	Changed to match methodology for Building Permit fees
1.2.5	Building	Electrical	ICC Valuation Table	Multiplier	Changed to match methodology for Building Permit fees
1.2.6	Building	Plumbing	ICC Valuation Table	Multiplier	Changed to match methodology for Building Permit fees
1.2.7	Building	Tents	$/per sqft	Flat fee based on staff time	With current inspection processes there is little variation in the staff time required to conduct the inspections based on the size of the tent
1.2.8	Building	Grading	ICC Valuation Table	Multiplier	Changed to match methodology for Building Permit fees
1.2.10	Building	Demolition	ICC Valuation Table	Multiplier	Changed to match methodology for Building Permit fees
1.2.11	Building	Flatwork	Multiplier	Flat fee based on staff time	With current inspection processes there is little variation in staff time required to conduct the inspections based on the construction value of the project

Park City

2025 Fee Study

Appendix 3: Revenue Change Analysis

	Fee Type	3-Year Avg. Revenue Current Fee	3-Year Avg. Revenue Recommended Fee	Difference to Current	Alternative Phasing Schedule: 3-Year Avg. Revenue Year 1 Phased Fees	Alternative Phasing Schedule: Difference to Current
1.1.0 Planning Department						
1.1.1	Plat/Subdivision					
	Plat Amendment	$19,200	$29,867	$10,667	$29,867	$10,667
	Subdivision	$7,153	$11,963	$4,810	$8,757	$1,604
	Lot Line Adjustment - Administrative	$500	$1,333	$833	$1,333	$833
	Extension of Approval	$3,630	$10,560	$6,930	$5,940	$2,310
	Condominium					
	Condominium/Timeshare Conversion	$2,550	$2,590	$40	$2,561	$11
	Condominium Plat	$17,083	$26,005	$8,922	$20,044	$2,961
	Amendment to Condominium Plat	$1,933	$13,243	$11,310	$5,703	$3,770
	Extension of Approval	$3,300	$9,600	$6,300	$5,400	$2,100
1.1.2	Master Planned Development (MPD) Process					
	Pre-Master Planned Development	$0	$0	$0	$0	$0
	Master Planned Development	$40,747	$31,797	-$8,950	$31,797	-$8,950
	Affordable Master Planned Development	No Data	No Data		No Data	
	Modification to an MPD	$32,230	$9,767	-$22,463	$9,767	-$22,463
	Extension of Review Period		New - Unknown		New - Unknown	
1.1.3	Conditional Use Permit (CUP) *					
	Planning Commission Review	$25,970	$55,152	$29,182	$35,697	$9,727
	Steep Slope Review	$7,537	$11,775	$4,238	$8,948	$1,411
	Administrative Staff Review	$12,540	$61,598	$49,058	$28,880	$16,340
	Extension or Modification	$3,300	$15,200	$11,900	$7,270	$3,970
	Extension of Review Period		New - Unknown		New - Unknown	
1.1.4	Zoning Map Amendments *	$1,100	$2,050	$950	$1,417	$317
1.1.5	Board of Adjustment - Variance *	$5,013	$10,101	$5,088	$6,709	$1,696
1.1.7	Historic Review *					
	Historic Design Review (no increase in existing area)	$8,400	$19,880	$11,480	$19,880	$11,480
	Historic Design Review (increase in existing area)	$8,927	$21,606	$12,679	$13,156	$4,229
	Determination of Significance	$233	$1,312	$1,079	$593	$360
	Certificate of Appropriateness for Demolition	No Data	No Data		No Data	
1.1.8	Land Management Code Review *	$5,333	$8,104	$2,771	$6,256	$923
1.1.9	Minor General Plan Amendment *	No Data	No Data		No Data	
1.1.10	Sign Review					
	Master Sign Plan Review	No Data	No Data		No Data	
	Amendment to Master Sign Plan	No Data	No Data		No Data	
	Individual sign permit	$1,228	$3,616	$2,388	$2,016	$788
	Sign permit under master sign plan	$1,587	$4,570	$2,983	$2,575	$988
	Temporary Sign Permit	$911	$3,322	$2,411	$1,714	$803
1.1.11	Annexation *					
	Annexation	$1,950	$3,916	$1,966	$2,605	$655
	Annexation Fiscal Impact Analysis	No Data	No Data		No Data	
	Modification to Annexation Agreement	$1,383	$1,306	-$77	$1,306	-$77
1.1.12	Appeals Fees *	$2,667	$2,667	$0	$2,667	$0
1.1.13	Transfer of Development Rights	No Data	No Data		No Data	
1.1.14	Refund of Withdrawn Planning Applications	No Data	No Data		No Data	
1.1.15	Reactivation Fee	No Data	No Data		No Data	

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Appendix 3: Revenue Change Analysis

	Fee Type	3-Year Avg. Revenue Current Fee	3-Year Avg. Revenue Recommended Fee	Difference to Current	Alternative Phasing Schedule: 3-Year Avg. Revenue Year 1 Phased Fees	Alternative Phasing Schedule: Difference to Current
1.1.16	Attorney or Other Professional Services	No Data	No Data		No Data	
1.1.17	Mailing Fee	$5,966	$6,742	$776	$6,742	$776
New	Other Plan Review		New - Unknown		New - Unknown	
New	Applicant Requested Continuation of Public Meeting		New - Unknown		New - Unknown	
	Planning Total Average Annual Revenue	**$222,371**	**$379,642**	**$157,271**	**$269,600**	**$47,229**

Appendix 3: Revenue Change Analysis

	Fee Type	3-Year Avg. Revenue Current Fee	3-Year Avg. Revenue Recommended Fee	Difference to Current	Alternative Phasing Schedule: 3-Year Avg. Revenue Year 1 Phased Fees	Alternative Phasing Schedule: Difference to Current
1.2.0 Building Department						
1.2.2	Building Permit					
	Single Multiplier for all projects	$2,795,306	$1,609,791	-$1,185,516		
1.2.3	Plan Check Fees					
	Plan Check	$1,816,949	$1,046,364	-$770,585		
1.2.4	Mechanical Permit					
	All Mechanical Permits	$176,318	$234,455	$58,136		
1.2.5	Electrical Permit					
	All Electrical Permits	$153,271	$197,449	$44,178		
1.2.6	Plumbing Permit					
	All Plumbing Permits	$132,583	$173,909	$41,327		
1.2.7	International Fire code Fee Issuance Fee	No Data	No Data			
	Open Burning					
	Candles and Open Flames in Assembly Area					
	Explosives or Blasting Agents					
	Fireworks (Displays)					
	Firework (Sales)					
	Flammable Liquids					
	Flammable or Combustible Liquid Tanks					
	Hot Work (welding)					
	Liquefied Petroleum Gases (heaters and devices up to 5 units)					
	Liquefied Petroleum Gases (heaters and devices) each additional unit					
	Liquefied Petroleum Gases on an active construction site (125+ gal)					
	Places of Assembly					
	Vehicles (liquid or gas fueled) within a building					
	Others not listed					
	Tents					
1.2.8	Grading Plan Review and Permit Fees					
	All Grading Plan Review and Permit Fees	$80,178	$142,097	$61,918		
1.2.9	Soil Sample Fee	No Data	No Data			
1.2.10	Demolition Permit Fee					
	All Demolition Permit Fee	$2,692	$2,273	-$420		
1.2.11	Flatwork Permit	No Data	No Data			
1.2.12	Other Inspections and Fees	No Data	No Data			
	Inspections outside normal business hours					
	Re-inspection fee					
	Additional inspection services					
	Starting work without a permit (first offense)					
	Continuing work without a permit (second offense)					
	Building Changed Average Annual Revenue	**$5,157,299**	**$3,406,337**	**-$1,750,962**		

Appendix 3: Revenue Change Analysis

	Fee Type	3-Year Avg. Revenue Current Fee	3-Year Avg. Revenue Recommended Fee	Difference to Current	Alternative Phasing Schedule: 3-Year Avg. Revenue Year 1 Phased Fees	Alternative Phasing Schedule: Difference to Current
1.3.0 Engineering Department						
1.3.1	Construction Inspection Fees	No Data	No Data			
	Public Streets					
	Private Streets					
	Additional Hourly Recoup Charge					
	Re-inspection charge					
1.3.2	Public ROW Permit - Application Fee	$14,800	$16,280	$1,480		
1.3.3	Small Wireless Facility Applications	No Data	No Data			
	Small Wireless Facility					
	Utility Pole - Small Wireless Faciality					
	State Non-Permitted Use					
1.3.4	Occupancy of ROW for Small Wireless Facilities	No Data	No Data			
	Option A					
	Option B					
1.3.5	Collocating SWF on City Pole	No Data	No Data			
1.3.6	Road Closure Permit	$52,800	$116,160	$63,360		
1.3.7	Encroachment Agreement Application	New	$4,950	$4,950		
	Engineering Changed Average Annual Revenue	**$67,600**	**$137,390**	**$69,790**		
	BPE Changed Average Annual Revenue	**$5,447,270**	**$3,923,369**	**-$1,523,901**		

Park City

2025 Fee Study

Appendix 4: FY 2010 to FY 2025 Budget Comparison

Department		FY 2010		FY 2025	% Increase
Building	$	1,739,143	$	3,065,446	76%
Engineering		370,235		1,895,748	412%
Planning		945,294		2,577,457	173%
Total General Fund Operating Budget	**$**	**28,473,513**	**$**	**51,910,670**	**82%**

Budgets		FY 2010		FY 2025	% Increase
Building Personnel	$	1,391,955	$	2,867,596	106%
Engineering Personnel		284,132		1,727,198	508%
Planning Personnel		740,099		1,932,802	161%
Total General Fund Personnel	**$**	**13,797,490**	**$**	**36,971,577**	**168%**

Park City
2025 Fee Study

Appendix 5: 2010 Fee Study Comparison

		Current Unit	Current Fee	2010 Cost Recovery	2010 Cost Recovery %	2010 Est. Hours Per Application	2010 Avg. Units Per Application	Notes	FY25 Est. Hours	Change in Hours	Current Est. Units/ App.	Change in Units	Proposed Fee	% Change from Current Fee	% Change from 2010 Cost Recovery
1.1.0	**Planning Department**														
1.1.1	Plat/Subdivision														
	Plat Amendment	application	$900	$1,194	75%	23.9	1.0		19.8	(4.2)	1.0	-	$1,400	55.6%	17.3%
	Subdivision	lot/parcel	$290	$218	133%	26.4	6.0		19.8	(6.7)	5.0	(1.0)	$485	67.2%	122.6%
	Lot Line Adjustment - Administrative	application	$300	$981	31%	15.3	1.0		13.3	(2.0)	1.0	-	$800	166.7%	-18.4%
	Extension of Approval	application	$330	$680	49%	10.6	1.0	All Extensions and Modifications were grouped together in 2010 Study	7.8	(2.8)	1.0	-	$960	190.9%	41.2%
	Condominium														
	Condominium/Timeshare Conversion	unit	$450	$42	1065%	26.8	29.0		22.3	(4.5)	6.0	(23.0)	$457	1.6%	982.0%
	Condominium Plat	unit	$450	$525	86%	24.3	3.0		22.3	(2.0)	4.0	1.0	$685	52.2%	30.5%
	Amendment to Condominium Plat	unit affected	$100	$47	213%	22.5	31.0		22.3	(0.3)	2.0	(29.0)	$685	585.0%	1362.2%
	Extension of Approval	application	$330	$680	49%	10.6	1.0	All Extensions and Modifications were grouped together in 2010 Study	7.8	(2.8)	1.0	-	$960	190.9%	41.2%
1.1.2	Master Planned Development (MPD) Process														
	Pre-Master Planned Development	application	$1,200	$1,809	66%	27.0	No Data		4.8	(22.3)	1.0	-	$594	-50.5%	-67.2%
	Master Planned Development	unit equivalent	$560		$103				119.5	51.0	31.0	(14.0)	$437	-22.0%	326.0%
	Affordable Master Planned Development	unit equivalent	$560	Fee Type Did Not Exist				Staff hours estimated to be same as MPD	119.5	119.5	31.0	(14.0)	$437	-22.0%	326.0%
	Modification to an MPD	unit equivalent	$330		$680			All Extensions and Modifications were grouped together in 2010 Study	26.5	16.0	No data	N/A	$100	-69.7%	-85.3%
	Extension of Review Period	application	New		Fee Type Did Not Exist				N/A	N/A	N/A	N/A	50%	N/A	N/A
1.1.3	Conditional Use Permit (CUP) *														
	Planning Commission Review	application	$1,140	$1,753	65%	31.7	1.0		19.8	(11.9)	1.0	-	$2,421	112.4%	38.1%
	Steep Slope Review	application	$1,330	$2,426	55%	37.1	1.0		16.8	(20.3)	1.0	-	$2,078	56.2%	-14.3%
	Administrative Staff Review	application	$330	$462	71%	10.9	1.0		13.0	2.1	1.0	-	$1,621	391.2%	250.5%
	Extension or Modification	application	$330	$680	49%	10.6	1.0	All Extensions and Modifications were grouped together in 2010 Study	12.2	1.7	1.0	-	$1,520	360.6%	123.6%
	Extension of Review Period	application	New		Fee Type Did Not Exist				N/A	N/A	N/A	N/A	50%	N/A	N/A
1.1.4	Zoning Map Amendments *	application	$1,650	$1,632	101%	26.0	1.0		27.0	1.0	1.0	-	$3,075	86.4%	88.5%
1.1.5	Board of Adjustment - Variance *	application	$940	$1,937	49%	30.8	1.0		15.2	(15.6)	1.0	-	$1,894	101.5%	-2.2%
1.1.7	Historic Review *														
	Historic Design Review (no increase in existing area)	application	$210	$259	81%	25.7	1.0		15.9	(9.8)	1.0	-	$497	136.7%	91.8%
	Historic Design Review (increase in existing area)	application	$1,030	$1,360	76%	134.9	1.0		19.9	(115.0)	1.0	-	$2,493	142.0%	83.3%
	Determination of Significance	application	$350	$1,149	30%	17.8	1.0		15.8	(2.0)	1.0	-	$1,968	462.3%	71.3%
	Certificate of Appropriateness for Demolition	application	$300	$36	838%	1.0	1.0		15.9	14.9	1.0	-	$1,989	563.0%	5457.9%

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2025 Fee Study

Appendix 5: 2010 Fee Study Comparison																
		Current Unit	Current Fee	2010 Cost Recovery	2010 Cost Recovery %	2010 Est. Hours Per Application	2010 Avg. Units Per Application	Notes	FY25 Est. Hours	Change in Hours	Current Est. Units/ App.	Change in Units	Proposed Fee	% Change from Current Fee	% Change from 2010 Cost Recovery
1.1.8	Land Management Code Review *	application	$2,000	$1,726	116%	26.8	1.0		24.3	(2.5)	1.0	-	$3,039	52.0%	76.0%
1.1.9	Minor General Plan Amendment *	application	$2,000		Not Included		1.0		32.0	32.0	1.0	-	$4,015	100.8%	unknown
1.1.10	Sign Review														
	Master Sign Plan Review	application	$320	$548	58%	8.5	1.0		4.5	(4.0)	1.0	-	$567	77.2%	3.4%
	Amendment to Master Sign Plan	application	$120	$184	65%	3.5	1.0		3.8	0.3	1.0	-	$483	302.5%	162.6%
	Individual sign permit	application	$120	$228	53%	4.3	1.0		2.8	(1.5)	1.0	-	$357	197.5%	56.7%
	Sign permit under master sign plan	application	$130	$228	57%	4.8	1.0		3.0	(1.8)	1.0	-	$378	190.8%	65.4%
	Temporary Sign Permit	application	$60	$216	28%	4.0	1.0		1.8	(2.3)	1.0	-	$221	268.3%	2.5%
1.1.11	Annexation *														
	Annexation	application	$5,850	$8,316	70%	122.5	1.0		101.0	(21.5)	1.0	-	$11,748	100.8%	41.3%
	Annexation Fiscal Impact Analysis	application	$1,550		Not Included				10.0	N/A	1.0	N/A	$1,010	-34.8%	N/A
	Modification to Annexation Agreement	application	$4,150		Not Included				31.5	N/A	1.0	N/A	$3,919	-5.6%	N/A
1.1.12	Appeals Fees *														
	Appeals to Board of Adjustment	application	$500	$1,073	47%	16.0	1.0		17.3	1.3	1.0	-	$500	0.0%	-53.4%
	Appeals to City Council (Land Use Authority)	application	$500	$2,012	25%	30.3	1.0		21.5	(8.8)	1.0	-	$500	0.0%	-75.1%
	Appeals to Historic Preservation Board	application	$500	$2,148	23%	35.3	1.0		15.0	(20.3)	1.0	-	$500	0.0%	-76.7%
	Appeals to Planning Commission	application	$500	$1,484	34%	23.5	1.0		16.0	(7.5)	1.0	-	$500	0.0%	-66.3%
	Appeals to Appeals Panel	application	$500		Fee Type Did Not Exist				21.5	N/A	1.0	N/A	$500	0.0%	New
1.1.13	Transfer of Development Rights														
	Development Credit Determination - 10 units or less	application	$100		Fee Type Did Not Exist				1.0	1.0	1.0	N/A	$126	26.0%	N/A
	Development Credit Determination - 11+ units	application	$100		Fee Type Did Not Exist				5.0	5.0	1.0	N/A	$630	530.0%	N/A
	Development Credit Determination - MPD or Annexation	application	$100		Fee Type Did Not Exist				5.0	5.0	1.0	N/A	$630	530.0%	N/A
1.1.14	Refund of Withdrawn Planning Applications	application	Fee less city costs		Not Included				-	N/A	1.0	N/A	Fee less city costs	N/A	N/A
1.1.15	Reactivation Fee	occurrence	50%		Not Included				-	N/A	1.0	N/A	50%	0.0%	N/A
1.1.16	Attorney or Other Professional Services	actual costs	Varies		Not Included				-	N/A	1.0	N/A	Varies	0.0%	N/A
1.1.17	Mailing Fee	piece of mail	$1.00		Not Included				-	N/A	1.0	N/A	$1.13	13.0%	N/A
New	Other Plan Review	hourly	New		Fee Type Did Not Exist				1.0	N/A	1.0	N/A	$126	N/A	N/A
New	Applicant Requested Continuation of Public Meeting	occurrence	New		Fee Type Did Not Exist				2.0	N/A	1.0	N/A	$252	N/A	N/A

Appendix 5: 2010 Fee Study Comparison

		Current Unit	Current Fee	2010 Cost Recovery	2010 Cost Recovery %	2010 Est. Hours Per Application	2010 Avg. Units Per Application	Notes	FY25 Est. Hours	Change in Hours	Current Est. Units/ App.	Change in Units	Proposed Fee	% Change from Current Fee	% Change from 2010 Cost Recovery
1.2.0	**Building Department**														
1.2.2	Building Permit														
	Minimum Fee	valuation	$50		Not Included				1.0	N/A	< $13,607	N/A	$83	66.0%	N/A
	Single-Family/Two-Family Permit	valuation	1.05%	0.74%	102%	N/A	N/A	2025 study proposes to split fee to collect data on different construction types	N/A	N/A	N/A	N/A	0.61%	-41.9%	-17.1%
	Multi-Family Permit	valuation	1.05%	0.74%	102%	N/A	N/A	2025 study proposes to split fee to collect data on different construction types	N/A	N/A	N/A	N/A	0.61%	-41.9%	-17.1%
	Commercial Permit	valuation	1.05%	0.74%	102%	N/A	N/A	2025 study proposes to split fee to collect data on different construction types	N/A	N/A	N/A	N/A	0.61%	-41.9%	-17.1%
1.2.3	Plan Check Fees														
	Deposit - Residential	application	$500	$500	100%	N/A	N/A		N/A	N/A	N/A	N/A	$500	0.0%	N/A
	Deposit - Commercial	application	$2,000	$2,000	100%	N/A	N/A		N/A	N/A	N/A	N/A	$2,000	0.0%	N/A
	Plan Check	% building permit	65%		Not Included			State law limits to 65%	N/A	N/A	N/A	N/A	65%	0.0%	N/A
	Plan Check for Identical Plans	hourly	$54	$54	100%	N/A	N/A		N/A	N/A	N/A	N/A	$83	53.0%	N/A
1.2.4	Mechanical Permit		1%					State Surcharge					1%	0.0%	N/A
	All Mechanical Permits	valuation	$358	$307	N/A	N/A	N/A	Sub-Permit Average Fee	N/A	N/A	$36,087	N/A	1.32%	33.1%	55.4%
1.2.5	Electrical Permit														
	All Electrical Permits	valuation	$298	$217	N/A	N/A	N/A	Sub-Permit Average Fee	N/A	N/A	$29,091	N/A	1.32%	28.9%	76.8%
1.2.6	Plumbing Permit														
	All Plumbing Permits	valuation	$305	$371	N/A	N/A	N/A	Sub-Permit Average Fee	N/A	N/A	$30,346	N/A	1.32%	31.3%	8.1%
1.2.7	International Fire code Fee Issuance Fee	application	$20	$10	N/A	N/A	N/A		2.0	N/A	1.0	N/A	$154	670.0%	1440.0%
	Open Burning	application	$50	$10	N/A	N/A	N/A		1.3	N/A	1.0	N/A	$96	92.0%	860.0%
	Candles and Open Flames in Assembly Area	application	$50	$10	N/A	N/A	N/A		2.3	N/A	1.0	N/A	$174	248.0%	1640.0%
	Explosives or Blasting Agents	application	$150	$150	N/A	N/A	N/A		1.0	N/A	1.0	N/A	$77	-48.7%	-48.7%
	Fireworks (Displays)	application	$150	$120	N/A	N/A	N/A		2.0	N/A	1.0	N/A	$154	2.7%	28.3%
	Firework (Sales)	application	$75		Not Included				1.0	N/A	1.0	N/A	$77	2.7%	N/A
	Hot Work (welding)	application	$15		Not Included				1.0	N/A	1.0	N/A	$77	413.3%	N/A
	Liquefied Petroleum Gases (heaters and devices up to 5 units)	application	$55	$15	N/A	N/A	N/A		1.0	N/A	1.0	N/A	$77	40.0%	413.3%
	Liquefied Petroleum Gases (heaters and devices) each additional unit	unit	$11		Not Included			Recommend change to flat fee for more than 5 units	1.0	N/A	N/A	N/A	$77	N/A	N/A
	Liquefied Petroleum Gases on an active construction site (125+ gal)	application	$130		Not Included				1.0	N/A	1.0	N/A	$77	-40.8%	N/A
	Places of Assembly	application	$50	$15	N/A	N/A	N/A		2.0	N/A	1.0	N/A	$154	208.0%	926.7%
	Vehicles (liquid or gas fueled) within a building	application	$130		Not Included				1.0	N/A	1.0	N/A	$77	-40.8%	N/A
	Others not listed	application	$15	$15	N/A	N/A	N/A		2.0	N/A	1.0	N/A	$154	926.7%	926.7%
	Tents	sqft	$0.20	$269	N/A	N/A	N/A	Recommend change to flat fee	2.0	N/A	N/A	N/A	$154	N/A	-42.8%

Appendix 5: 2010 Fee Study Comparison																
		Current Unit	Current Fee	2010 Cost Recovery	2010 Cost Recovery %	2010 Est. Hours Per Application	2010 Avg. Units Per Application	Notes	FY25 Est. Hours	Change in Hours	Current Est. Units/ App.	Change in Units	Proposed Fee	% Change from Current Fee	% Change from 2010 Cost Recovery
1.2.8	Grading Plan Review and Permit Fees														
	All Grading Plan Review and Permit Fees	valuation	varies		Not Included			Recommend change to single multiplier	N/A	N/A	N/A	N/A	1.32%	N/A	N/A
1.2.9	Soil Sample Fee	application	$100		Not Included			Recommend recovering staff costs	1.3	1.3	1.0	-	$203	103.0%	N/A
1.2.10	Demolition Permit Fee														
	All Demolition Permit Fee	valuation	varies		Not Included			Recommend change to single multiplier	N/A	N/A	N/A	N/A	1.32%	N/A	N/A
1.2.11	Flatwork Permit														
	Flatwork Permit Fee	valuation	1%		Not Included			Recommend change to flat fee	1.0	N/A	1.0	N/A	$83	N/A	N/A
1.2.12	Other Inspections and Fees														
	Inspections outside normal business hours	hourly	$150	$75	100%	N/A	N/A		1.0	-	N/A	N/A	$124	-17.3%	65.3%
	Re-inspection fee	hourly	$150	$75	100%	N/A	N/A		1.0	-	N/A	N/A	$124	-17.3%	65.3%
	Additional inspection services	hourly	$75	$75	100%	N/A	N/A		1.0	-	N/A	N/A	$83	10.7%	10.7%
	Starting work without a permit (first offense)	occurrence	permit x 2		Not Included			penalty/fine	N/A	N/A	N/A	N/A	permit x 2	0.0%	N/A
	Continuing work without a permit (second offense)	occurrence	permit x 4		Not Included			penalty/fine	N/A	N/A	N/A	N/A	permit x 4	0.0%	N/A

Park City
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Appendix 5: 2010 Fee Study Comparison																	
		Current Unit	Current Fee	2010 Cost Recovery	2010 Cost Recovery %	2010 Est. Hours Per Application	2010 Avg. Units Per Application	Notes	FY25 Est. Hours	Change in Hours	Current Est. Units/ App.	Change in Units	Proposed Fee	% Change from Current Fee	% Change from 2010 Cost Recovery
1.3.0 Engineering Department																	
1.3.1	Construction Inspection Fees																
	Public Streets	estimated cost	6%	Insufficient data to calculate in 2010 Study due to recent changes in service delivery				Deposit for services provided by contract inspectors	N/A	N/A	N/A	N/A	6%	0.0%	N/A
	Private Streets	estimated cost	4%	Insufficient data to calculate in 2010 Study due to recent changes in service delivery				Deposit for services provided by contract inspectors	N/A	N/A	N/A	N/A	4%	0.0%	N/A
	Additional Hourly Recoup Charge	hourly	$90	$75	100%	1.0	No data		1.0	-	N/A	N/A	$110	22.2%	46.7%
	Re-inspection charge	hourly	$90	$75	100%	1.0	No data		1.0	-	N/A	N/A	$110	22.2%	46.7%
1.3.2	Public ROW Permit - Application Fee	application	$200	$205	98%	4.5	1.0		2.0	(2.5)	1.0	-	$220	10.0%	7.3%
1.3.3	Small Wireless Facility Applications																
	Small Wireless Facility	application	$100		Fee Type Did Not Exist			State mandated fee - no applications received	N/A	N/A	N/A	N/A	$100	0.0%	N/A
	Utility Pole - Small Wireless Faciality	application	$250		Fee Type Did Not Exist			State mandated fee - no applications received	N/A	N/A	N/A	N/A	$250	0.0%	N/A
	State Non-Permitted Use	application	$1,000		Fee Type Did Not Exist			State mandated fee - no applications received	N/A	N/A	N/A	N/A	$1,000	0.0%	N/A
1.3.4	Occupancy of ROW for Small Wireless Facilities																
	Option A	gross facility revenue	3.5%		Fee Type Did Not Exist			State mandated fee - no applications received	N/A	N/A	N/A	N/A	3.5%	0.0%	N/A
	Option B	facility	$250		Fee Type Did Not Exist			State mandated fee - no applications received	N/A	N/A	N/A	N/A	$250	0.0%	N/A
1.3.5	Collocating SWF on City Pole	pole	$50		Fee Type Did Not Exist			State mandated fee - no applications received	N/A	N/A	N/A	N/A	$50	0.0%	N/A
1.3.6	Road Closure Permit	application	$100		Fee Type Did Not Exist				2.0	N/A	1.0	N/A	$220	120.0%	N/A
1.3.7	Encroachment Agreement Application	application	New		Fee Type Did Not Exist				1.0	N/A	1.0	N/A	$110	N/A	N/A

Park City

2025 Fee Study

Appendix 6: Alternative 3-Year Phasing for Planning Fees

Fee Type	Current Fee	Current Unit	FY 2026 Fee	FY 2026 Cost Recovery	FY 2027 Fee	FY 2027 Cost Recovery	FY 2028 Fee	FY 2028 Cost Recovery	Notes
1.1.0 Planning Department									
1.1.1 Plat/Subdivision									
Plat Amendment	$900	application	$1,400	58%	$1,912	79%	$2,424	100%	Recommend matching Summit County's fee and phasing in full cost recovery by FY 27-28
Subdivision	$290	lot/parcel	$355	73%	$420	87%	$485	100%	
Lot Line Adjustment - Administrative	$300	application	$800	50%	$1,203	75%	$1,605	100%	Recommend matching Summit County's fee and phasing in full cost recovery by FY 27-28
Extension of Approval	$330	application	540	56%	750	78%	960	100%	
Condominium									
Condominium/Timeshare Conversion	$450	unit	$452	99%	$454	99%	$457	100%	
Condominium Plat	$450	unit	$528	77%	$606	88%	$685	100%	
Amendment to Condominium Plat	$100	unit affected	$295	43%	$490	72%	$685	100%	
Extension of Approval	$330	application	$540	56%	$750	78%	$960	100%	
1.1.2 Master Planned Development (MPD) Process									
Pre-Master Planned Development	$1,200	application	$594	100%	$594	100%	$594	100%	1
Master Planned Development	$560	unit equivalent	$437	100%	$437	100%	$437	100%	
Affordable Master Planned Development	$560	unit equivalent	$437	100%	$437	100%	$437	100%	
Modification to an MPD	$330	unit equivalent	$100	100%	$100	100%	$100	100%	
Extension of Review Period	New	application	50%	100%	50%	100%	50%	100%	50% of original fee charged every 18 months after initial submittal (unless application is on an approved hold)
1.1.3 Conditional Use Permit (CUP) *									
Planning Commission Review	$1,140	application	$1,567	65%	$1,994	82%	$2,421	100%	
Steep Slope Review	$1,330	application	$1,579	76%	$1,828	88%	$2,078	100%	
Administrative Staff Review	$330	application	$760	47%	$1,190	73%	$1,621	100%	
Extension or Modification	$330	application	$727	48%	$1,124	74%	$1,520	100%	
Extension of Review Period	**New**	application	50%	100%	50%	100%	50%	100%	50% of original fee charged every 12 months after initial submittal (unless application is on an approved hold)
1.1.4 Zoning Map Amendments *	$1,650	application	$2,125	69%	$2,600	85%	$3,075	100%	
1.1.5 Board of Adjustment - Variance *	$940	application	$1,258	66%	$1,576	83%	$1,894	100%	
1.1.7 Historic Review *									
Historic Design Review (no increase in existing area)	$210	application	$497	25%	$497	25%	$995	50%	Recommend lower cost recovery in recognition of the general benefits provided by a strong historic review program with phasing in up to 50% cost recovery by FY
Historic Design Review (increase in existing area)	$1,030	application	$1,518	61%	$2,006	80%	$2,493	100%	
Determination of Significance	$350	application	$889	45%	$1,428	73%	$1,968	100%	
Certificate of Appropriateness for Demolition	$300	application	$863	43%	$1,426	72%	$1,989	100%	
1.1.8 Land Management Code Review *	$2,000	application	$2,346	77%	$2,692	89%	$3,039	100%	
1.1.9 Minor General Plan Amendment *	$2,000	application	$2,672	67%	$3,344	83%	$4,015	100%	
1.1.10 Sign Review									
Master Sign Plan Review	$320	application	$402	71%	$484	85%	$567	100%	
Amendment to Master Sign Plan	$120	application	$241	50%	$362	75%	$483	100%	
Individual sign permit	$120	application	$199	56%	$278	78%	$357	100%	Less 1% state tax
Sign permit under master sign plan	$130	application	$213	56%	$296	78%	$378	100%	Less 1% state tax
Temporary Sign Permit	$60	application	$114	52%	$168	76%	$221	100%	Less 1% state tax

Park City

2025 Fee Study

Appendix 6: Alternative 3-Year Phasing for Planning Fees

	Fee Type	Current Fee	Current Unit	FY 2026 Fee	FY 2026 Cost Recovery	FY 2027 Fee	FY 2027 Cost Recovery	FY 2028 Fee	FY 2028 Cost Recovery	Notes
1.1.11	Annexation *									
	Annexation	$5,850	application	$7,816	67%	$9,782	83%	$11,748	100%	
	Annexation Fiscal Impact Analysis	$1,550	application	$1,010	100%	$1,010	100%	$1,010	100%	Plus actual cost of City approved consultant fee
	Modification to Annexation Agreement	$4,150	application	$3,919	100%	$3,919	100%	$3,919	100%	
1.1.12	Appeals Fees *									
	Appeals to Board of Adjustment	$500	application	$500	23%	$500	23%	$500	23%	
	Appeals to City Council (Land Use Authority)	$500	application	$500	18%	$500	18%	$500	18%	
	Appeals to Historic Preservation Board	$500	application	$500	26%	$500	26%	$500	26%	
	Appeals to Planning Commission	$500	application	$500	25%	$500	25%	$500	25%	
	Appeals to Appeals Panel	$500	application	$500	18%	$500	18%	$500	18%	
1.1.13	TDR - Development Credit Determination									
	Development Credit Determination - 10 units or less	$100	application	$109	87%	$118	94%	$126	100%	Modified
	Development Credit Determination - 11+ units	$100	application	$277	44%	$454	72%	$630	100%	Modified
	Development Credit Determination - MPD or Annexation	$100	application	$277	44%	$454	72%	$630	100%	Modified
1.1.14	Refund of Withdrawn Planning Applications	Fee less city costs	application		100%		100%		100%	In the case of a withdrawal of an application, the associated fees shall be refunded, less the actual cost for professional services rendered by City staff.
1.1.15	Reactivation Fee	50%	occurrence	50%	100%	50%	100%	50%	100%	For projects that have been inactive by the applicant for more than six months a Reactivation Fee of 50% of original application fee will be assessed
1.1.16	Attorney or Other Professional Services	varies	actual costs		100%		100%		100%	Actual Cost
1.1.17	Mailing Fee	$1.00	piece of mail	$1.13	100%	$1.13	100%	$1.13	100%	In addition to the Application Fee listed, the Applicant will also be responsible for a separate payment for the mailing of a property notice. A $1.13 fee will be assessed per piece of mail that needs to be sent. The specifics on which Applications require property notices to be sent and to whom can be found in Land Management Code § 15-1-21, Notice Matrix.
1.1.18	Other Plan Review	**New**	hourly	$126	100%	$126	100%	$126	100%	Hourly fee for any additional plan review for which no other specific fee has been established
1.1.19	Applicant Requested Continuation of Public Meeting	**New**	occurrence	$252	100%	$252	100%	$252	100%	If an applicant requests the continuation of a public meeting after the publication of the agenda packet or after the publication of any required public notices, the applicant will be charge this fee in addition to any necessary costs associated with the replication of public notices and mailings associated with their application. In the event of unforeseen circumstances, this fee may be waived by the Planning Director.

City Council Staff Report

Subject: Water Impact Fee Update
Author: Clint McAffee
Department: Public Utilities
Date: August 26, 2025

Recommendation

Continue a City Council policy discussion postponed in August 2024 to consider amendments to Park City Code Title 11, Chapter 13, Impact Fees, as well as the Water Impact Fee Facilities Plan and the Water Impact Fee Analysis.

While there isn't a mandated frequency for updating water impact fees, Park City has not updated its water impact fee since 2014. With the recent completion of considerable infrastructure required to comply with State and Federal water quality regulations and treatment capacity issues related to water from the Judge and Spiro Tunnels, we recommend updating the impact fee.

In addition, if the Council desires to consider deferred payment of water impact fees, we request direction on the criteria for allowing deferred payments, including the type of development activity that should have access to deferred payments.

Background

After hearing a presentation on water impact fees on August 15, 2024 (Work Session, p. 10), the Council requested additional information about potential strategies to help reduce the financial burden on new development that requires water impact fees. At the time, the Council was reviewing:

1. A new Water Impact Fee Facilities Plan (IFFP);
2. A new Water Impact Fee Analysis (IFA); and
3. An amendment to Title 11, Chapter 13 of the Park City Code to account for the changes to the fees.

Analysis

Water Impact Fees

Impact fees are common in Utah and utilized by most neighboring jurisdictions, including, for example, Mountain Regional Water, Snyderville Basin Water Reclamation District, Heber City, Salt Lake City Public Utilities, Sandy City, and many others. An impact fee is a fee often imposed by local governments "to require new development to pay their actual costs of their real impact on existing city capital facilities."[1] Impact fees "are limited to the amount reasonably necessary to alleviate any impact caused by new growth on city infrastructure."[2] They can only be spent on "public facilities," which are defined to include

[1] David Church, Utah League of Cities and Towns, Powers & Duties: The Handbook for Municipal Officials 112 (23d ed. 2024).
[2] *Id.* at 114.

"facilities that have a life expectancy of ten or more years; that are owned and operated by or for the city or town; that provide water, wastewater, storm water, power facilities, roadway facilities, parks and recreation facilities, public safety facilities; and environmental mitigation."[3]

More specifically, our water impact fees are "intended to recover the City's costs of building culinary water capacity to serve future residential or non-residential development rather than passing these growth-related costs on to existing users through rates."[4] In other words, without impact fees, existing rate payers pay for the cost of the additional impact on a water system from new development.

Per Park City Code, water impact fees are charged when any Development Activity, as defined in section 11-13-1, increases water demand compared to the property's previous water demand. This includes new construction or additions to residential structures, conversion of a retail commercial space to a restaurant, and new or expanded irrigated areas.

As a condition of a building permit, the Building Department calculates, and if applicable, charges water impact fees for the net increase in water demand (subtracting the amount related to the previous demand from the amount related to the proposed demand). The impact fee represents the difference between the previous use and the future use, in relation to its impact on the water system. Exhibits A and B show a history of the impact fees charged by Park City over the past five years.

Impact fee revenue varies from year to year depending on the volume of new construction, but on average, impact fees account for about 3.5% of total water revenue. All water impact fees collected since FY20 ($6.5M) have been applied to help pay the debt the City incurred to build and construct several water facility projects identified in the current Impact Fee Facilities Plan. The most notable include upgrades to the Quinns Water Treatment Plant, 3Kings Water Treatment Plant, and the water pipeline infrastructure that enabled a direct connection between the two facilities using the SR-248 corridor, for example.

Proposed Impact Fee

The impact fee structure presented to Council on August 15, 2024, was prepared by Bowen Collins and Zions Public Finance to satisfy the Impact Fees Act, Utah Code § 11-36a-101 et. seq., and represents the maximum impact fee that Park City could assess if it desired. Cities may adopt any fee that is lower than the maximum fee calculated in the Impact Fee Analysis or none. For example, Park City may adopt a percentage of the maximum fee and/or the City may phase in increases over time.

While the City has the legal authority to adopt any water impact fee below the maximum calculated amount, doing so shifts the cost burden to existing water users and rate payers.

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[3] *Id.* at 112.

[4] Zions Public Finance, Inc., 2024 Water Impact Fee Analysis: Park City 8 (July 2024).

Water Impact Fee per gallon per minute (gpm) demand	
Current	$16,579
Proposed – 2024	**$25,142**
Proposed – 2025	**$25,784**
Proposed – 2026	**$26,449**
Proposed – 2027	**$27,140**
Proposed – 2028	**$27,901**
Proposed – 2029	**$28,691**

Outdoor Water Impact Fee per 1,000 Sq. Ft.	
Current	$1,598
Proposed – 2024	**$2,423**
Proposed – 2025	**$2,485**
Proposed – 2026	**$2,549**
Proposed – 2027	**$2,616**
Proposed – 2028	**$2,689**
Proposed – 2029	**$2,765**

As directed, we conducted additional research and were unable to find a city or water district in the State of Utah that didn't adopt the maximum fee calculated in their Impact Fee Analysis. Unfortunately, impact fees can present a challenge for small businesses and local entrepreneurs. We regularly work with small businesses and property owners to make sure our calculations are accurate.

The proposed water impact fee is 51.6% higher than the existing fee and is higher than many others in the region. About 71% of the proposed impact fee is allocated to pay for the infrastructure required to comply with the water quality regulations and treatment capacity issues related to water obtained from the Judge and Spiro Tunnels, the single largest project being 3Kings. This infrastructure is unique to Park City and complies with federal and state regulations, ensures system capacity and redundancy, improves water quality, and increases long-term service reliability. If we set aside these large expenses, the proposed impact fee would be much less than the average fees in the table below.

However, if the maximum allowable fee were adopted, next year's inflationary water rate increase could be reduced.

Comparison

As noted, we contacted several other water districts to compare their fees to our own. There are several common methods of calculating water impact fees, including dwelling unit, meter size, or projected water usage. Because of the different methods, we used specific examples of two residential properties and one commercial business. The details and assumptions for the analyzed property types are shown below:

1. Three Bedroom Single Family Residential Home
    a. 2,500 sq.ft. Home
    b. 0.25 Acre Lot

c. 1,000 sq.ft. Irrigated Area
d. 1” Water Meter

2. Five Bedroom Single Family Residential Home
    a. 5,000 sq.ft. Home
    b. 0.5 Acre Lot
    c. 3,000 sq.ft. Irrigated Area
    d. 1.5” Water Meter

3. Commercial Restaurant
    a. 1,560 sq.ft. Commercial Space
    b. 1.5” Water Meter
    c. 86 Dining Seats

The results of this comparison are shown below:

Water Impact Fees ($)	Residential		Commercial
System	3 Bedroom Single-Family Home	5 Bedroom Single-Family Home	Restaurant (1,560 sq.ft) with 86 seats
PCMC Proposed (2025)	$ 12,128	$ 25,062	$ 68,671
PCMC Existing (2014)	$ 7,798	$ 16,116	$ 42,903
Mountain Regional Water GSA	$ 4,660	$ 10,412	$ 37,377
Snyderville Basin Water Reclamation District	$ 13,443	$ 22,405	$ 36,128
Herriman City	$ 6,932	$ 8,259	$ 17,562
South Salt Lake	$ 6,345	$ 12,690	$ 12,690
Heber City	$ 4,939	$ 11,113	$ 11,113
Provo City	$ 7,600	$ 13,311	$ 37,897
North Salt Lake	$ 9,318	$ 12,636	$ 18,908
Murray City	$ 3,642	$ 4,394	$ 16,328
Lehi City	$ 1,194	$ 1,194	$ 3,980

Impact Fee Waivers

Once impact fees are adopted, waivers are only allowed pursuant to State code, and City code and policy. Under Utah State law, impact fees may be waived only for low-income housing, schools, and “development activity with a broad public purpose.”[5] City ordinance further restricts fee waivers to be permissible only for affordable housing and public facilities which serve a beneficial public purpose.[6]

[5] Utah Code § 11-36a-403(a).
[6] Park City Code § 11-13-4.

This is further refined in the Council Resolution Approving a Policy to Waive or Adjust Construction, Development, and Impact Fees (Exhibit C). Under the policy, impact fees may be waived for:

1. City projects which generally have a broad public purpose.
2. Affordable housing projects by private developers voluntarily including affordable units.
3. 501(c)(3) non-profit organizations, governmental agencies, and religious groups that clearly provide a substantial benefit[7].

Similar to charging less than the maximum fee, when water impact fees are waived, water service fees are used to cover the cost of serving the new development[8].

Deferred Payments

Currently, impact fees are paid before a building permit is issued. If the payment is deferred, through an agreement between the City and the developer for example, future approvals from the Building Department or continued water service could be used as a means of collecting payment.

Key approvals from the Building Department include the issuance of a building permit, a four-way inspection, and the issuance of a certificate of occupancy. Any of these approvals could be used as collateral for an outstanding water impact fee.

If payment is deferred beyond certificate of occupancy, water service could be used as collateral for a water impact fee. In other words, if the impact fee is not paid, water service to the property would be shut off. This option would require more administrative and legal costs to enter into these agreements and to address transfer of ownership if the original owner sells the property.

A number of questions would need to be answered if deferred payments were offered, including:

1. What impact fees are eligible for a deferred payment? All? Just water?
2. Who is eligible for a deferred payment?
3. Should interest be charged?

If the goal is to incentivize specific types of growth or economic activity, reducing water impact fees or offering deferred payments may not be the most effective strategy. Water impact fees are assessed only when a development increases water demand (see Exhibit A: only 400 of the 26,000 permits issued required a water impact fee). For developments that trigger the fee, it is based on water demand by use. For example, a restaurant

[7] The policy uses the definition of "substantial benefit" from section 15-15-1 of the Park City Code: "significant improvement or positive effect that will fill a community need and/or meet a specified City Council goal and provide a considerable economic, financial, or environmental benefit to the community that does not currently exist."

[8] Park City Code § 11-13-4.

requires significantly more water than a retail or office space and therefore pays a higher water impact fee.

If the City is interested in promoting specific types of development (economic, residential, or otherwise), a more equitable and targeted approach may be to explore tools like economic development grants.

Existing Alternatives to Paying Impact Fees Calculated by the City
Park City Code includes the following ways water impact fees may be adjusted:

- Offset – An offset would be considered if a developer (rather than the City) installs a system improvement identified in the IFA and the IFFP. For example, if a water tank or a pipeline identified in the IFA and IFFP are installed by the developer, they can request an offset equal to the value of the improvement.

- Independent fee calculation – A fee payer may submit an independent fee calculation, based on studies and data, requesting an adjustment of the impact fee.

Next Steps
Pending City Council direction, a Public Hearing would be scheduled to adopt an updated water impact fee. A Notice of Public Hearing must be posted according to state law ten (10) days prior to the scheduled public hearing. The notice, IFFP, IFA, and impact fee ordinance will be made available for public inspection during the 10-day noticing period at 1884 Three Kings Drive and at 445 Marsac.

The updated water impact fee may take effect 90 days after the impact fee is approved.

Exhibits

A. Water Impact Fee Summary
B. Individual Commercial Water Impact Fees
C. Resolution Approving a policy to waive or adjust construction, development, and impact fees

Exhibit A Water Impact Fee Summary Date Range: 6/3/2019 - 9/13/2024					
Permit Type	**# of Permits charged with Water Impact Fees**	**Total**	**Average**	**Maximum**	**Minimum**
Commercial- New	15	$ 806,054.15	$ 53,736.94	$ 113,410.20	$ 1,657.92
Commercial- New Multiplex	0	$ -	$ -	$ -	$ -
Commercial- Other	23	$ 592,656.80	$ 25,767.69	$ 216,990.31	$ 664.89
Driveway/Patio	2	$ 24,065.88	$ 12,032.94	$ 17,194.48	$ 6,871.40
Electrical	0	$ -	$ -	$ -	$ -
Fire Permit	0	$ -	$ -	$ -	$ -
Full Demo	0	$ -	$ -	$ -	$ -
Garage	0	$ -	$ -	$ -	$ -
Grading/Landscaping	7	$ 190,601.45	$ 27,228.78	$ 131,036.00	$ 2,155.70
Interior Remodel	2	$ 2,884.00	$ 1,442.00	$ 1,710.00	$ 1,174.00
Interior/Non-Structural Demo	0	$ -	$ -	$ -	$ -
Mechanical	0	$ -	$ -	$ -	$ -
Multiplex Addition	7	$ 21,596.00	$ 3,085.14	$ 6,200.00	$ 1,174.00
New Home	247	$ 4,411,539.26	$ 17,860.48	$ 80,497.41	$ 1,493.00
Plumbing	1	$ 1,598.00	$ 1,598.00	$ 1,598.00	$ 1,598.00
Pre-inspection	0	$ -	$ -	$ -	$ -
Remodel	6	$ 31,054.35	$ 5,175.73	$ 12,705.70	$ 1,598.00
Re-Roof	0	$ -	$ -	$ -	$ -
Sign	0	$ -	$ -	$ -	$ -
Single-Family Addition	90	$ 274,730.02	$ 3,052.56	$ 19,259.27	$ 1,493.00
Solar PV	0	$ -	$ -	$ -	$ -
Total Permits with Water Impact Fees	**400**				
Total Permits without Water Impact Fee	**25,590**		$ -	$ -	$ -

Exhibit B Individual Commercial Water Impact fees Date Range: 6/3/2019 - 9/13/2024			
Permit Type	**Outdoor Water Impact Fee**	**Indoor Water Impact Fee**	**Total**
Storage	$ 32,989.11	$ 4,144.80	$ 37,133.91
Restaurant	$ -	$ 109,370.00	$ 109,370.00
Restaurant	$ -	$ 50,478.06	$ 50,478.06
Restaurant	$ -	$ 42,532.64	$ 42,532.64
Restaurant	$ -	$ 41,102.94	$ 41,102.94
Restaurant	$ -	$ 40,144.85	$ 40,144.85
Restaurant	$ -	$ 24,970.78	$ 24,970.78
Restaurant	$ -	$ 24,894.94	$ 24,894.94
Restaurant	$ -	$ 23,061.04	$ 23,061.04
Restaurant	$ -	$ 17,872.89	$ 17,872.89
Restaurant	$ -	$ 16,872.35	$ 16,872.35
Restaurant	$ -	$ 16,090.06	$ 16,090.06
Restaurant	$ -	$ 14,443.64	$ 14,443.64
Restaurant	$ -	$ 10,960.78	$ 10,960.78
Recreation/Park	$ 35,481.99	$ 54,576.36	$ 90,058.35
Recreation/Park	$ 73,624.65	$ -	$ 73,624.65
Recreation/Park	$ 33,203.24	$ 8,819.42	$ 42,022.66
Recreation/Park	$ -	$ 21,744.22	$ 21,744.22
Pool/Spa	$ -	$ 9,556.62	$ 9,556.62
Hospital	$ 104,458.06	$ 8,952.14	$ 113,410.20
Condo	$ 23,465.03	$ 193,525.28	$ 216,990.31
Condo	$ 6,662.06	$ 102,110.86	$ 108,772.92
Condo	$ 3,427.71	$ 72,914.00	$ 76,341.71
Condo	$ 12,005.77	$ 55,370.00	$ 67,375.77
Condo	$ -	$ 15,774.18	$ 15,774.18
Commercial- Other	$ -	$ 7,789.41	$ 7,789.41
Commercial- Other	$ -	$ 6,931.08	$ 6,931.08
Commercial- Other	$ -	$ 6,177.53	$ 6,177.53
Commercial- Other	$ -	$ 4,138.06	$ 4,138.06
Commercial- Other	$ -	$ 3,685.06	$ 3,685.06
Commercial- Other	$ -	$ 3,340.02	$ 3,340.02
Commercial- Other	$ -	$ 2,233.01	$ 2,233.01
Commercial- Other	$ -	$ 1,508.28	$ 1,508.28
Commercial- Other	$ -	$ 664.89	$ 664.89
Commercial- New	$ -	$ 19,985.95	$ 19,985.95
Commercial- New	$ 3,659.42	$ 16,094.93	$ 19,754.35
Commercial- New	$ 15,244.92	$ -	$ 15,244.92
Commercial- New	$ -	$ 1,657.92	$ 1,657.92

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Resolution No. 21-2023

A RESOLUTION APPROVING A POLICY TO WAIVE OR ADJUST CONSTRUCTION, DEVELOPMENT, AND IMPACT FEES, PARK CITY, UTAH

WHEREAS, the City Council wishes to amend the established policy governing the process for the adjustment or waiver of fees for projects that support critical priorities and community needs.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Park City, Utah that:

SECTION 1. APPROVAL. The City hereby adopts the amended Policy for the Adjustment and Waiver of Construction, Development, and Impact Fees as attached as Exhibit A. The prior Policy dated April 13, 2017 is repealed and replaced in its entirety.

SECTION 2. EFFECTIVE DATE. This Resolution shall become effective upon immediately.

PASSED AND ADOPTED this 30th day of November, 2023.

PARK CITY MUNICIPAL CORPORATION

DocuSigned by:
Nann Worel
57775BCB46414F6...

Mayor Nann Worel

Attest:

DS

DocuSigned by:
Michelle Kellogg
E5F905BB533F431...

Michelle Kellogg, City Recorder

Approved as to form:

DocuSigned by:
Margaret Plane
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Margaret Plane, City Attorney

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Adjustment Or Waiver Of Construction, Development, And Impact Fees

- PURPOSE

  The intent of this policy is to effectively and fairly determine the waiver of Park City Municipal Corporation (PCMC) Construction, Development, and Impact Fees for regulated development projects and events which provide a substantial benefit (as defined in *Park City Municipal Code 15-15)*.The City wishes to reduce the fees for projects that support critical priorities and entities providing a substantial benefit. Construction, Development, and Impact Fees include all fees described in Municipal Code 11-12 and 11-13, including the Park City Fee Schedule, Construction and Development Fees. Unless approved by City Council in a separate process, this policy does not apply to Engineering bonding requirements for a Permit to Work in the Public Right of Way.

- POLICY

  The City Manager is authorized to reduce or waive fees for $25,000 or less. All waivers or reductions of fees totaling more than twenty-five thousand dollars ($25,000) on any one project require City Council approval. All fee waivers that require City Council approval shall be reviewed by the Fee Adjustment Committee, who will provide a recommendation on the fee adjustment. To better inform decision-making, the current fiscal year total of all fees waived in accordance with this policy should be provided to the City Manager and/or City Council with all accepted fee waiver applications.

  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.

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        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.
    2. Project budgets for all construction projects requiring a permit will include the dollar amount of non-waived fees associated with the project.
        1. The project manager will coordinate with the Finance Department and Building Department to transfer any non-waived fees from the project account to the correct revenue account prior to building permit issuance.
        2. If the non-waived fees and all construction costs exceed the amount budgeted for the project then the project manager will strategize the best method to reduce construction costs to meet the budget or request an increase in the budget to meet the costs.
2. **Affordable housing projects** by private developers voluntarily including affordable units. This does not include affordable housing units developed as a result of an affordable housing obligation from MPDs, Annexations or similar obligations; Only the portion of fees applicable to voluntary affordable housing are eligible for waiver consideration in accordance with this policy.
    1. For clarification, attainable housing does not meet the criteria for "low- income housing" as identified by the State Law, therefore attainable housing is not eligible for impact fee adjustments, but may be eligible for waiver of other fee types in accordance with this policy)
3. **501(c)3 Non-profit organization, governmental agency, special service district, or religious group** which clearly provides a substantial benefit. Impact Fees may be considered for non-profits only if the development activity provides a substantial benefit;
4. Private development receiving a **Park City Historic District Grant**, provided the fee waiver is for the work qualifying for the grant (excluding impact fees); or
5. **Youth group** (not acting under school or non-profit) projects or events (not meeting the special event criteria) requiring building permits which clearly provide a substantial benefit and are not for profit (excluding impact fees);

- PROCESS

  Waiver of fees for City projects is automatic as outlined above.

  All other fee adjustments shall be requested in writing to the Park City Chief Building Official or their designee (Building Official), on a fee waiver application, and within 90 days of application for the applicable permit. All applications will be reviewed on a case-by-case basis. The Building Official shall accept all complete

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applications that meet the eligibility requirements of this policy. The following documents are required for every application:

1. Comprehensive project plans and/or complete scope of work;
2. Demonstration of eligibility for the waiver (organizational);

- If an application is incomplete, or if the applicant fails to demonstrate the project's eligibility in accordance with this policy, the Building Official may deny the application.

- All accepted fee waiver applications that require City Council approval shall be reviewed by the Fee Adjustment Committee. The Committee should consist of several staff members representing multiple departments, who will develop a recommendation for City Council. The Committee's recommendation shall reflect the project's potential contribution to Council priorities and the proposed substantial benefit it will provide. The committee shall evaluate a project's fulfillment of those criteria and make its recommendation to the City Council for final action.

- Impact fees may be adjusted by any of the mechanisms listed within the Park City Municipal Code 11-13, Including offset, waiver, appeal, or independent fee calculation.

- EFFECTIVE DATE

  This policy shall become effective upon adoption.

  Executed this 30th day of November, 2023.

City Council Staff Report

Subject: Single Family and Irrigation Water Rates
Author: Clint McAffee
Department: Public Utilities
Date: August 26, 2025

Recommendation

Review and discuss initial water billing data for Single Family Residential and Irrigation water customers following the first two billing cycles during peak irrigation months.

Several reports are linked below and contain detailed information on the process that resulted in significant changes to Irrigation and Single Family Residential water rates in FY 2026:

- February 1, 2024 (work session, p.3)
- April 4, 2024 (communications and disclosures from council and staff, p. 17)
- May 23, 2024 (old business, p. 118)
- June 6, 2024 (work session, p. 12)
- March 27, 2025 (new business, item 2)
- April 28, 2025 (old business, item 2)

Link to adopted FY 2026 water rates.

Executive Summary

New Irrigation and Single Family Residential water rates were adopted in June 2025. The new rates are intended to maintain water conservation pricing while increasing fairness by factoring property size into water rates. These rates were not designed to increase revenue. Properties now receive a monthly water budget with non-penalty prices, based on peak season watering recommendations from the Utah Division of Water Resources and property size or irrigated area. Once customers exceed their monthly water budget, additional water used is charged at the new maximum conservation penalty tier of $75 per thousand gallons vs the previous $36.

Under the new rate structure, and at adoption, we estimated that about 10% of Single Family customers would see an increase in their annual water costs, and 90% would see a decrease. We also modeled that customers exceeding their water budget would see increases in their bills, and in some cases very large increases.

Customers have been billed for water use between mid-May and mid-July this year, or only 2/12ths of the year, making it too early to understand the annual financial impacts on customers. During this period, weather has also been hotter and drier than

average[1], which resulted in above average water consumption and created a temporary effect on water bills. While a full year of data would be required to know the actual impact, the limited data that we have indicates the new rate structure is performing as expected, with about 91% of Single Family customers seeing a decrease in their monthly water bill, and larger bills for those exceeding their water budget.

We estimate that among the Single Family customers seeing an increase, most of these are due to watering every day, which violates Park City Municipal Code 13-1-21 (allowing irrigation at most every other day), or they had a leak which will be addressed through our leak policy.

Similarly, Irrigation customers with increased bills are either watering too often or have more lawn than their water budget can accommodate.

In other words, in general, we are seeing the new rate structure impact those on whom it is designed to impose penalty pricing. We are also seeing the financial impact from overuse being amplified by the new penalty tier, which is more than double the previous penalty tier.

During the remainder of the year, customers are expected to see a decrease in their monthly bills during low or non-irrigation months. More time is needed to understand the annual financial impact of the new water rate structure both on customers and total water rate revenue.

Analysis

The new rate structure was designed using the following parameters.

- **Utah Division of Water Resources watering recommendations** – Using DWR's recommendations for Summit County – three irrigation events per week, each applying ½ inch of water per event – a water volume budget per area was established. DWR's recommendations vary weekly depending on weather data, but the water budget includes enough water for peak irrigation season, typically during July and August.
- **Water budget based on property size and irrigated area**
    - Single Family Residential customers are assigned to one of three new rate structures according to their property size and provided enough water to meet average indoor needs and irrigate the lawn area shown below before penalty pricing kicks in.
        - 0 to 0.25 acre property, 20,000 gallons – 0.1 acre of lawn
        - 0.25 to 0.75 acre property, 45,000 gallons – 0.25 acre of lawn
        - > 0.75 acre property, 60,000 gallons – 0.35 acre of lawn

[1] https://www.ksl.com/article/51359182/utah-narrowly-missed-its-driest-july-on-record-can-this-week-break-its-dry-stretch

    - Irrigation customers each received enough water to irrigate lawn covering 68% of their irrigated area (property size minus non-irrigated areas such as buildings, roads, and driveways for example).
- **New penalty tier price** – once a customer uses their budgeted monthly volume, additional water used during the billing period is billed a higher penalty price. The new penalty tier is $75 per 1,000 gallons, increased from $36 under the previous Irrigation and Single Family structures. With this extremely high penalty tier, customers who exceed their monthly water budget quickly incur a large water bill, therefore discouraging further water use.

Anticipated Impacts:
We anticipated that 90% of Single Family Residential customers would see a reduction in their annual water cost, and 10% would receive an increase. Based on historical water usage data, we also anticipated that some of the customers getting an annual increase would experience dramatically higher water bills in July and August, some more than double their normal bill, due to excessive watering.

Due to the many variables that were changed with Irrigation rates, primarily combining properties with several water meters that historically have been billed separately into one virtual meter, we did not estimate the number of customers that would see an increase. Revenue from the entire Irrigation customer class was modeled to be reduced by 15%. Still, because of the complexities with the rate change, we didn't estimate the number of customers that would get an increase or decrease in the annual cost.

On an annual basis, rate changes were modeled to reduce revenue by about $1M per year, or about a 5% reduction in total water service fee revenue, due to the changes in water rates.

Year to Date Impacts:
We have sent two cycles of water bills under the new rate structure for usage from mid-May to mid-July. During this period, the weather has been drier and hotter than average, and water consumption is up 9% from the same period last year.

Our Public Utilities customer service team has been busy answering calls from customers with questions about their bills.
Our experience with those calls can be summarized in the two following points. First, the rate structure does better than the old structure of financially disincentivizing excessive water use. As discussed above, the issue is often intentionally or unintentionally watering every day or a leak at the property. Second, the $75 penalty tier quickly creates a financial signal, but that signal also can create economic hardship for some customers.

- **Single Family:**
  - In July, only 4% of customers experienced penalty pricing, less than anticipated.
  - In August, 9% of Single-Family Residential experienced penalty pricing, also less than anticipated.

- **Irrigation:**
  - In July, 14% of customers experienced penalty pricing, and in August it was 30%.
  - It is too early to know how many customers will see an annual increase due to the price of base rates and non-penalty usage tiers being lowered considerably.
  - For example, Irrigation customers can hit penalty pricing for several months but still see an annual decrease in cost compared to the previous rate structure.

The table below shows the year-over-year change in consumption and revenue for all our customer classes. It is important to note that we expected higher revenues during peak summer months and lower revenues for non-irrigating months compared to the previous rate structure, with a net revenue reduction for the year. The total increase in revenue includes the 4.5% increase to Commercial and Multi Family water rates in FY 2026.

YTD Change from Last Year
Mid-May through Mid-July

	Commercial*	Irrigation	Multi Family*	Residential	Total*
Consumption	5%	9%	-1%	15%	9%
Revenue	11%	4%	1%	19%	12%

**Water Rates increased 4.5% for FY26*

City Council Staff Report

Subject: Economic Development Grants
Author: Chris Eggleton
Department: Economic Development
Date: August 26, 2025

Executive Summary

Prior to June 23, 2022, the City's Economic Development Grant Policy ("ED Grant Policy") earmarked up to $50,000 per year for applicants across three categories—relocation, start-up, and expansion, and was funded by the Lower Park RDA ($20k), the General Fund ($10k), and the Main Street RDA ($20k).

ED Grant Policy awards required:

- Alignment with Park City's goals in economic diversification, affordable housing, transportation, and environmental/energy initiatives.
- Commitment to operating within Park City for at least three consecutive years post-award.
- Evidence of fiscal stability.
- Demonstration of projected economic benefits (e.g., tax revenue growth, job creation) equal to or exceeding the City's contribution.

During a Work Session on June 23, 2022, the ED Grant Policy was suspended until further notice as part of an update to the annual *Budget Policies & Objectives, Chapter 6 – Public Service Contracts, Grant Policies, and Incentive Programs* section of the fiscal year's budget (*ITEM: FY22 Final Adjusted Budget and FY23 Final Budget Discussion* (policy page 79 (page 3 of PDF) / Meeting Media Recording, Minute 2:10:48)).

Staff seeks guidance on the following: (1) would Council like to reactivate the ED Grant Policy program; and (2) if so, what changes would the Council recommend, if any, to the annual funding level and/or funding mechanisms, the maximum award amount, the grant criteria, and/or other eligibility requirements?

Background

The following is a summary of the suspended ED Grant Policy:

Purpose & Goals:

Park City's Economic Development Grant Policy encourages the relocation, start-up, or expansion of businesses that strengthen the community's economic base and align with the City's strategic focus areas, such as creating a sustainable and resilient local economy by supporting small businesses, fostering innovation, and balancing growth with historic preservation and community. The program intends to attract and retain enterprises that generate measurable public benefits, such as

quality job creation, increased tax revenues, and enhanced services, while contributing to the long-term vitality and resilience of the City.

Grant Categories:

1. Relocation Grants – to attract new businesses into Park City
2. Start-Up Grants – to assist new business ventures within city limits
3. Expansion Grants – to help existing Park City businesses grow their operations

Eligibility Requirements:

Applicants must demonstrate financial stability, the operational capacity to fulfill proposed objectives, and a commitment to remain in Park City for at least three years. Projects must align with the City's strategic plans and show **clear economic benefit to the community**, with preference for proposals where projected tax revenues exceed the grant amount. Grants cannot fund routine operating expenses unrelated to the project's goals, nor duplicate other City funding for the same purpose. All awards require City Council approval and a formal grant agreement outlining performance measures, reporting obligations, and potential repayment if conditions are not met.

Analysis

Based on available historical information and current research, the City has funded a total of 16 businesses through the ED Grant Policy since 2006. A total of $246,600 in ED Grant Policy funds has been awarded, with an average grant amount of $15,412.50.

- 12 (75%) of the businesses funded achieved their stated goals
- 11 (69%) of the businesses funded are still operating

The ED Grant Policy program's outcomes reflect:

- 12 businesses awarded the ED Grants succeeded as measured by the grant criteria. Of these businesses:
  - 9 are still operating
  - 3 are no longer operating
- 4 businesses awarded the ED Grants failed as measured by the grant criteria. Of these businesses:
  - 2 are still operating
  - 2 are no longer operating

Table 1 provides a detailed history of the ED Grant Policy program through June 2022.

Discussion

1. Would the Council like to reactivate the ED Grant Policy program?
2. If so, what changes would the Council recommend, if any, regarding the annual funding level and/or funding mechanisms, the maximum award amount, the grant criteria, and/or the eligibility requirements?

Exhibits

A Excerpt of the ED Grant Policy, Chapter 6 – Public Service Contracts, Grant Policies, and Incentive Programs of the FY26 Budget Policies & Objectives

TABLE 1: HISTORY OF ECONOMIC DEVELOPMENT GRANTS

AWARD YEAR	BUSINESS	ED GRANT AMOUNT	TERM EXPIRATION	SUCCEEDED	STILL OPERATING
2006	Center for Applied Media	$ 18,000.00	—	Yes	Yes
2007	Oquirrh Institute for Public Policy	$ 10,000.00	—	No	No
2008	Park Silly Sunday Market	$ 7,000.00	—	Yes	Yes
2009	High West	$ 11,000.00	—	Yes	Yes
2009	PC Performing Arts Foundation	$ 9,000.00	—	Yes	Yes
2010	Local Tourist *Although the business failed, its founder, Alan Mao, continues to participate in the local economy as part of Lazlo Group	$ 15,000.00	—	No	Yes*
2014	Soul Poles	$ 20,000.00	Jun-17	Yes	No
2015	Ritual Chocolate **closed their Park City cafe on October 31, 2023, and moved to Heber, Utah	$ 20,000.00	Apr-18	Yes	Yes**
2016	Mountain Hub, formerly known as Avatech	$ 30,000.00	Jul-21	Yes	No
2016	Anomaly Action Sports (distributes the brands Shred Optics and Slytech Protection)	$ 20,000.00	Nov-19	Yes	No
2017	Motherlode	$ 11,600.00	Jun-20	No	Yes
2018	Red Flower	$ 15,000.00	May-21	Yes	Yes
2019	Auntie Em's	$ 10,000.00	Aug-22	Yes	Yes
2021	Offset Brewing	$ 20,000.00	Jul-24	Yes	Yes
2022	Wild Event Studio	$ 10,000.00	Jun-26	No	No
2022	Alpine Distillery (Pie Bar)	$ 20,000.00	Jun-26	Yes	Yes

Department so the grant amount can appropriately be budgeted. The Department will also reach out periodically to request information on awarded grants to assist with the annual budget process, reports to Council, audit assistance, and other reasons.

PART III - ECONOMIC DEVELOPMENT GRANT POLICY (AS OF JUNE 23, 2022, THE GRANT PROGRAM IS UNDER REVIEW; APPLICATIONS WILL NOT BE ACCEPTED UNTIL FURTHER NOTICE)

Annually, the city will allocate up to $50,000 to be used towards retaining and growing existing businesses, and attracting and promoting new organizations that will fulfill key priority goals of the City's Biennial Strategic Plans and General Plan. Funding will be available for relocation and/or expansion of current businesses, and new business start-up costs only.

A. Page ED Grant Distribution Criteria

Applications will be evaluated on the following criteria in order to be eligible for an ED Grant:

Criteria #1: The organization must demonstrate a sound business plan that strongly supports the Goals of the City Economic Development Plan.

Criteria # 2: The organization must commit to and demonstrate the ability to do business in the city limits for a duration of no less than three years. Funding cannot be used for one-time events.

Criteria #3: The organization must produce items or provide services that are consistent with the Economic Development Work Plan and align with the City's General Plan to enhance the safety, health, prosperity, moral well-being, peace, order, comfort, or convenience of the inhabitants of the city. The organization must either conditionally agree to participate in or to expand programs or services, or otherwise provide evidence of existing services and initiatives consistent with the goals stated in Park City's Biennial Strategic Plan in the sectors of: Housing, Transportation, and Energy.

Criteria #4: The organization must demonstrate substantial contribution to the central goals of the City's General Plan, including specific and significant commitment to most of the main sectors of:

a. Fostering a strong sense of community vitality and vibrancy.
b. Respecting and conserving the natural environment.
c. Promoting balanced, managed, and sustainable growth.
d. Supporting and promoting diversity in people, housing and affordability.
e. Supporting a diverse, stable, and sustainable economy.

f. Preserving a strong sense of place, character, and heritage.

Criteria #5: Fiscal Stability and Other Financial Support: The organization must have the following: (1) A clear description of how public funds will be used and accounted for; (2) Other funding sources that can be used to leverage resources; (3) A sound financial plan that demonstrates managerial and fiscal competence.

Criteria #6: The organization can forecast at the time of application the ability to achieve direct or indirect economic/tax benefits equal to or greater than the City's contribution.

Criteria #7: The organization should show a positive contribution to diversifying the local economy by increasing year-round business opportunities, creating new jobs, and increasing the local tax base.

The City's Economic Development Program Committee will review all applications and submit a recommendation to City Council, who will have final authority in judging whether an applicant meets these criteria.

B. Economic Development Grant Fund Appropriations

The City currently allocates economic development funds from the Lower Park RDA ($20,000), the General Fund ($10,000), and the Main Street RDA ($20,000). Of these funds, no more than $50,000 per annum will be available for ED Grants. Unspent fund balances at the end of a year will not be carried forward to future years.

C. ED Grant Categories

ED Grants will be placed in three potential categories:

1. **Business Relocation Assistance:** This category of grants will be available for assisting an organization with relocation and new office set-up costs. Expenses covered through an ED Grant include but are not limited to moving costs, leased space costs, fixtures/furnishings/ and equipment related to setting up office space within the city limits.
2. **New Business Start-up Assistance:** This category of grants will be available for assisting a new organization or business with new office set- up costs. Expenses covered through an ED Grant include but are not limited to leased office space costs, fixtures/furnishings/ and equipment related to setting up office space within the city limits.
3. **Business Expansion Assistance:** This category of grants will be available for assisting an organization or business with expansion costs. These expansions should increase square footage, increase year-round jobs in City limits and/or increase tax revenue; and/or demonstrate a venture into an area

considered a diversification of our economic base.

D. Application Process

Application forms may be downloaded from the City's www.parkcity.org website, are available via email from the Economic Development Manager, or are available within the Economic Development Office of City Hall. Applications will be evaluated and awarded on a quarterly basis.

E. Deadlines

All applications for Economic Development Grants must be received no later than the following dates each year to be eligible for quarterly consideration.

1Q – Second Friday in August for the end of the First Quarter (September 30th)

2Q – Second Friday in November for the end of the Second Quarter (Dec. 31st)

3Q – Second Friday in February for the end of the Third Quarter (March 31st)

4Q – Second Friday in May for the end of the Fourth Quarter (June 30th)

The City Council will consider in a public meeting any application received by each of the quarterly deadlines within 6 weeks. Extraordinary requests outside the scheduled application process may be considered, unless otherwise directed by Council.

Extraordinary requests received must meet all the following criteria to be considered:

1. The request must meet all the normal Public Service Fund Distribution Criteria and qualify under the Economic Development Grant criteria.
2. The applicant must show that the requested funds represent an immediate fiscal need that could not have been anticipated before the deadline; and
3. The applicant must demonstrate significant consequences of not being able to wait for the next quarterly review.

F. Award Process

The disbursement of the ED Grants shall be administered pursuant to applications and criteria established by the Economic Development Department, and awarded by the City Council consistent with this policy and upon the determination that the appropriation is necessary and appropriate to accomplish the economic goals of the City.

ED Grants funds will be appropriated through processes separate from the Public Service Contract and ongoing Rent Contribution and Historic Preservation process.

The Economic Development Program Committee will review all applications on a

quarterly basis and forward a recommendation to City Council for authorization. All potential awards of grants will be publicly noticed 14 days ahead of a City Council action.

Nothing in this policy shall create a binding contract or obligation of the City. Individual ED Grant Contracts may vary from contract to contract at the discretion of the City Council. Any award of a contract is valid only for the term specified therein and shall not constitute a promise of future award. The City reserves the right to reject all proposals and to waive any technical deficiency at its sole discretion. Members of the City Council, the Economic Development Program Committee, and any advisory board, Task Force, or special committee with the power to make recommendations regarding ED Contracts are ineligible to apply for such Contracts. City Departments are also ineligible to apply for ED Contracts. All submittals shall be public records in accordance with government records regulations ("GRAMA") unless otherwise designated by the applicant pursuant to UCA Section 63-2-308, as amended.

PART IV– Live Park City – Lite Deed Restriction Program

The City Council may appropriate funds dedicated to the purchase of deed restrictions for housing vitality and preservation within the City limits of Park City. The Live Park City housing program purchases deed restrictions that require owner occupancy or long-term rental of the property. The disbursement of funds will be administered by the City Manager and based on the recommendation of an Advisory Board created by City Council and following program criteria established by the Housing Department and adopted by City Council. The Advisory Board has the authority to award recommendations and to enter and negotiate individual deed restrictions, subject to approval by the City Manager, provided the funds being provided are less than $200,000. If the home funds in an application exceed $200,000, the authority to approve a deed restriction and delegate funds is subject to City Council approval.

PART V - Landscaping Incentive

Each year, the City Council may appropriate a specific dollar amount to be used to offer a cash incentive per square foot of turf grass removed and replaced with non-turf Water Wise Landscaping as defined in the Land Management Code. The City Council will appropriate the funding for these expenditures during the annual budget process. The funding source for this category is the Water Fund. The City Council hereby authorizes the Landscaping Incentive Program. The disbursement of the funds shall be administered according to the Landscaping Incentive Program under applications and criteria established by the Public Utilities Department and awarded by the Public Utilities Department. Disbursements under this program shall not exceed $50,000.

City Council
Staff Communications Report

Subject: SR-224 FHWA Wildlife Crossing Grant Application Status Update
Author: Sydney Maves, Senior Transportation Planner
Alex Roy, Assistant Transportation Planning Manager
Department: Transportation Planning
Date: August 26, 2025

Executive Summary

The Transportation Planning Department is committed to working with the community and regional stakeholders to reduce wildlife vehicle collisions (WVCs) in Park City, improving both human and wildlife safety on our transportation network. In April 2025, the Transportation Planning Department prepared a Staff Communications Report informing the City Council of a wildlife crossing grant opportunity available through the Federal Highway Administration (FHWA). In May 2025, Council directed Transportation Planning to pursue this federal grant opportunity to identify and evaluate additional strategies for reducing WVCs along the roadway. The FHWA Wildlife Crossing Pilot Program (WCPP) grant opportunity is currently paused. We remain committed to advancing this work, either by submitting our application when the opportunity reopens or by initiating a study using local funds to maintain momentum and prepare for future wildlife mitigation measures.

Summary of Vehicle-Wildlife Challenges along SR-224

In 2022, the Utah Department of Transportation (UDOT) identified the frequency of WVCs along State Route 224 (SR-224) as a source of economic, safety, and natural resource concern. The stretch of SR-224 adjacent to McPolin Farm between mile posts (MP) 6.5 and 8.5 was identified as a hotspot for WVCs along the corridor. This segment of SR-224 sees the highest number of WVCs, and just over half of all WVCs along SR-224 from 2010 to 2020. With continued projected growth in Park City, Summit County, and the broader Salt Lake City metropolitan area, the Average Annual Daily Traffic (AADT) count will continue to grow, and the resulting WVCs will likely grow without additional mitigation measures. While regional partners have taken several steps to improve human and wildlife safety along SR-224, more work is needed.

Federal Grant Opportunity

As a result of the Infrastructure Investment and Jobs Act of 2021, the FHWA established the WCPP, which provides discretionary grants to reduce WVCs while improving habitat connectivity for terrestrial and aquatic species. The program was designed as a five-year initiative, with funding allocated for Federal Fiscal Years 2022 through 2026. In recent months, we have had numerous conversations with partners, wildlife biologists, architects, environmental planners, and academics to learn about and explore what possibilities may exist for the corridor. Conversations with UDOT, the Department of Wildlife Resources (DWR), Summit County, and Save People Save

Wildlife (SPSW) have informed the Transportation Planning Department's approach to pursuing this grant opportunity.

We prepared a complete application for a non-construction, planning-level study focused on identifying and advancing effective WVC mitigation strategies. The study scope includes a year-long monitoring effort to document seasonal movement, feeding behaviors, and migration routes, supplementing existing data from UDOT and DWR. Using this information, the project will conduct a scenario-based evaluation of potential mitigation measures to determine the most technically feasible and effective approach. The final phase will produce a detailed implementation plan that translates the preferred strategy into a sequenced, actionable roadmap for future deployment.

As we were finalizing our application materials, we were informed that the funding opportunity had closed unexpectedly due to a review at FHWA to ensure alignment with federal priorities. As a result, we were unable to submit an application, as the funding opportunity closed prior to the original August 1, 2025 deadline. Transportation Planning is actively monitoring updates on this competitive funding opportunity and will be prepared to apply should the opportunity reopen.

Ongoing Wildlife Mitigation Efforts
In July 2025, we attended a day-long workshop run by a landscape architecture and environmental planning firm retained by SPSW. The session focused on bringing stakeholders together to understand local opportunities and constraints for reducing WVCs along the two-mile corridor segment of SR-224 adjacent to McPolin Farm. As this project progresses toward final mitigation recommendations, we will collaborate with partners to prepare updates for City Council.

Next Steps
Transportation Planning has consulted with UDOT and congressional advisors on the next steps following the closure of the grant opportunity. The Department has been advised to monitor Grants.gov for status updates on the WCPP opportunity and pause progress on the planning study, in anticipation that FHWA may reopen the solicitation. If the funding opportunity does not reopen in the coming months, the Transportation Planning Department will explore the use of local and state funds to conduct a WVC mitigation strategies study, independent of federal funding availability. This proactive approach ensures continued momentum toward long-term mitigation, even in the absence of immediate federal support.

City Council
Staff Communications Report

Subject: Status Update on Bus Stop Improvement Project
Author: Sydney Maves, Senior Transportation Planner
Steven Dennis, Capital Projects Manager
Julia Collins, Transportation Planning Department Manager
Department: Transportation Planning and Engineering
Date: August 26, 2025

Summary

Park City Municipal is advancing a multi-year effort to upgrade 84 bus stops by 2027. In 2024, 18 bus stops were upgraded, 35 stops are scheduled for upgrade in 2026, and the remaining 31 bus stops are planned for upgrade in 2027, with 85% of project costs covered by federal, state, and county grant funding sources. These upgrades will include new shelters, seating, signage, and other amenities that support a more accessible and enjoyable transit experience. In addition, this project integrates traffic calming and bike and pedestrian improvements on key neighborhood corridors such as Little Kate Road and Monitor Drive, reflecting the City's commitment to safe, first/last-mile pedestrian and bicycle connectivity. As the project reaches the 60% design milestone for the remaining 66 bus stops, expected in the fall of 2025, we will launch a community outreach campaign, re-engaging neighborhood liaisons and expanding dialogue to the public before final design and implementation.

Project Update

Background

Park City Municipal has embarked on a multi-year initiative, 85% of which is covered by outside grant sources, to enhance public transit infrastructure, accessibility, and first/last-mile connections throughout the community. This initiative reflects priorities identified through public feedback in the Short-Range Transit Plan (SRTP), Long-Range Transportation Plan (PC Forward), and Bicycle and Pedestrian Plan (BPP).

- **February 2020:** Park City finalized a Bus Stop Improvement and Accessibility Study to survey bus stops and evaluate existing conditions and applicable ADA criteria.
- **September 2022:** From the Bus Stop Improvement and Accessibility Study, we advanced 11 bus stops through concept design. Subsequently, competitive grant funding was secured to facilitate complete design and construction for a minimum of 72 additional stops. As a result, Park City chose to design and construct 73 new stops.

- **April 2023:** City Council approved a Design Professional Services Agreement (DPSA) with a third party to lead federal compliance, construction project management, and design work.
- **December 2023**: Project update to City Council summarizing public engagement efforts.
- **March 2024:** City Council approved a DPSA with a fabricator to deliver 20 new bus stop shelters for the project.
- **April 2024**: City Council approved a construction agreement with a contractor to improve 18 bus stops (Phase 1 – 2024).
- **November 2024:** City Council approved a DPSA to establish a new third party as the federal compliance and design lead for the remaining 66 (Phase 2 & 3 – 2026 & 2027) bus stop locations.
- **July 2025**: City Council approved an amendment to the fabricator DPSA, increasing the scope of service to include more shelters and field installation for 28 of the 66 remaining stops that will receive shelters.

Phases of Construction

The first construction phase for this project began in 2024, with upgrades to 18 bus stops, including nine shelters. Since the City Council's approval to advance design in November 2024, the project team has selected and surveyed 66 bus stops and is now in the design phase for upgrading them. Planning for the remaining stops is underway, with 35 bus stops scheduled for construction in 2026 and the remaining 31 stops scheduled for construction in 2027. Construction timelines may shift as designs are finalized.

By December 2027, the City plans to have upgraded 84 bus stops (approximately 65% of all Park City Transit stops), which were identified based on ridership, ADA compliance, project readiness, and engineering feasibility. Project locations where future development is pending were not considered in favor of future coordination. These upgraded bus stops will also provide new amenities to make trips taken via transit even more convenient and enjoyable. Amenities will vary by bus stop and may include the installation of shelters, seating, improved signage, trash/recycling cans, bike racks, and ski racks. A map illustrating which stops will be upgraded, when, and which amenities they will receive is available for the public on the project's Engage Park City webpage. Over 85% of the funding for these improvements comes from federal, state, and county grants and reflects Park City Municipal's commitment to sustainable and inclusive mobility.

Planned Improvements and Public Art

Planned improvements frequently extend beyond the bus stops, addressing key network gaps through first/last-mile upgrades and placemaking efforts. By integrating first/last-mile connections and Safe Routes to School enhancements into the bus stop construction, the project presents a strategic opportunity to streamline implementation, minimize community disruption, and maximize community benefit. We have applied

supplemental funding through third-quarter Summit County sales tax revenues to support these expanded improvements. Most notably, responding to resident concerns, the Park Meadows neighborhood will see traffic calming roadway improvements and new bicyclist and pedestrian facilities on Little Kate Road, Monitor Drive, and Lucky John Drive, providing a higher level of comfort for active transportation users and aligning with recommendations from the adopted BPP. **Exhibit A** provides a draft cross section of Little Kate Road and Monitor Drive.

We have also collaborated with the Public Art Advisory Board (PAAB) to incorporate public art at eight shelters, celebrating local artists and highlighting the region's natural landscapes (**Exhibit B**). We will continue to collaborate with the PAAB to leverage the 2026 and 2027 stops as potential locations for public art in the community.

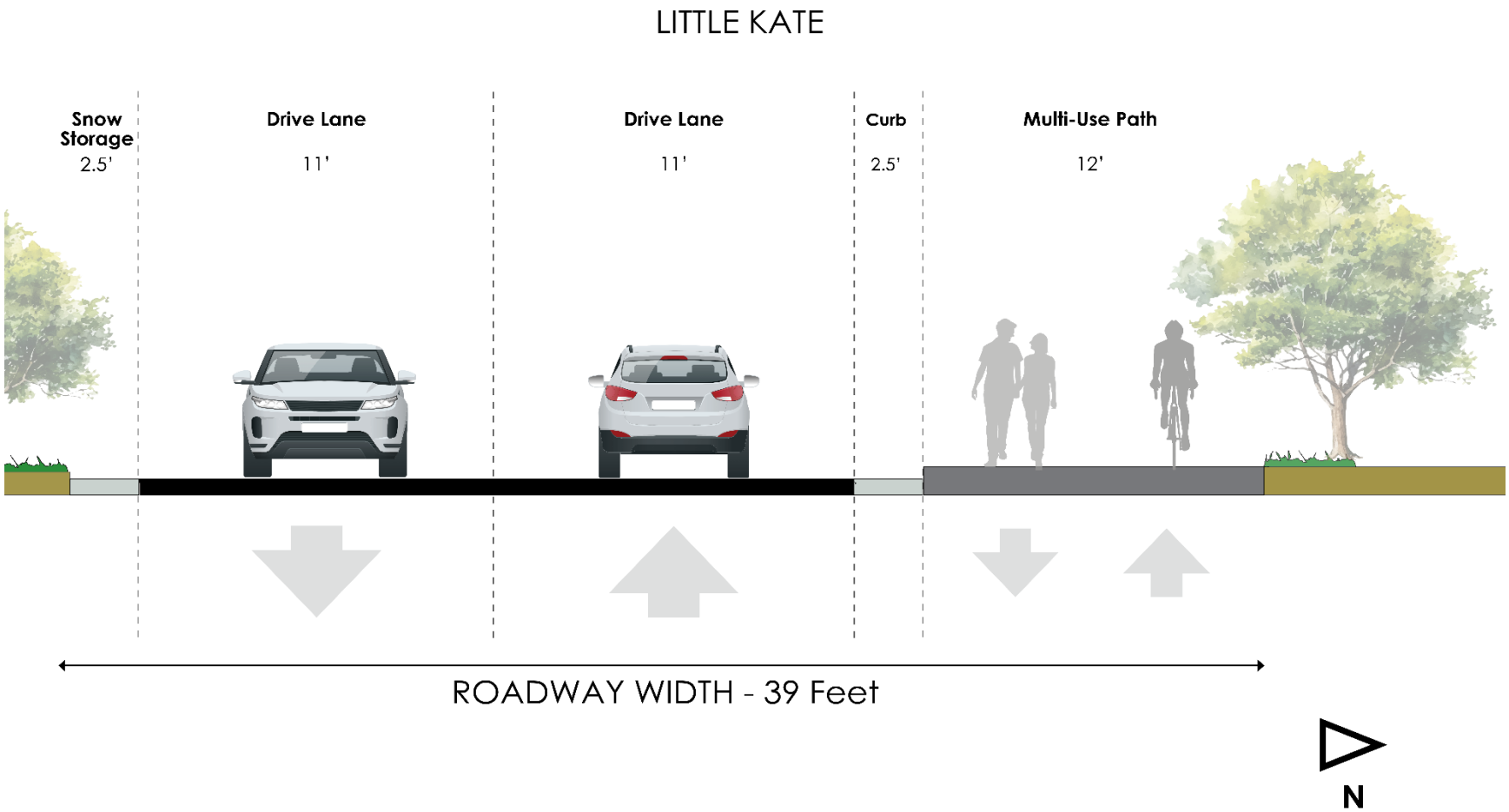
Upcoming Public Engagement

In fall 2025, the project team will reach 60% design completion for the remaining bus stops planned for upgrade through the project. This milestone will kick off a comprehensive community outreach campaign to re-engage the neighborhood liaisons who shaped the first phase of bus stop improvements. We established neighborhood liaisons to ensure consistent community engagement from the project's outset. These representatives have played a key role in providing feedback and influencing design recommendations based on local perspectives and understood needs. The engagement campaign will also expand dialogue to individual property owners, homeowner associations (HOAs), and the broader public. The engagement campaign's first step is a comprehensive update to the Engage Park City Bus Stop Improvement page, which has already been completed.

Community members are encouraged to stay informed through the Park City Engage page, which will be regularly updated with new details and opportunities to get involved. The project team welcomes feedback at any time via email (BusStopComments@ParkCity.gov) and will gather input through upcoming in-person engagement events. Engagement opportunities will be posted to the project webpage as they are scheduled. We will continue to update the Mayor and City Council on the project's progress and key milestones as the project progresses.

Exhibit A – Draft Roadway Cross Sections

Little Kate Road Draft Roadway Redesign Cross Section



Monitor Drive Draft Roadway Redesign Cross Section

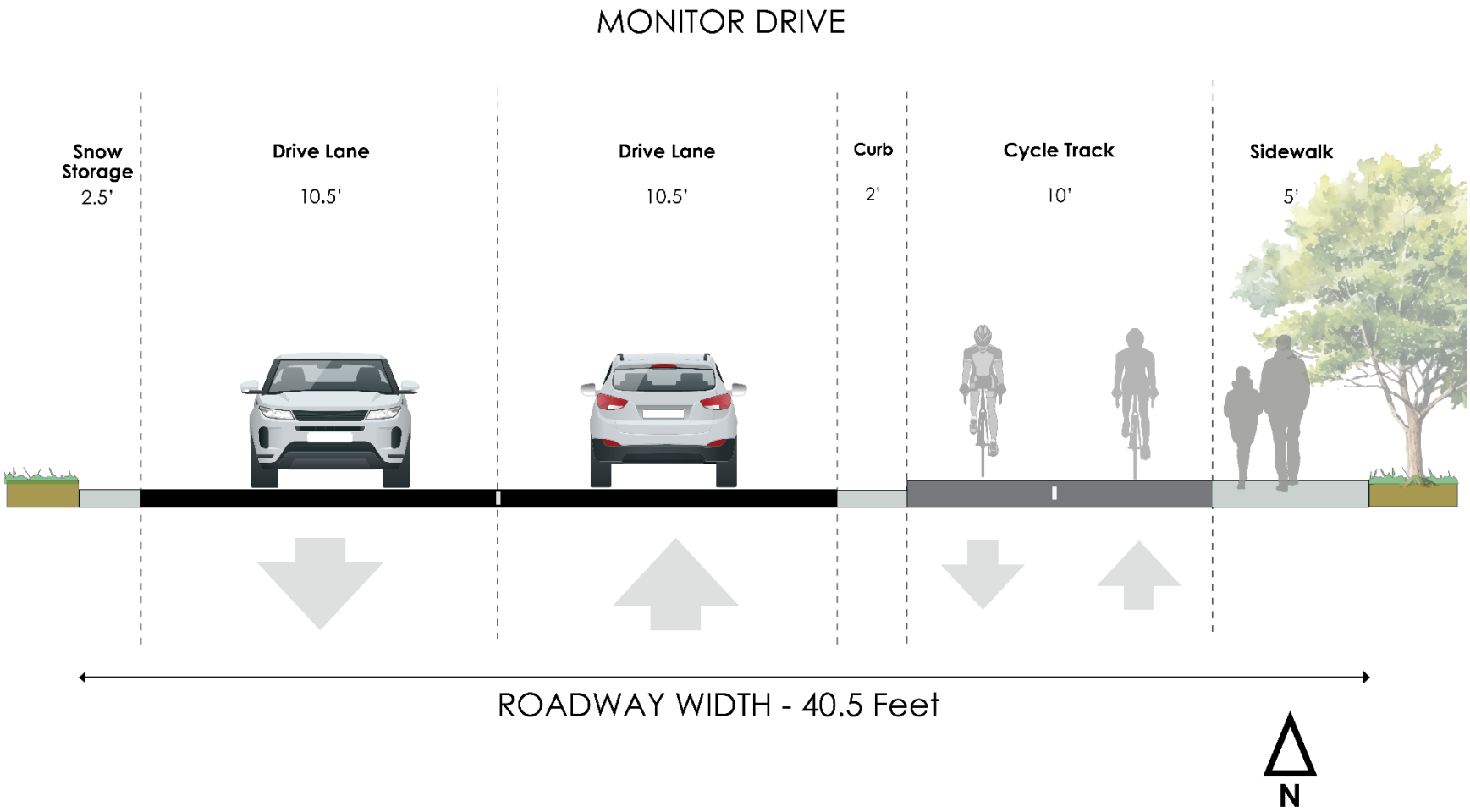
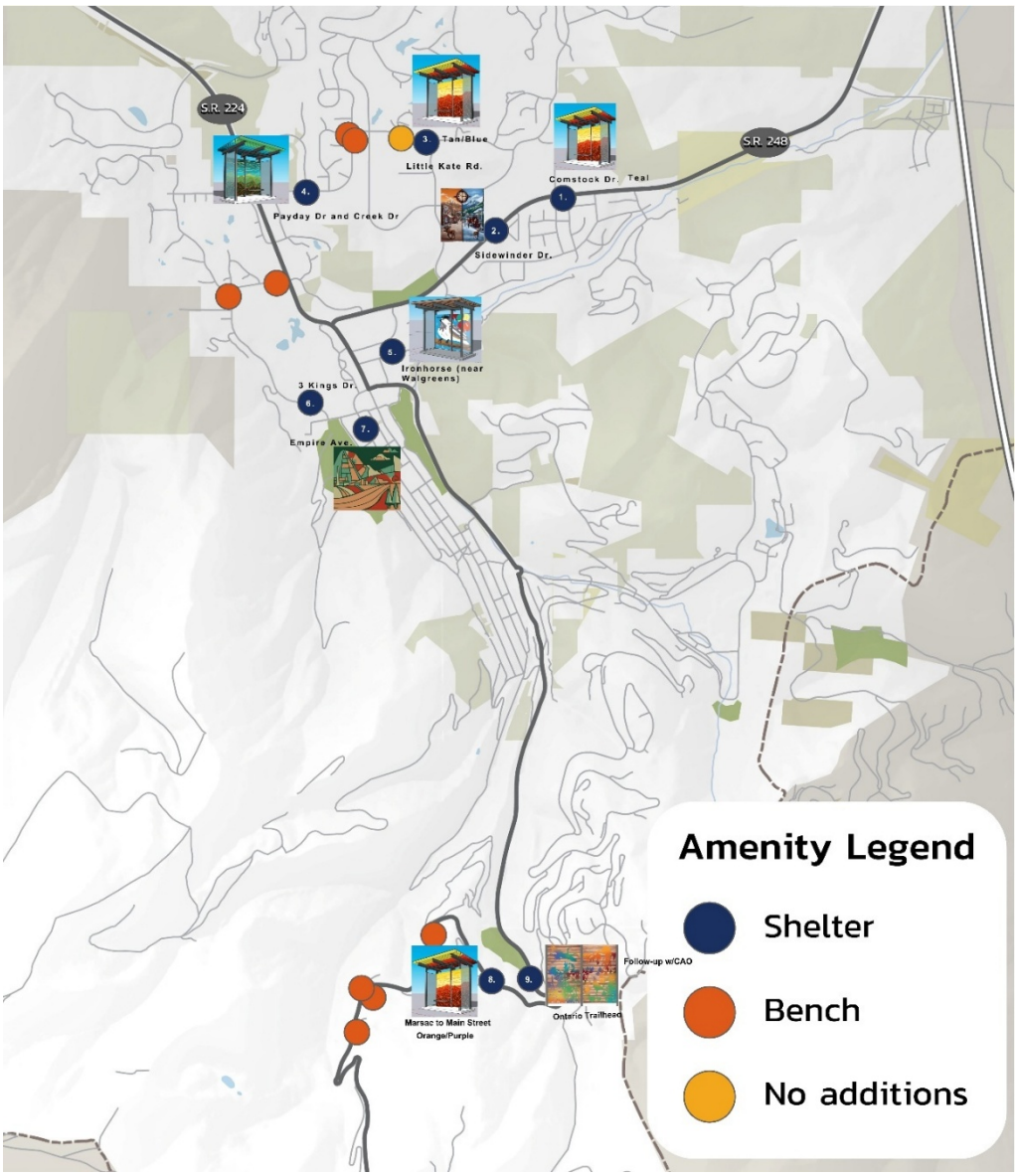


Exhibit B – Bus Stop Shelter Artwork Map and Examples

Map of Bus Stop Shelter Artwork Locations

A map presented to City Council in February 2025 shows the artwork assigned to select bus stop shelters. Images of some of the shelters with complete artwork are shown below.



Example 1: Creekside Park (Stop ID: 30740)

Artist: Elizabeth Walsh

Location: Holiday Ranch Loop Road



Example 2: Treasure Mountain – O (Stop ID: 50110)

Artist: Elizabeth Walsh

Location: Kearns Boulevard/SR-224 & Comstock Drive



Example 3: High School – O (Stop ID: 50100)

Artist: Heather Olson

Location: Kearns Boulevard/SR-248 & Cooke Drive



City Council Staff Report

Subject: 2025 Sundance Film Festival Debrief
Author: Chris Phinney
Department: Special Events
Date: June 26, 2025

Recommendation

Review an economic impact and operational debrief of the 2025 Sundance Film Festival (the "Festival") from the Sundance Institute (the "Institute").

Executive Summary

Annually, the Institute and the City evaluate the operational successes and challenges of the Festival and present a debrief to the City Council. The Institute commissions an independent economic impact analysis that includes effects on both the City and the State of Utah. This report outlines a summary of City Operations, the Festival debrief presentation, and City Services fees.

If the City Council desires a work session to discuss the contents of the report, the Special Events team will return immediately with the Sundance team at the next meeting.

Analysis

The Festival has enjoyed a long and successful history in Park City. On October 30, 2013, the City entered into a City Services Agreement (the "Agreement") with the Institute. The 2026 Festival will mark the final year of the Agreement and the last time the Festival will be held in Park City. Of the Festival's ten days, the first five are the busiest, drawing the most significant number of Festival attendees, sponsors, and activations, while requiring considerable City operations and Public Safety resources. This debrief will concentrate on this initial five-day timeframe.

In response to numerous public safety risks, our officials implemented a pedestrian-only restriction on Main Street (south of Heber Avenue) during the first five days of the Festival (Supplemental Plan Amendment in closed session January 9, 2025). The Public Safety initiative was finalized 12 days before the start of the Festival, replacing the previous operational plan (Supplemental Plan; December 19, 2024 report/minutes p. 8). Despite the compressed timeline, City, Festival, and HPCA/Main Street Merchant teams collaborated effectively to develop and implement the operational, outreach, and transportation plan. The feedback received from attendees and the Institute was positive overall, including several areas for improvement. Highlights are outlined below.

CITY DEPARTMENT INITIATIVES

Public Safety: Public Safety personnel worked tirelessly to implement the pedestrian-only Main Street initiative. This operation included closing the road daily at noon and reopening it at 3:30 a.m., prioritizing transit access, verifying access passes to limit vehicle entry, and ensuring a safe environment throughout the downtown corridor.

- Total number of staffed officer positions: 431.
- Total number of hours: 3,565.
- Total fees: $356,500.
- Total equipment costs: $36,022

Transportation: A comprehensive transportation plan was developed to prioritize transit efficiency, protect residential neighborhoods, and improve overall traffic circulation.

- Drop and load during the Festival was located on lower Main Street between 7th Street and 9th Street.
- Kane Consulting managed residential neighborhood protection, parking, and pedestrian management.

Transit: In addition to maintaining standard winter transit service, including service to the Richardson Flat Park & Ride, we successfully increased ridership in 2025.

- Total number of transit riders: 133,786, up 18.5% (112,860 in 2024).
- Total number of hours added: 809.

Parking: Parking was tightly managed during the Festival, with the distribution of red and green access passes playing a key role. These passes controlled entry to the Main Street area and helped maintain orderly traffic flow and security.

- Parking rates:
  - Thursday, January 23: $40;
  - Friday & Saturday, January 24 -25: $50;
  - Sunday to Tuesday, January 26-28: $30; and
  - After January 29: Regular peak parking rates.
- China Bridge totals: 1,478.
- Richardson Flat Park and Ride totals: 2,094, up 8.5% (1,929 in 2024).
- Red, green, and black permits:
  - Red, 86 (83 in 2024);
  - Green, 130 (90 in 2024); and,
  - Black, 299 (302 in 2024).

Outreach: The Community Engagement Team distributed various important Festival information. Following the implementation of the Public Safety initiative, most Festival documents required significant revisions under tight time constraints.

Finance & Licensing: Extensive work was completed on Convention Sales Licenses (CSL), Convention Chain Business (CCB) Restrictions, and the Vacancy Ordinance.

- 43 CSL (42 in 2024).
- This was the first year we reached the CCB limitations south of Heber. We have several unaffiliated CCBs that were not allowed store-front space.
- 6 storefronts were deemed dark, and 6 locations did not obtain a one-time exception.

Festival Debrief

The Sundance debrief and written Economic Impact Report are included as **Exhibit A**.

Funding

City services are budgeted and tracked within individual department budgets and are funded through the General Fund. The approved FY25 budget includes waived City services and contributions, pursuant to the Agreement with the Institute.

The table below provides a detailed breakdown of the aggregate value of City-paid services, value in kind, waived fees, and the annual cash payment in accordance with the Festival Agreement. NOTE: Final costs for Public Safety, safety equipment, and Kane Security services were 5% ($67,170) above past estimates due to the City's implementation of the Main Street Public Safety initiative. These increases were still within approved budgets, and no department adjustments were necessary.

Item	2025 Estimate	2025 Actual Costs
Special Event Application Fee	$1,037	$1,037
Transit Services	$106,736	$97,167
Police Services	$343,650	$356,500
Kane Security	$323,900	$362,853
City Facility Use	$37,822	$37,822
Parks and Streets Equipment & Signs	$18,655	$41,022
Parks - Increased Trash and Recycling	$10,368	$10,368
Building Maintenance - Increased Cleanings	$11,520	$11,520
Parking Removal of Main Street, Brew Pub, Swede Alley	$30,000	$30,000
Parking Passes for China Bridge	$22,000	$22,000
Building Permits	$17,000	$15,380
Park City Fire Standby	$8,280	$8,480
Estimated Annual Festival Payment	$372,000	$372,000
Traffic Management (Drop and Load Area)	$8,000	$9,000

Totals	**$1,310,968**	**$1,375,149**

Exhibits

Exhibit A 2025 Sundance Film Festival Economic Impact Report

FOR RELEASE APRIL 2025

ECONOMIC IMPACT
2025 SUNDANCE FILM FESTIVAL

AUTHORS

Quin Monson, Ph.D. Y^2 Analytics, Founding Partner

Sven Wilson, Ph.D. Notalys, Chief Economist

Jay Goodliffe, Ph.D. Notalys, Chief Methodologist

FOR MEDIA OR OTHER INQUIRIES

Quin Monson, Ph.D. – Y^2 Analytics
Sven Wilson, Ph.D. – Notalys

801-406-7877
www.y2analytics.com

KEY DATA POINTS

At least 85,472 people attended the Sundance Film Festival between January 23rd and February 2nd, 2025, resulting in 130,710 tickets redeemed. Approximately 27,997 of the attendees were visitors from out of state. These out-of-state visitors spent an estimated $162.4 million in Utah during the Festival. Sundance Institute also directly contributed to the Utah economy via the costs of planning and producing the 2025 Festival. In total, the Sundance Film Festival contributed the following to Utah's economy in 2025:

- $196.1 million in Utah gross domestic product
- 2,697 jobs for Utah residents
- $103.3 million in Utah wages
- $21.1 million in state and local tax revenue

Additionally, Sundance Institute offered tickets to an online version of the Festival for attendees unable to travel to Utah. There were over 214,000 online views and associated ticket sales across 325 total online screenings.

BACKGROUND

The Sundance Film Festival is the flagship annual event of the non-profit Sundance Institute. The 2025 Festival ran for 11 days between January 23rd and February 2nd, 2025 and drew at least 85,472 attendees to 626 in-person film screenings in Park City and Salt Lake City, as well as panel discussions at both locations. About one-third of the attendees came from out of state. These out-of-state visitors contributed to Utah's economy by participating in Festival activities and purchasing lodging, meals, and entertainment during their stay. Sundance Institute also contributed directly to the local economy via direct spending on planning and producing Festival events. The 2025 Sundance Film Festival was available to participants through online-accessible films and events as well as the traditional in-person Festival. For the purposes of economic analysis, we assume those who participated in online-only events to have not contributed any more to Utah's economy outside of ticket sales.

This report estimates the total economic impact of the 2025 Sundance Film Festival using observational and self-reported survey data about Festival attendees, their attendance patterns, and their spending habits; and using Sundance Institute direct spending data. The report was sponsored by Sundance Institute.

There are additional sources of economic activity not accounted for in this report. We omit impacts due to spending by official Festival sponsors, unaffiliated businesses that operated around the event, airport taxes for attendees that traveled through Salt Lake International Airport, and secondary spending for visitors that return to the state post-Festival since these data sources were not made available to either Sundance Institute or to our research team.

METHODOLOGY

The estimates in this report rely on three categories of data: 1) film festival ticketing data for all Sundance Film Festival accountholders, 2) self-reported spending data collected through online surveys immediately after the Festival, and 3) accounting records from Sundance Institute about direct spending to produce the Festival. Using these data sources, we produced estimates for attendance and average spending for both in-state and out-of-state attendees.

ATTENDANCE ESTIMATES

For our attendance estimates, we rely on data collected by the Sundance Institute from Festival user accounts and ticket purchases as well as survey response data. Formerly, our attendance estimates were gathered from sensors that anonymously tracked individuals throughout an environment via their mobile devices. These sensors assigned each device a unique ID and the data reported where that device was seen at various Festival venues as measured by twenty sensors installed across the Festival footprint (including venues in Park City and Salt Lake City). Sensors were utilized again this year to monitor traffic beyond ticket checkpoints at Festival venues, however the sensors installed for this year's Festival were not able to uniquely identify the individuals they detected. As such, while this year's sensors provided a reasonable upper bound for attendance, they were not sufficient to derive a realistic, conservative estimate. This year's methodology therefore employed both the ticketing data acquired via Festival user accounts and the self-reported survey data.

SURVEY METHODS

Our research team conducted two surveys to determine spending among Festival attendees: 1) an online survey among ticket-buyers generally immediately after the Festival and 2) an online survey one week after the Festival among Festival pass-holders, which included industry professionals, VIPs, and other contributors to the Festival.

Y² Analytics fielded an online survey among Sundance Institute database ticket buyers shortly after the Festival. Ticket buyers were selected at random to participate and invited over email with one follow up reminder. In total, we interviewed 2,561 Festival attendees online. Additionally, we fielded the same online instrument among persons contained in a database of Festival pass-holders, with two follow-up reminders. These attendees included industry professionals, VIPs, and other Festival contributors. In total, we interviewed 50 of these Festival pass-holders.

ECONOMIC IMPACT

Spending during the Sundance Film Festival generates many positive economic benefits. Tourism-related industries are beneficiaries of spending that would not otherwise be part of the state's economy, and that spending entering the state induces additional spending as companies hire additional labor, increase their capacity, and purchase the goods that are necessary to accommodate the additional visitors.

The detailed surveys conducted of Festival attendees provide data on how much attendees spend on a variety of services: lodging, meals, transportation, recreation, and other retail expenses. For each category of spending, we apply the latest available (2024) RIMS II economic multipliers produced by the U.S. Bureau of Economic Analysis.

These multipliers capture how much additional spending is induced by the Festival. The RIMS II model also estimates the effect of the Festival on earnings in the state, and the number of jobs produced.

Sundance Institute spending that is necessary to sustain the Festival also contributes to the economic impact and its contribution to the total economic impact is also included.

The primary economic impact of spending coming from outside the state is referred to as *State Gross Domestic Product (State GDP)*. This is the *value-added* of all goods and services. It includes direct spending by visitors to the Festival, indirect spending, which is the value of inputs that are produced by other local businesses, and induced expenditures, which result from the increased spending by Utah households. State GDP removes the value of intermediate inputs and, thereby, captures new spending that occurs because of the Festival.

We also report a measure of *Total Output*. This measures the value of every dollar *associated* with spending on the Festival. However, Total Output includes intermediate goods and, therefore, contains some double-counting. We include this as a reference value but note that the true economic impact is captured best by the State GDP estimate.

Finally, using data from a number of sources, we develop estimates of state and local taxes (sales taxes and income taxes) that result from the increase in spending and earnings in the state.

RESULTS

ATTENDEES: NUMBERS & CHARACTERISTICS

Figure 1: Proportion of Non-resident Attendees

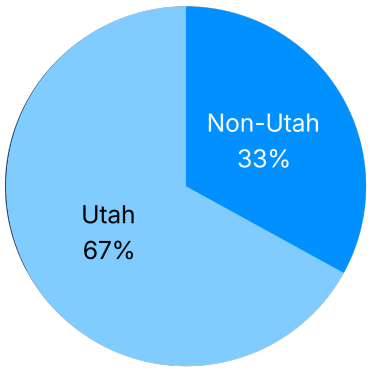
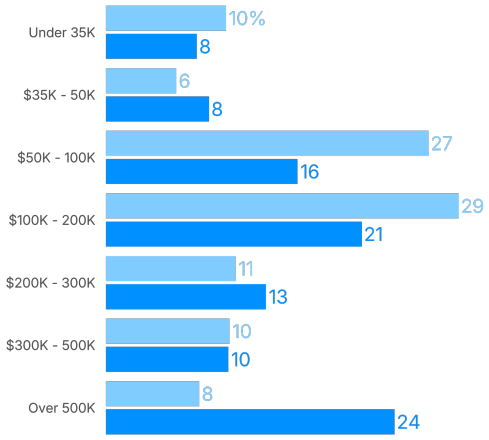


Figure 2: Attendee Income Ranges



About 85,472 attendees filled 130,710 seats at events over the course of the Festival. An estimated 67% of attendees were Utah residents (about 57,475 individuals) while 33% came from out-of-state (about 27,997 individuals). About 34% of non-residents came from California, 10% from New York, 7% from Texas, 5% from Illinois, 4% from Florida, 3% from Virgina, Washington, Pennsylvania, Colorado, and New Jersey, respectively, and 25% from other states. 3% of non-resident attendees traveled from outside the United States to attend the Festival, representing at least 20 different countries.

89% of non-resident attendees reported attending multiple days of the Festival, with 61% of non-residents staying between 2 and 5 days. 82% of Utah residents attended only one or two days of events. A majority of Utah resident attendees came from Salt Lake County (55%), Summit County (21%), and Utah County (9%).

Out-of-state festival goers tended to come from relatively high-income households. 34% of non-resident respondents reported a household income of $300,000 or more, a plurality of those visitors.

While a substantial share of those who traveled to attend the Festival are current entertainment industry professionals (25%), an even larger proportion are not. 5% of non-resident participants are students, about 2% are press, and 36% work in non-entertainment fields.

SPENDING

Table 1 below provides estimates of aggregate spending by both residents and non-residents of Utah. Utahns spent around $39.8 million to participate in the Festival. This number is far exceeded, however, by the amount spent by non-residents. People coming to the state spent around $162.4 million during their stay here, not including purchases of tickets to the Festival.

TABLE 1: AGGREGATE SPENDING

	UTAH	NON-UTAH	COMBINED
Lodging	$-	$64,930,582	$64,930,582
Car Rental	$408,518	$3,144,974	$3,553,492
Other Transportation	$3,157,720	$15,460,465	$18,618,185
Meals	$12,374,145	$38,832,703	$51,206,848
Recreation & Entertainment	$20,274,183	$33,400,221	$53,674,404
Other Spending	$3,535,806	$6,587,293	$10,123,100
Total	$39,750,372	$162,356,239	$202,106,611

Tables 2 & 3 summarize spending on a per-person basis. Spending across all categories was $6,422 for each out-of-state visitor or a total of $925 per day. Utahns, primarily because they seldom need lodging, spent less but still purchased $634 in goods, services, and recreation during the Festival, or $206 per day.

TABLE 2: AVERAGE TOTAL SPENDING BY CATEGORY

	UTAH	NON-UTAH
Lodging	$-	$2,761
Car Rental	$6	$103
Other Transportation	$44	$612
Meals	$207	$1,378
Recreation & Entertainment	$327	$1,315
Other Spending	$49	$252
Total	$634	$6,422

TABLE 3: AVERAGE DAILY SPENDING BY CATEGORY

	UTAH	NON-UTAH
Lodging	$-	$404
Car Rental	$3	$18
Other Transportation	$16	$77
Meals	$70	$185
Recreation & Entertainment	$105	$196
Other Spending	$13	$45
Total	$206	$925

ECONOMIC IMPACTS

The spending by non-residents and by Sundance Institute contribute economically to the state. Table 4 summarizes the economic impact of this spending. We estimate that the economic impact of the Festival (State GDP) is roughly $196.1 million. Most of this is due to spending brought in by visitors to the state. The total amount of economic activity associated with the Festival is roughly $342.9 million, though we caution again that this value contains significant double-counting for some types of expenditures. Nonetheless, the Festival has a sizeable impact on the state economy.

TABLE 4: ECONOMIC IMPACTS

	NON-RESIDENT	SUNDANCE INSTITUTE	COMBINED
Total Spending	$162,356,239	$11,166,074	$173,522,313
Economic Impact (State GDP)	$186,057,094	$10,020,970	$196,078,064
Total Output	$325,640,159	$17,521,197	$342,891,356
Earnings	$98,230,650	$5,092,336	$103,322,985
State and Local Taxes	$20,875,118	$261,117	$21,136,235
Jobs	2,587	110	2,697

The Festival has other economic impacts. We estimate that the annual employment associated with the Festival is 2,697 jobs and total earnings of those employees is over $103.3 million. Additionally, we estimate that the Festival generates roughly $21.1 million in state and local taxes. These are revenues that would not be available to the state without the Festival.

APPENDICES

APPENDIX A: ATTENDEE RESIDENCE

	TOTAL
Utah	67.24%
Non-Utah	32.76%

APPENDIX B: ATTENDEE AGE

	UTAH	NON-UTAH	TOTAL
Under 18	0.1%	0.3%	0.2%
18-25	9.1%	5.5%	7.9%
26-35	22.9%	15.2%	20.4%
36-45	15.5%	15.5%	15.5%
46-55	13.0%	18.9%	15.0%
56-64	20.1%	26.2%	22.1%
Over 65	19.3%	18.3%	19.0%

APPENDIX C: ATTENDEE GENDER

	UTAH	NON-UTAH	TOTAL
Woman	69.4%	63.1%	67.4%
Man	24.3%	31.5%	26.6%
Other	6.3%	5.4%	6.0%

APPENDIX D: ATTENDEE EDUCATION

	UTAH	NON-UTAH	TOTAL
High School Graduate or Less	2.7%	1.0%	2.2%
Some College	10.7%	6.3%	9.3%
Associates or Technical Degree	4.0%	8.7%	5.5%
Bachelor's Degree	40.0%	45.1%	41.7%
Master's Degree	29.9%	26.7%	28.9%
Doctorate/Other Post-Grad	12.7%	12.2%	12.5%

APPENDIX E: ATTENDEE INCOME

	UTAH	NON-UTAH	TOTAL
Less than $35,000	9.9%	7.5%	9.1%
$35,000 - $49,999	5.8%	8.5%	6.7%
$50,000 - $99,000	26.6%	15.8%	23.1%
$100,000 - $199-999	29.1%	21.1%	26.5%
$200,000 - $299,999	10.7%	13.2%	11.5%
$300,000 - $499,000	10.2%	10.1%	10.2%
$500,000+	7.7%	23.8%	13.0%

APPENDIX F: ATTENDEE OCCUPATION

	UTAH	NON-UTAH	TOTAL
Entertainment Industry	5.2%	25.4%	11.8%
Non-Entertainment Industry	47.8%	35.7%	43.8%
Press	1.5%	1.7%	1.5%
Student	6.8%	4.5%	6.0%
Other	18.7%	12.1%	16.6%

APPENDIX G: ATTENDEE INTENDED TO SKI OR SNOWBOARD DURING FESTIVAL

	UTAH	NON-UTAH	COMBINED
Yes	22.8%	26.2%	23.9%
No	77.2%	73.8%	76.1%

APPENDIX H: COUNTY OF RESIDENCE (UTAH)

	UTAH
Salt Lake	55.1%
Summit	20.6%
Utah	8.6%
Wasatch	5.4%
Davis	3.8%
Weber	3.4%
Other	3.0%

APPENDIX I: MOST ATTENDED VENUE

	UTAH	NON-UTAH	TOTAL
Park City	53.9%	90.5%	65.9%
Salt Lake City	44.6%	8.8%	32.9%
Sundance Resort	1.5%	0.7%	1.2%

APPENDIX J: EVER ATTENDED SUNDANCE FILM FESTIVAL BEFORE

	UTAH	NON-UTAH	TOTAL
Yes	73.0%	68.4%	71.5%
No	27.0%	31.6%	28.5%

APPENDIX K: PLANNING TO RETURN AND ATTEND FILM FESTIVAL NEXT YEAR

	Utah	Non-Utah	Combined
Yes, Definitely	64.3%	41.6%	56.8%
Yes, Probably	30.3%	38.5%	33.0%
No, Probably not	5.4%	18.9%	9.8%
No, Definitely not	0.1%	1.0%	0.4%

APPENDIX L: STATE OF RESIDENCE (NON-UTAH)

	NON-UTAH
California	34.3%
New York	9.8%
Texas	7.1%
Illinois	5.1%
Florida	4.2%
Virginia	3.1%
Washington	3.0%
Pennsylvania	2.9%
Colorado	2.8%
New Jersey	2.6%
Other	25.2%

APPENDIX M: COUNTRY OF RESIDENCE (NON-US)

	NON-UTAH
Canada	21.6%
Australia	10.8%
Germany	10.8%
United Kingdom	10.8%
India	5.4%
Antigua & Baruba	2.7%
Argentina	2.7%
Chile	2.7%

Denmark	2.7%
Ecuador	2.7%
France	2.7%
Japan	2.7%
Mexico	2.7%
New Zealand	2.7%
Norway	2.7%
Panama	2.7%
Peru	2.7%
South Korea	2.7%
Switzerland	2.7%
United Arab Emirates	2.7%

APPENDIX N: FESTIVAL DAYS ATTENDED

	Utah	Non-Utah	Combined
1	41.1%	10.8%	31.2%
2	41.1%	12.4%	31.7%
3	3.8%	13.1%	6.8%
4	3.0%	16.1%	7.3%
5	3.2%	18.9%	8.4%
6	2.5%	12.3%	5.7%
7	0.6%	6.1%	2.4%
8	1.7%	2.5%	2.0%
9	0.8%	2.0%	1.2%
10	1.2%	2.5%	1.6%
11	1.0%	3.2%	1.7%
Average	2.28	4.50	3.01

ABOUT THE AUTHORS

QUIN MONSON, Ph.D., Y² Analytics

Quin Monson is a recognized survey researcher and a founding partner at Y² Analytics. He has particular expertise with questionnaire design; survey and field experiments; and survey sampling and weighting. He has done pioneering work with creating online probability panels and has fielded many political, academic, and professional surveys via telephone, online, in-person interviews, and using mixed methods. Quin received his Ph.D. from the Ohio State University where he focused on elections, public opinion, and survey research methods. In addition to his work at Y², he is the current Director of Civic Engagement Leadership, the former Director of the Center for the Study of Elections and Democracy and a professor of political science, all at Brigham Young University.

SVEN WILSON, Ph.D., Notalys Chief Economist

Sven E. Wilson is an economist with over 25 years of experience doing empirical analysis in the areas of economics, public policy and demographics. He is a founding Partner of Notalys, a Utah-based economic and public policy consulting firm that has done numerous policy analyses in the state of Utah in recent years. He is a graduate of Brigham Young University and holds a Ph.D. in economics from the University of Chicago. He is professor of public policy at BYU, where he has taught policy research and data analysis, and he is a research economist at the National Bureau of Economic Research.

JAY GOODLIFFE, Ph.D., Notalys Chief Methodologist

Jay Goodliffe is a founding Partner and Chief Methodologist at Notalys. Dr. Goodliffe has taught and researched public policy in Utah and nationally for over 25 years. He received his bachelor's degree from MIT, and his master's degree and Ph.D. from the University of Rochester. His experience includes designing, administering, and analyzing complex survey data; assessing incentive and information systems in market and non-market environments; compiling and synthesizing disparate databases to identify patterns and relationships; and conducting cost-benefit analyses. As professor of political science at BYU, Dr. Goodliffe teaches classes on statistical analysis, econometrics, multilevel models, game theory, and data visualization.

City Council
Staff Communications Report

Subject: City Manager Recruitment
Author: Sarah Mangano
Department: Human Resources
Date: August 26, 2025

Summary: With City Manager Matt Dias resigning effective September 15, 2025, Park City must recruit a successor. The City Manager is appointed by the Mayor with the advice and consent of the City Council, and Mayor Worel has announced that this appointment will be the privilege of the new Mayor whose term starts January 5, 2026. The City Manager is the chief administrative officer and is responsible "for the proper administration of all affairs of the City placed in his or her charge." The Manager's duties include overseeing all departments, personnel, and the City budget. The Manager's powers and duties are outlined in Park City Code 2-4 sections 1-5.

Human Resources (HR) recommends recruiting a new City Manager with the expertise of an executive recruitment firm. HR has the expertise to conduct this recruitment internally, but in this case recommends an executive recruiter as the recruitment will require intensive bandwidth and scope.

Background: Recruiting a City Manager is complex, in part because of the number and variety of stakeholders involved. Council is deeply invested in the position, as the City Manager serves at the pleasure of the Mayor and Council and implements their policy direction. City employees depend on the City Manager's leadership to align operations with Council's vision and community partners value responsiveness and continuity in programs, services, and relationships. Residents expect the City Manager to faithfully carry out the priorities set by their elected officials.

Park City Municipal is a highly unique mountain resort community of 10,000 residents that can swell to 100,000 during peak seasons and special events. With the 2034 Winter Olympic Games on the horizon, our next City Manager must be more than a capable administrator — they must be a leader ready to guide the organization and community through a pivotal period of planning and preparation. The Manager must have financial and operational expertise, as well as the skills to navigate complex intergovernmental relationships. The Manager is the City's chief spokesperson, principal negotiator, and lead policy advisor to Council, which requires proven experience in municipal management, strategic planning, public sector budgeting, and high-level negotiations.

Analysis: A search of this importance requires focused energy and dedicated resources. External recruitment services will tap into a broad national network and actively identify passive candidates who may not be reached through traditional postings. Costs vary by firm and scope of services but typically range from a fixed fee to

a percentage of the first-year salary, representing a notable investment that should be weighed against the long-term importance of the hire. Alternatively, HR is prepared to lead the process in close partnership with the Mayor and Council.

We are confident in our capacity to deliver a competitive, transparent, and timely process. We would follow a process similar to that used by professional services, working with Council to define the ideal candidate profile, reviewing and refining the job description, and developing a targeted recruitment strategy. This would include marketing materials for LinkedIn, Indeed, ICMA, ULCT, and other platforms, as well as direct outreach to qualified prospects. The HR team successfully recruited two Deputy City Managers earlier this year, managing over 200 applicants. From job posting to start date took five months. A City Manager search may take longer.

Recommendation: Based on initial feedback and the advantages of leveraging broader recruitment resources, the HR team recommends engaging an external search firm for this process. Here is the proposed process and estimated timeline:

Attachments:

Attachment A: Tentative Timeline
Attachment B: City Manager Job Description

Tentative City Manager Appointment Timeline

2025-2026

September-October 2025 | Executive recruiter selection process

October-November 2025 | Intake and marketing with selected recruiter

November 4, 2025-January 5, 2026 | Interim vacancy period when appointment can not be made

November 2025-January 2026 | Candidate submissions and agency pre-screen

Mid-January 2026 | Interview process

To Be Determined | City Manager start date

Park City Municipal Corporation
Job Description

City Manager
Executive Department
Position # 1EX90
Reports to: Mayor & City Council

Updated: August 2025 **FLSA status: Exempt**

JOB SUMMARY

The City Manager directs and administers all day-to-day functions of the municipal government, including Public Safety, Public Works, Public Utilities, Recreation, and Community Development regulations and permits. Advises and assists the City Council and boards and commissions in making informed and strategic public policy and administrative decisions. Leads major organizational initiatives and acts as a key spokesperson for the City as well as a lead negotiator and principal lobbyist on Federal, State, and regulatory issues. Prepares the Annual Operating and Capital Budgets, and the City's underlying financial strategy to the City Council and participates in a variety of intergovernmental initiatives.

TYPICAL DUTIES

- Administers the execution of City Council priorities, official boards and commissions, municipal elections, risk management, and the City Council's weekly meeting agenda topics;
- Attends all City Council meetings, drafts and reviews professional and technical reports, and plans, organizes, and evaluates the work of all City departments to ensure services comply with all applicable laws, regulations, standards, and City Council direction;
- Provides leadership and oversight to departmental managers to develop and retain competent, public-service-oriented employees through selection, compensation, and training to support the City's operating plans and objectives.
- Develops the City's Operating and Capital Budget, prepares and monitors the City's overall financial position and strategy, and oversees procurement, risk management, and insurance placements;
- Coordinates presentations to the City Council, outside organizations, and local and regional media outlets;
- Participates in a variety of professional and community organizations to maintain positive external relationships and key constituencies; and
- Negotiates with outside parties when authorized by City Council, including water and property,
- Leads Park City Municipal's intergovernmental relations efforts with the Federal government, State legislature, and special districts by both managing outside lobbyists and acting directly as appropriate.

Duties also include:

- Policy Development and Management and Administration of Daily Operations
- Adjudicates Governance Process, including Communications and Community Engagement, Financial Management, and Organizational Leadership Principles
- Faithfully Discharge Responsibilities as Defined in Codes and Laws

KNOWLEDGE, SKILLS, AND ABILITIES

- Proven ability to quickly establish and maintain effective working relationships with employees, media, and the public
- Superior written communication skills and proven public speaking before large groups
- A results-driven leader with experience managing the full life cycle of employment in an engaging workplace culture. Ability to work collaboratively in a self-managed team environment
- Knowledge of all governmental processes, particularly local government, negotiation, and facilitation
- Knowledge of public sector budgeting principles and practices, and personnel principles and practices
- Ability to analyze complex data and draw conclusions in areas of land use, community development, water, public safety, recreation, and public works

EDUCATION AND/OR EXPERIENCE

Required:

- Masters's degree in Public Administration or related degree
- 5 years' experience managing in a municipal, county, or equivalent management environment
- 10 years' operational and people management experience
- 10 years' experience in a combination of some of the following: financial management, strategic planning, transportation, media relations, and project management leadership

Preferred:

- Resort town and tourism experience
- International City Manager's Association membership
- Legislative, lobbying, and negotiation expertise

City Council Staff Report

Subject:	**State Lobbyist Services Contract with Consult-LEC, LLC**
Author:	**Michelle Downard**
Department:	**Executive**
Date:	**August 26, 2025**
Type:	**Administrative – Consent**

Summary

Review and consider approving a new five-year contract for State of Utah lobbying services, in a form approved by the City Attorney, with Consult-LEC, LLC for $120,000 per year through December 31, 2030.

Background

Each year, Park City relies heavily upon the additional expertise and resources of outside lobbying services to protect and preserve Park City's unique characteristics before the Utah Legislature and Executive Branch.

These services are necessary for several reasons:

1. **Ensures Representation:** Lobbying services ensure that PCMC has a strong daily representation and voice in the Utah legislative and policymaking process. PCMC's concerns are often unique and frequently in the minority position. Committed lobbying services ensure we are considered when shaping public policy and have a proactive means to intercept new or expanding legislation.

2. **Information and Expertise:** Lobbying services provide in-depth knowledge of specific legislators' goals and underlying objectives, pressing issues, or areas of legislative concern that may impact Park City. PCMC obtains and provides valuable information and expertise to Utah lawmakers through lobbying efforts, helping the City make more informed local decisions and provide ongoing feedback to the House, Senate, and Executive Branch.

3. **Balancing Power:** Lobbying services counterbalance some of the influence of powerful interests, ensuring that new public policies reflect a broader set of values and PCMC's priorities, and that the voices of prominent cities and towns are valued and not ignored. This counterbalance is especially important for a distinctive community such as Park City that, at times, seeks unique legislative considerations and solutions compared to other Utah cities and towns.
    - For example, Park City is legislatively distinct in its nationally registered historic district, affordable housing authority, transit agency, and Resort Cities sales taxes, among others.

4. **Communications with Government Officials:** Lobbying services provide direct and accessible means of ongoing communication between Utah representatives and government agencies, making it easier for PCMC to express its concerns and ideas constructively and cooperatively.

Analysis

The City first contracted for specialized state lobbying services in February 2009. Since that time, the City's lobbying efforts have been critical to its success.

PCMC Procurement Rule 5-1(H) allows contracts for governmental relations, consulting, and lobbyist services without a standard procurement process. The proposed contract for Consult-LEC includes a market rate adjustment from $100,800 per year in 2023 to $120,000 and extends the term from December 31, 2025, to December 31, 2030.

Consult-LEC and David Steward have represented clients on Capitol Hill for over 20 years. Before lobbying full-time, Stewart graduated from BYU with a master's degree in accounting. He worked for Ernst & Young in their tax consulting department while at the same time moonlighting with LEC, the oldest lobbying firm in the state of Utah, during the Utah Legislative Session. In 2002, after obtaining his CPA, Stewart left Ernst & Young and started DLS Consulting, a full-service lobbying firm.

In 2006, DLS Consulting merged with LEC to become Consult-LEC, where Stewart has represented various types of clients in both the private and public sectors. These include Zions Bank, Waste Management, Verizon, PhRMA, EnergySolutions, Mountainland Association of Governments, Salt Lake City Corporation, Utah County, Weber Basin, Central Utah, Washington County, and Jordan Valley water conservancy districts. Stewart is recognized as one of the top legislative strategists in advancing policy and appropriations, and is highly regarded and sought after by other political subdivisions.

The proposed contract scope includes:

1. Assisting Park City in maintaining local control and supporting revenue, transit programs, and various projects as needed through key relationships at the Utah Legislature.
2. Representing Park City before the Governor's Office, the Utah Legislature, and relevant state and local regulatory bodies.
3. Providing strategic guidance and information for the annual legislative session and the interim sessions leading up to it.
4. Cultivating advantageous relationships with Utah state and local governments in alignment with Park City's interests.
5. Being accessible during regular business hours via phone, email, and text while actively pursuing client-identified interests.
6. Offering increased availability during annual legislative sessions, including when the Legislature is in session.

7. Assisting with scheduling, reservations, and talking points for legislative receptions and meet-and-greet opportunities with legislators and Executive Branch representatives.
8. Coordinating meetings between City officials, legislators, or other lobbyists as required.
9. Proactively safeguarding Park City's unique community values and City Council goals, preserving its diverse interests consistent with the annually adopted Legislative Platform.

Representation by Consult-LEC, LLC significantly increases the City's ability to have its voice heard before the Utah Legislature and Executive Branch, protecting existing revenue sources and obtaining a more proactive posture on numerous legislative issues (land use, transportation, housing, environmental, and economic development, etc.).

City Council
Staff Report

Subject: Arbor Day Resolution
Author: Michelle Kellogg
Department: Executive
Date: August 26, 2025

Recommendation
Pursuant to a staff request and the consent from three or more City Councilors, consider approving a resolution proclaiming August 28, 2025, as Arbor Day in Park City, and celebrating Park City's 32nd anniversary as a recognized “Tree City USA Community.”

Background
In 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees. This holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska. Arbor Day is now observed throughout the nation and the world.

Park City’s Sustainability Team launched Planting Park City, an initiative to facilitate planting one tree per resident, as part of its pathway to net-zero carbon by 2030. Trees help capture carbon in vegetation and soils and remove them from the atmosphere. Strategically planted trees also protect the community against increasingly hot summers. In the past four years, over 200 trees were distributed to Park City residents in partnership with TreeUtah. Park City has also partnered with the Arbor Day Foundation to provide 200 additional trees for residents to plant and care for in their own yards.

The Opportunity
In consideration of requests received from the community to celebrate Arbor Day and in the spirit of our 32nd anniversary as a Tree City USA community, on August 28th new trees will be planted and dead trees will be replaced on Holiday Ranch Loop.

Attachments
Exhibit A: Arbor Day Resolution

Resolution No. 16-2025

RESOLUTION PROCLAIMING AUGUST 28, 2025 AS ARBOR DAY AND CELEBRATING PARK CITY'S 32nd ANNIVERSARY AS A TREE CITY USA COMMUNITY

WHEREAS, Park City is committed to maintaining its natural trees and resources, demonstrated by the City Council's consistent support of beautification projects and the enactment of codes specifically created to protect vegetation; and

WHEREAS, participation in the Tree City USA Program fosters community pride and creates a great environment to live and work and annual recognition demonstrates to residents and visitors that trees, conservation and the environment are an important part of life in our town; and

WHEREAS, the City Council, acting in the best interests of its citizenry, regards these enhancements as high priorities to enjoy and to ensure for future generations, and

WHEREAS, the National Arbor Day Foundation, in cooperation with the National Association of State Foresters and the USDA Forest Service, has named Park City as a Tree City USA Community for the 32nd year, and

WHEREAS, in consideration of requests received from the community to celebrate Arbor Day and in the spirit of our 32nd anniversary as a Tree City USA Community, new trees will be planted and replaced on Holiday Ranch Loop on August 28th.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and City Council hereby proclaim August 28, 2025 as: ARBOR DAY IN PARK CITY, UTAH

The Mayor and City Council extend their appreciation for the exceptional service provided by Parks Department employees, who do an outstanding job every day of the year to ensure that Park City is a beautiful place to live, play, and visit.

PASSED AND ADOPTED this 26th day of August, 2025.

PARK CITY MUNICIPAL CORPORATION

_____
Mayor Nann Worrel

Attest:

_____
Michelle Kellogg, City Recorder

Approved as to form:

_____
City Attorney's Office

City Council
Staff Report

Subject: **Bonanza Park Mixed-Use District**
Application: **PL-24-06024**
Authors: **Rebecca Ward, Planning Director**
Alec Barton, Senior Planner
Date: **August 26, 2025**

Recommendation

(I) Review draft Ordinance No. 2025-19 to rezone approximately 70 acres between Park Avenue, Kearns Boulevard, Bonanza Drive, and Deer Valley Drive and to implement the Bonanza Park Small Area Plan through the creation of a new Bonanza Park Mixed-Use District, (II) conduct a public hearing, and (III) consider adopting Ordinance No. 2025-19 or continuing the discussion to a later date.

Summary

On July 10, 2025, due to a late meeting, the City Council opened a public hearing on the draft Bonanza Park Mixed-Use District and continued the public hearing to August 26, 2025. Please refer to the July 10, 2025 Old Business Item VI.2 to review the staff report and exhibits.

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.

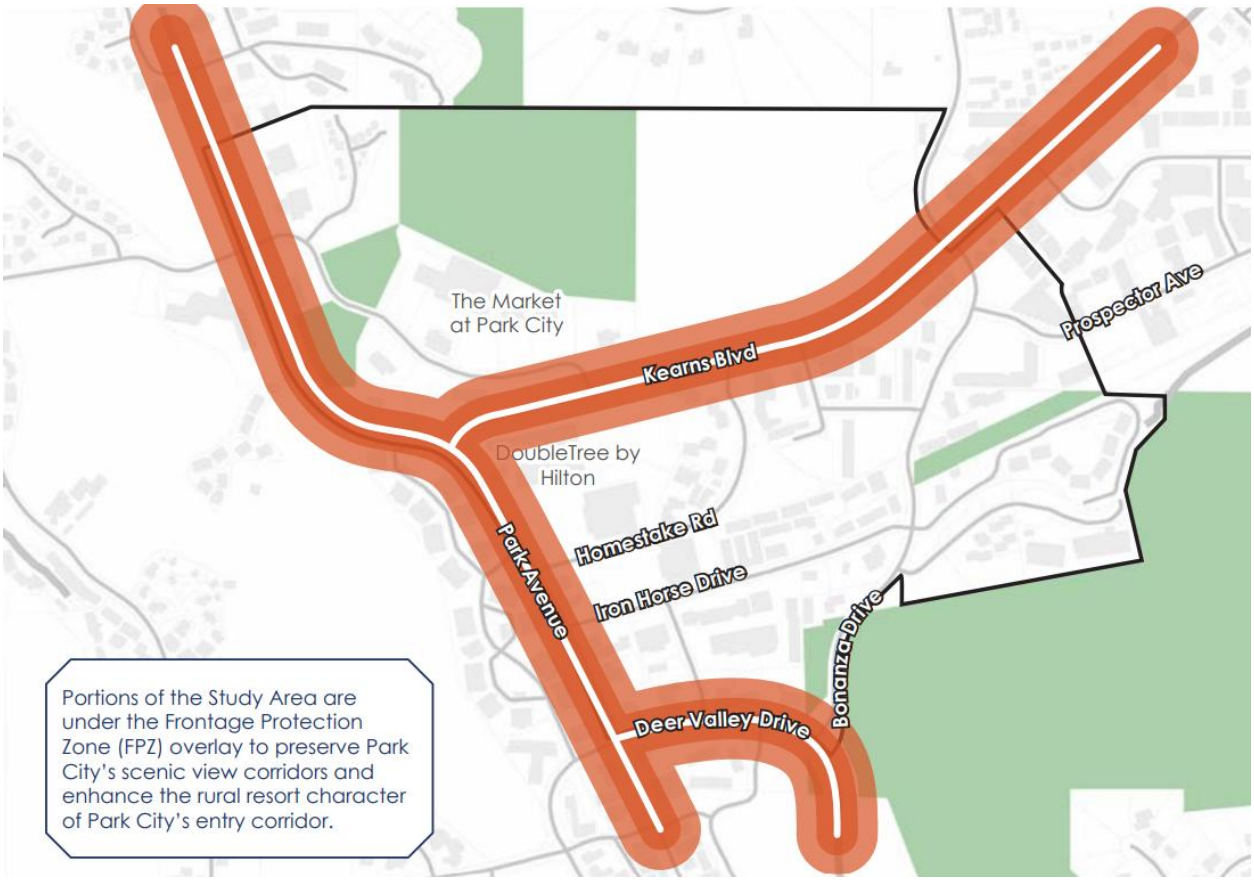
In addition to increased height, a project may qualify for reduced setbacks if additional enhancements are provided:

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).





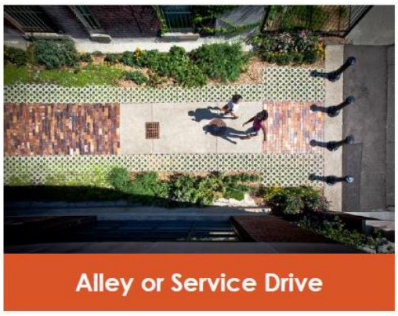
Linear greenways create a transition from Kearns Boulevard, Park Avenue, and Deer Valley Drive, while allowing for a landscape buffer to preserve Park City's mountain town aesthetic before transitioning to the internal pedestrian-scale network.

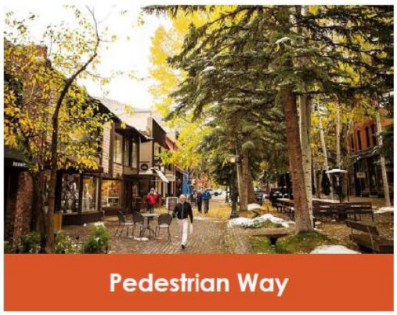
The Small Area Plan prioritizes a pedestrian-scale built environment, calling for active uses on the streetscape:



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:

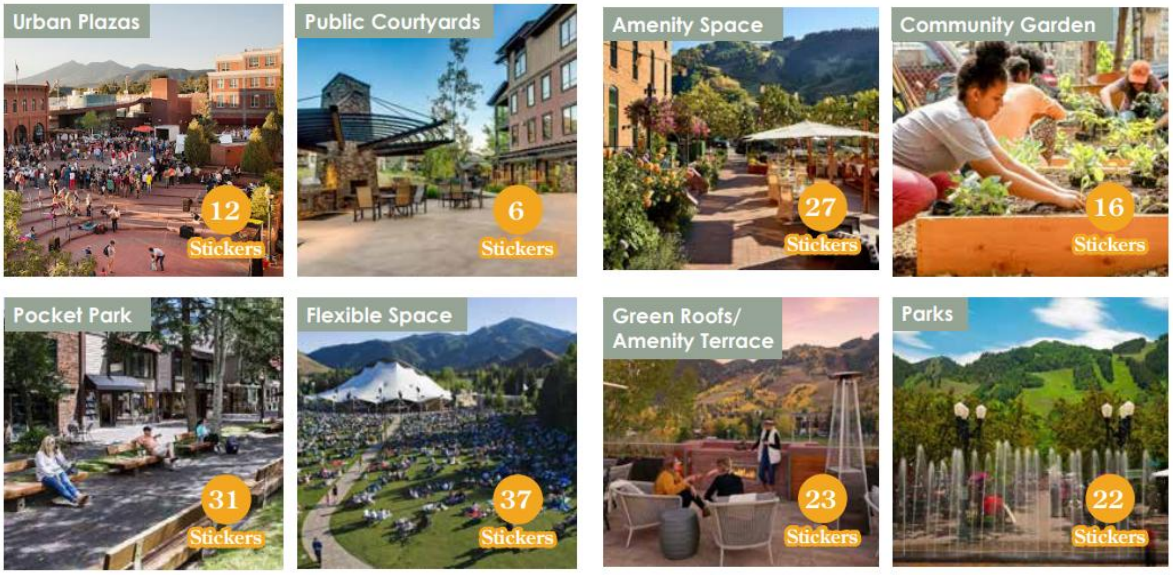
- Establishes the core pedestrian and cyclist network so that existing and future developments can connect into the network (line 157).

- 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. 2025-19

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 26th DAY of AUGUST 2025.

PARK CITY MUNICIPAL CORPORATION

_____

Nann Worel, Mayor

Attest:

_____

City Recorder

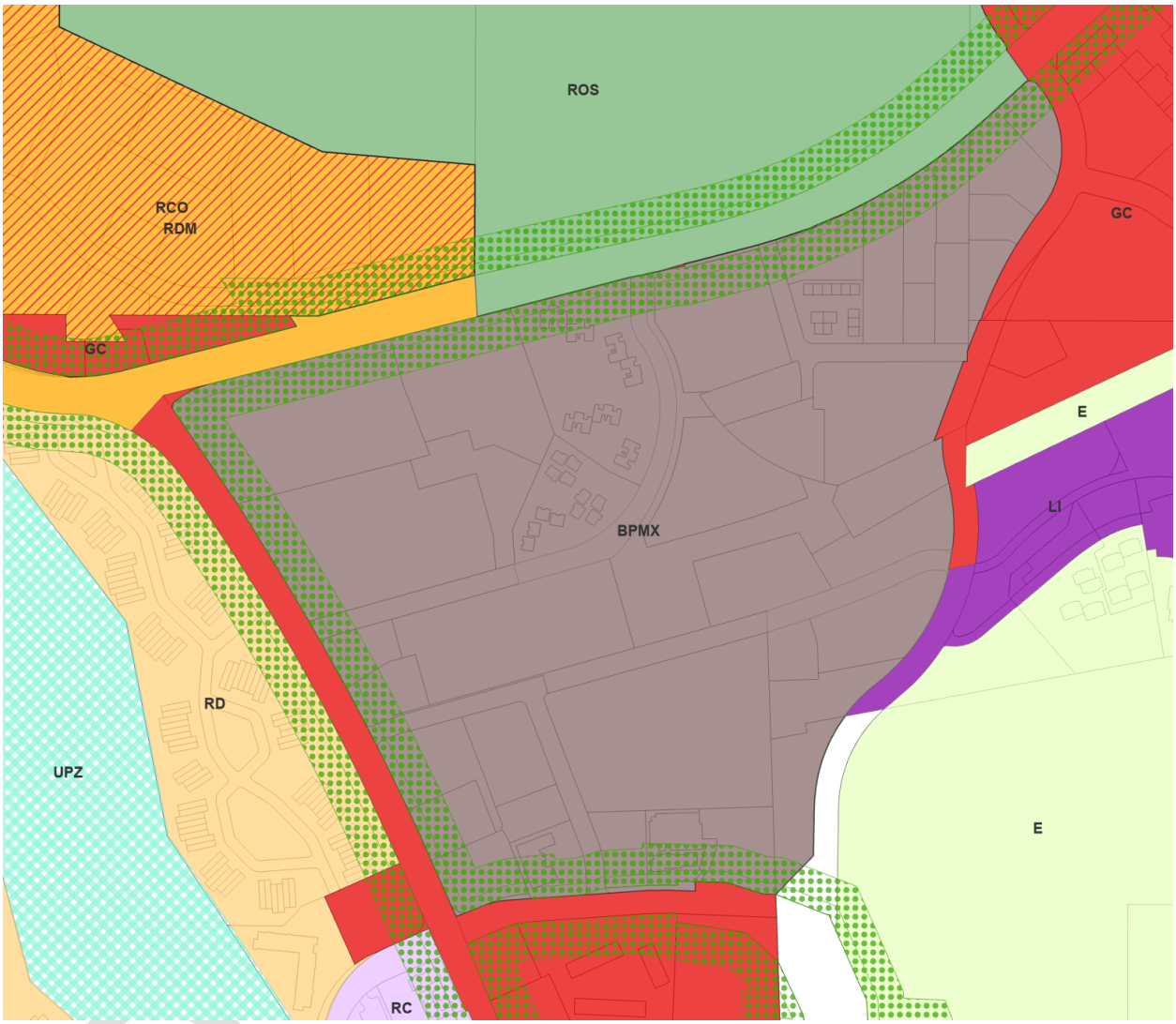
Approved as to form:

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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.

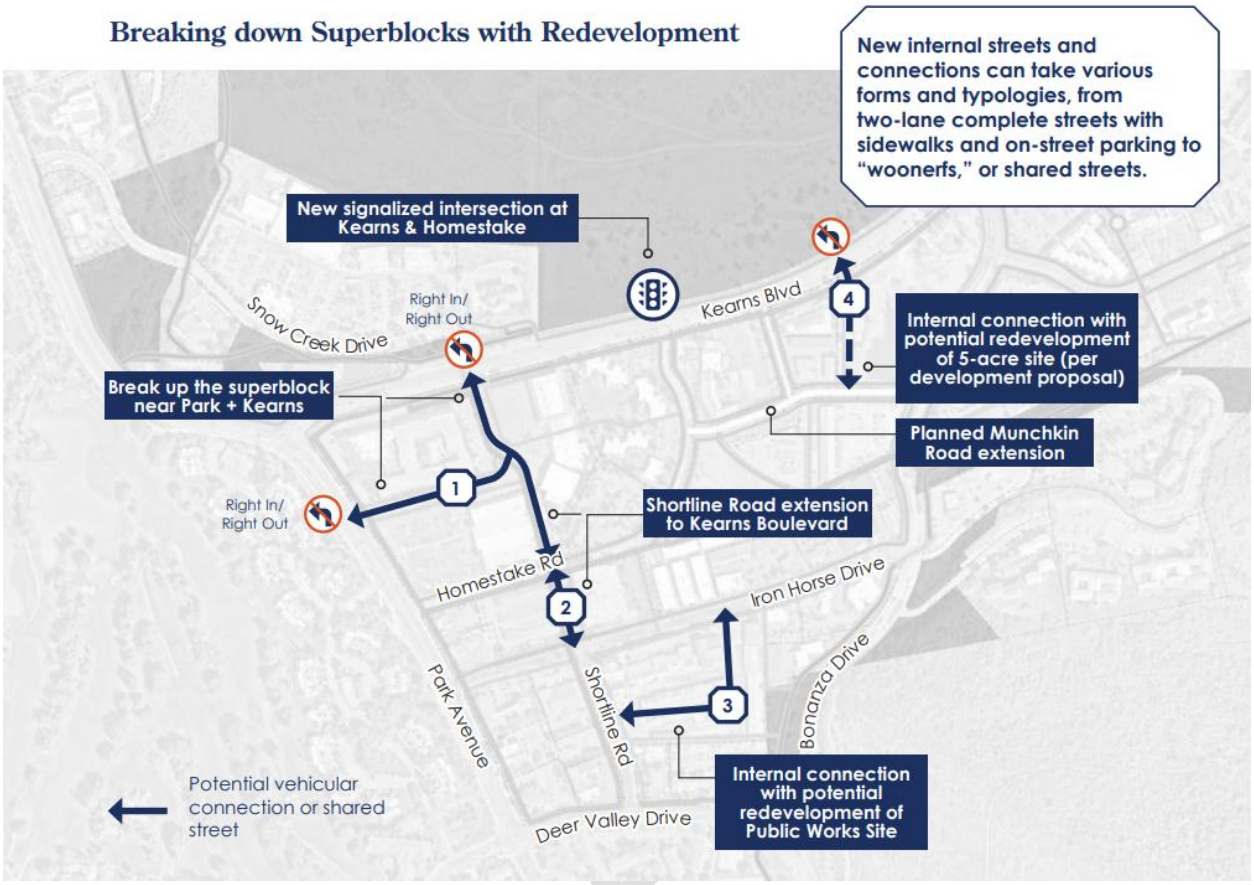
A. **NEW STREET CONNECTIONS.** The Street network has a significant influence on the overall connectivity of a place. New Street connections are required to promote walkability and to create an interconnected system in the BPMX District. Development located adjacent to one of the following areas shall 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.**

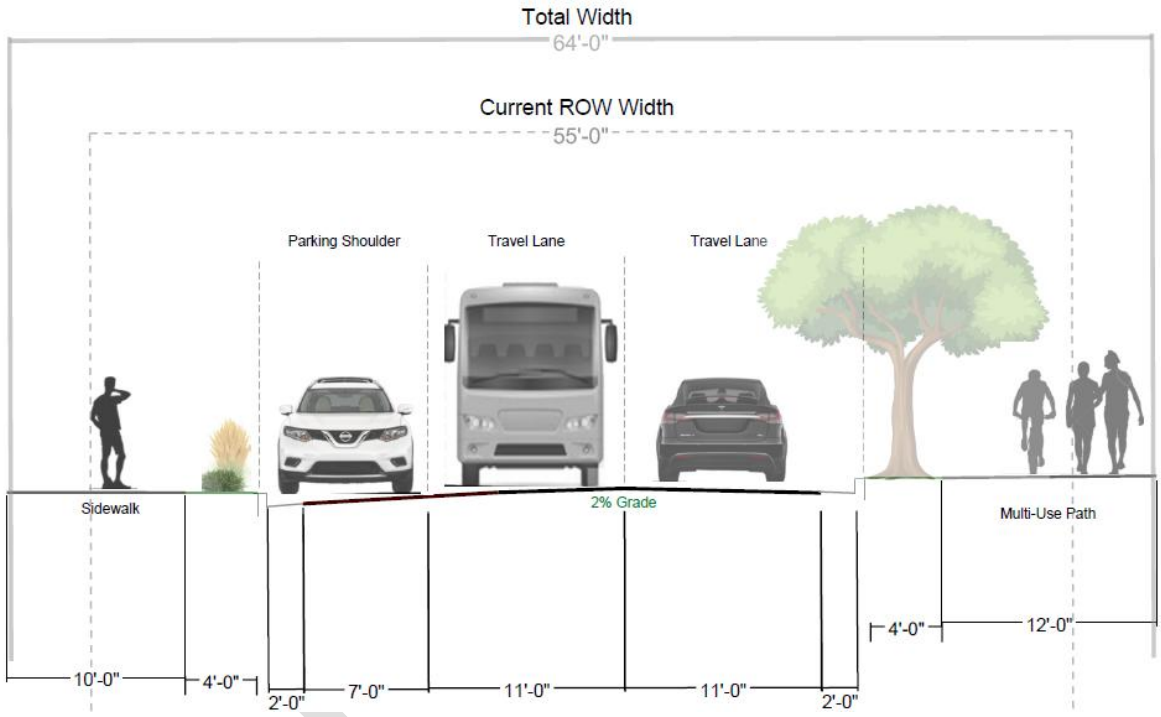
1. All new Streets shall meet Park City standards.
2. All new Streets shall integrate best management practices for stormwater runoff.
3. To the greatest extent practicable, development that is impacting an existing Street shall upgrade the Street to meet code standards in place at the time of application.
4. Pedestrian infrastructure, including sidewalks and crosswalks, shall be integrated into new or updated City Streets.

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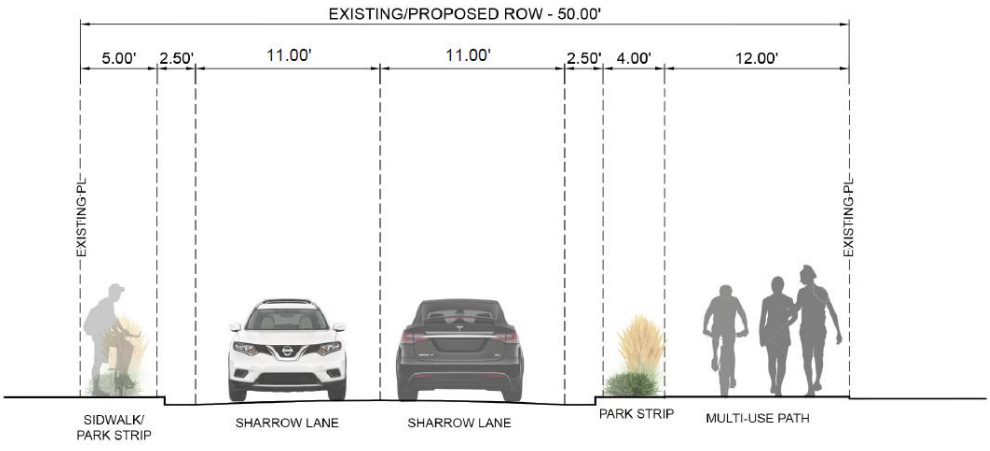
5. Traffic calming measures, including intersection bump-outs, street trees, parklets, and on-street parking, should be integrated into new or updated City Streets.

6. Typical Bonanza Park Street cross sections are shown below:

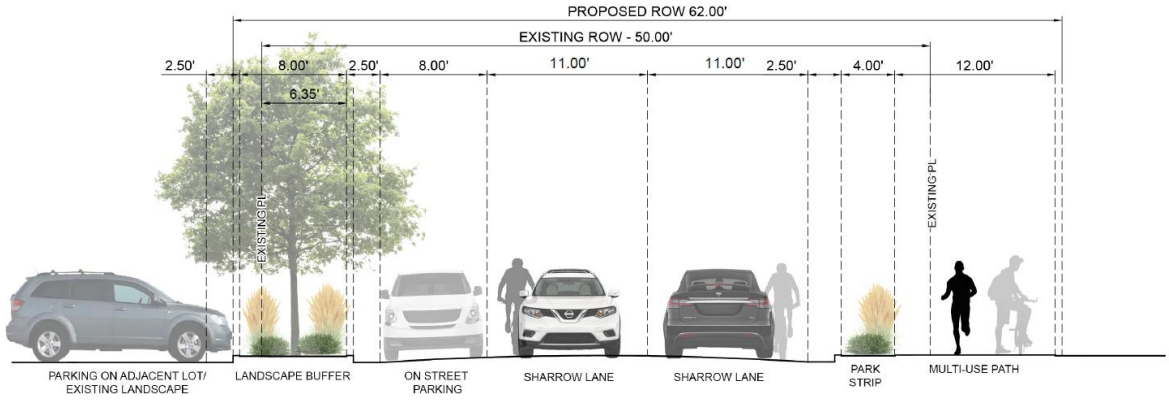
Iron Horse Drive and Short Line Road Cross Section



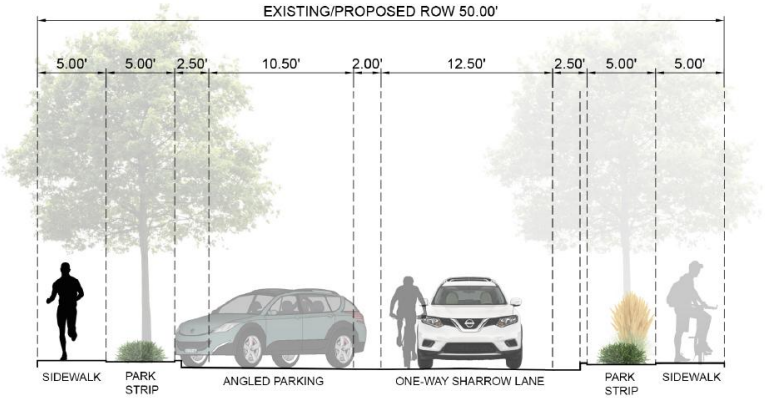
Munchkin Road Cross Section



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

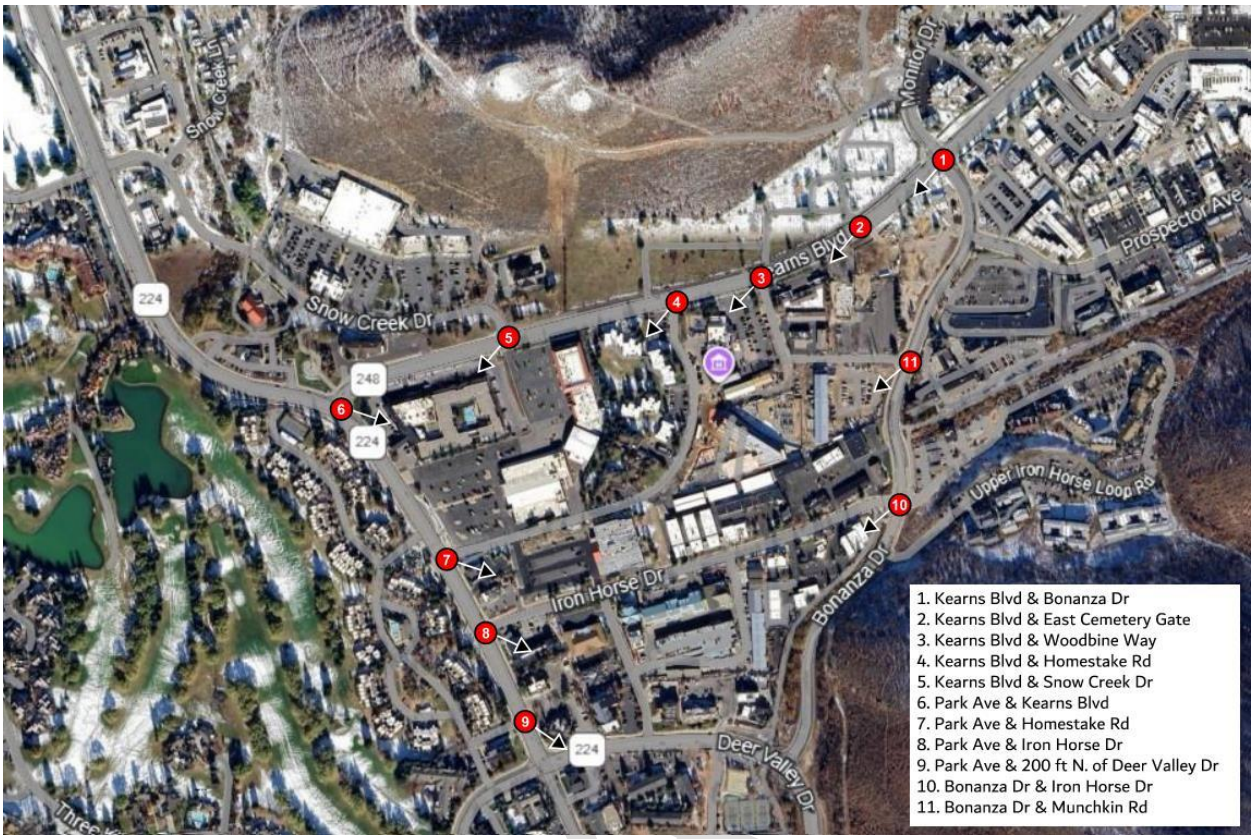
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study of the effects of development on such spaces from autumn through spring.

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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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. 2025-19 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

. . . .

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 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.

. . . .

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.

. . . .

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.

. . . .

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.

. . . .

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.

. . . .

TRANSIT HUB. A property utilized as a mass transit station or an interchange of multiple modes of transportation.

. . . .

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.

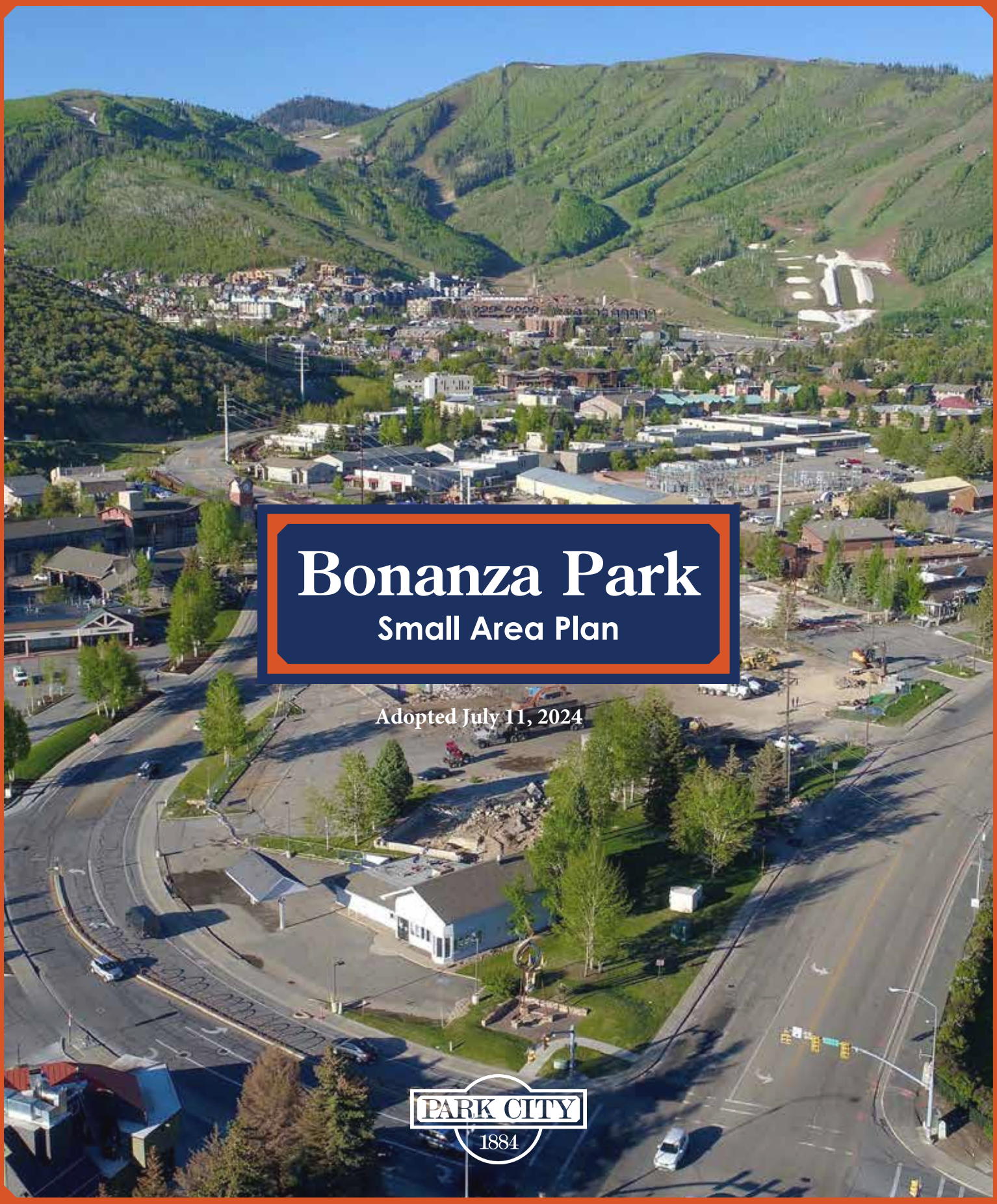
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UNIVERSAL DESIGN PRINCIPLES. Principles through public and private spaces are designed to have equal access by people of all ages and abilities, with little or no need for adaptation or specialized design.

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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.

City Council

Nann Worel, Mayor & Liaison
Bill Ciraco
Ryan Dickey
Ed Parigian
Jeremy Rubell, Liaison
Tana Toly

Planning Commission

Christin Van Dine
John Frontero
Sarah Hall, Chair
Bill Johnson, Liaison
Rick Shand
Henry Sigg
Laura Suesser

Advisory Group

Seth Adams
Veronica Monroy Alvaro
John Burdick
Craig Dennis
Mark Fischer
Elyse Kats
Casey Metzger
Angela Moschetta
Deborah Rentfrow
Brian Richards
Joel Shine
Teri Whitney
Mary Wintzer

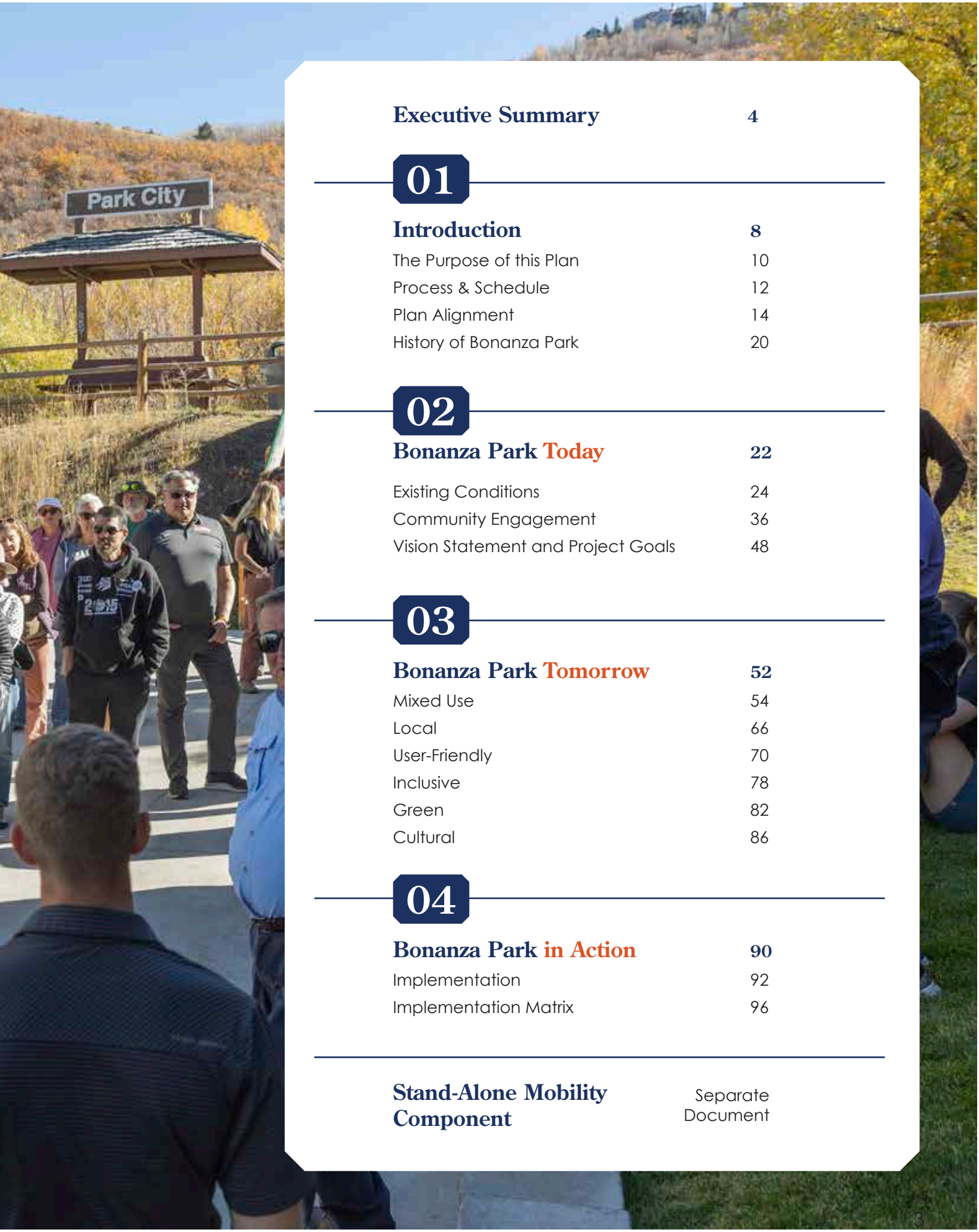
Project Leadership

Mayor Nann Worel
Rebecca Ward, Planning Director
Jennifer McGrath, Deputy City Manager

Consultant Team

MKSK
Fehr & Peers
Future IQ





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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

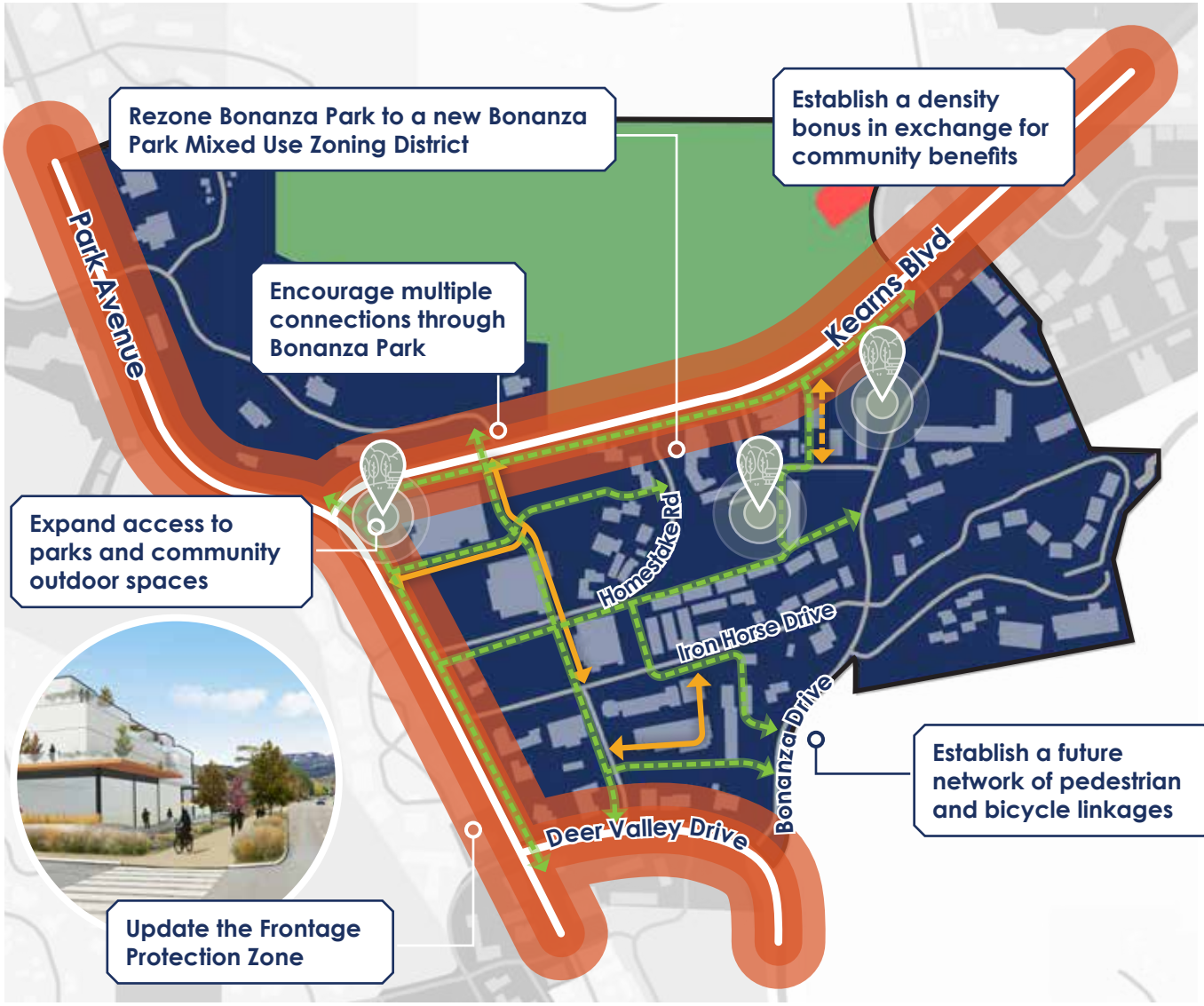
Bonanza Park is a neighborhood where Parkites gather to shop, dine, and express local art and culture. The Bonanza Park of tomorrow will build on this vibrancy to become a more walkable, connected, livable, and inclusive community for current and future Parkites of all ages.

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.

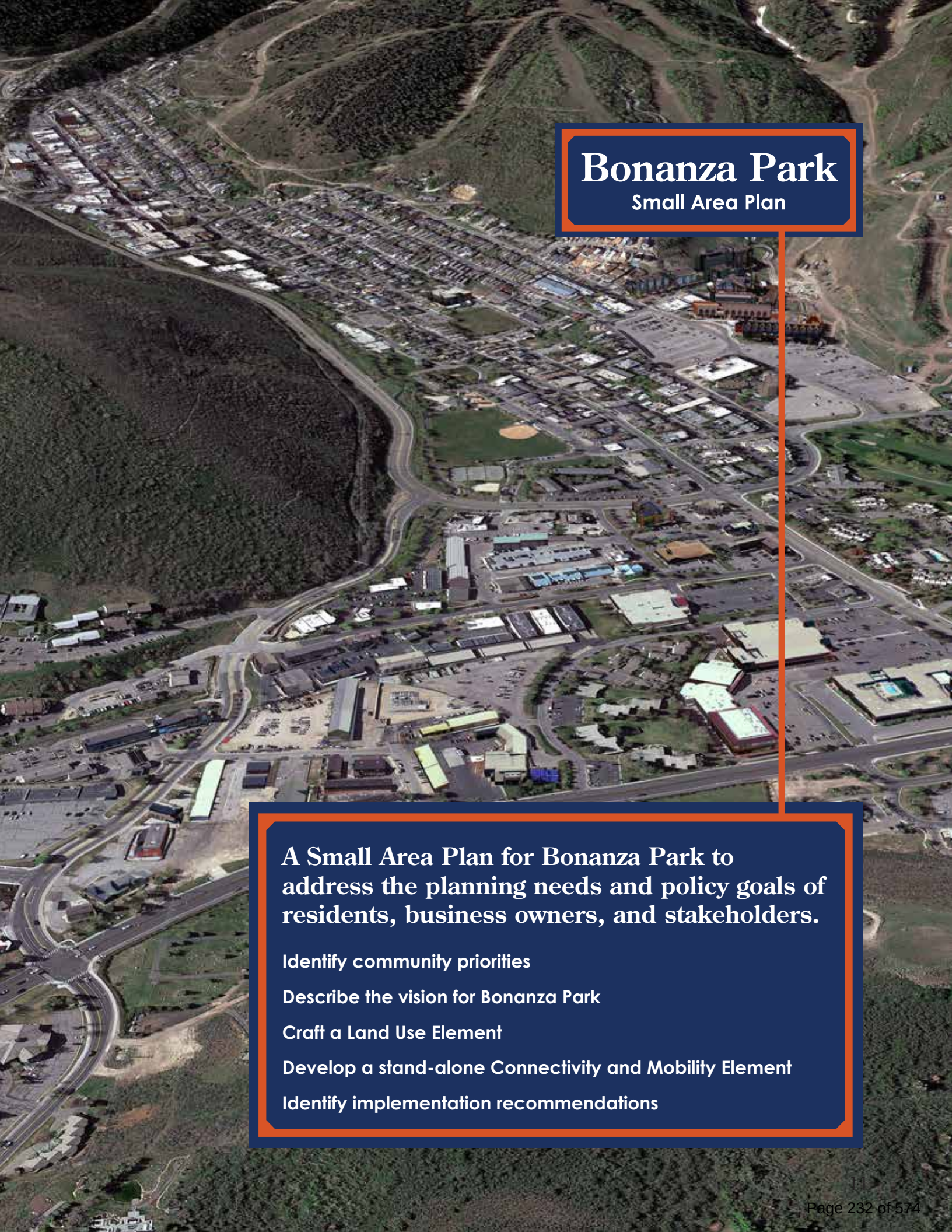
As such, Bonanza Park is at the crux of a transformation. With more redevelopments on the horizon, the neighborhood may experience a significant shift in its character and scale. From a redevelopment of the five acre site at the intersection of Kearns Boulevard and Bonanza Drive, to a potential redevelopment 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.

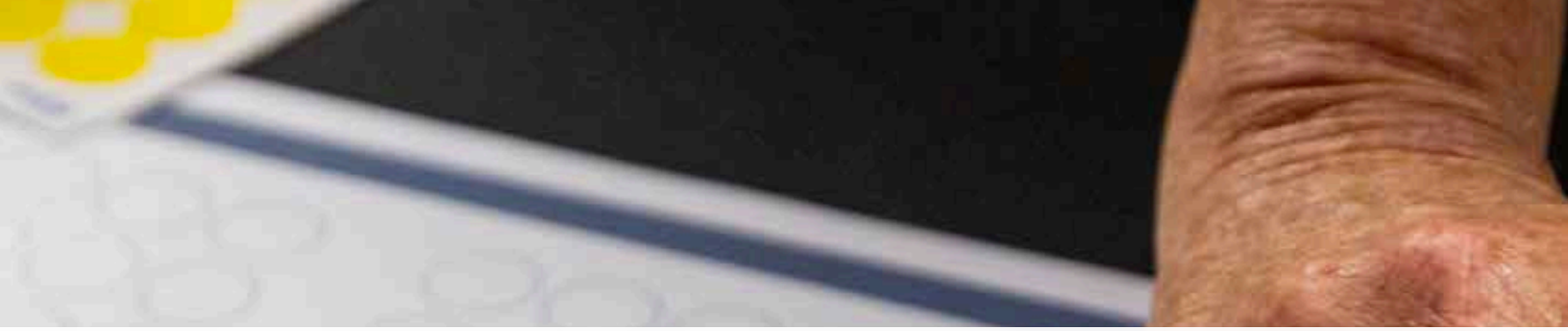
The Bonanza Park Small Area Plan was led by Park City Municipal Corporation (PCMC) Planning Staff, in collaboration with a consultant team composed by planning and design firm MKSK, engagement specialists FutureIQ, and mobility and transportation experts Fehr and Peers. Between May of 2023 and June of 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

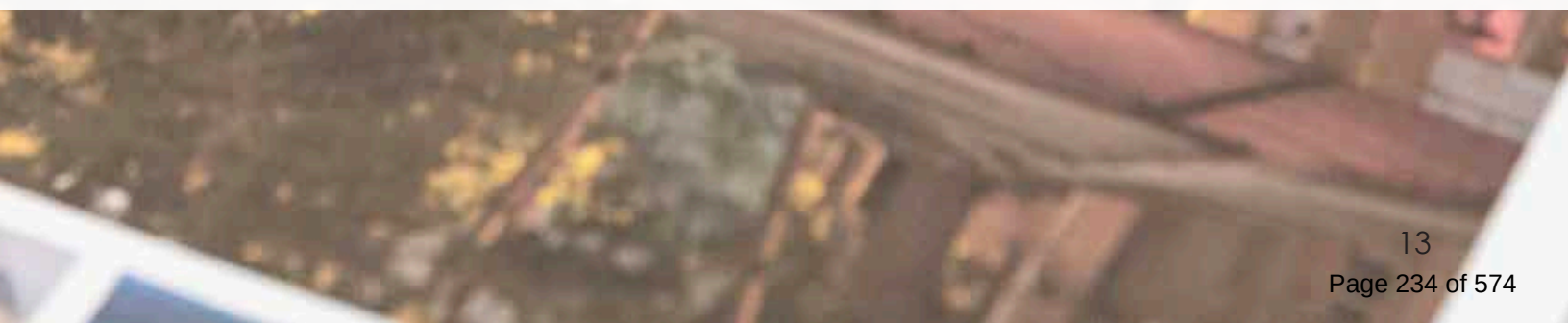
Task 6: Develop Final Report and Plan Adoption [January - June 2024]

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)

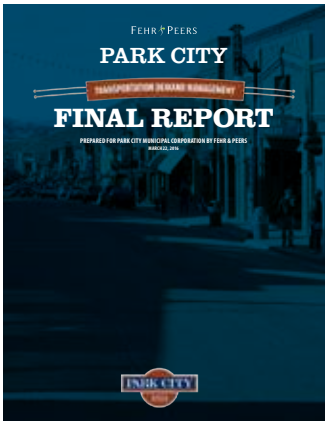
Park City Forward - Long Range Transportation Plan (2022)

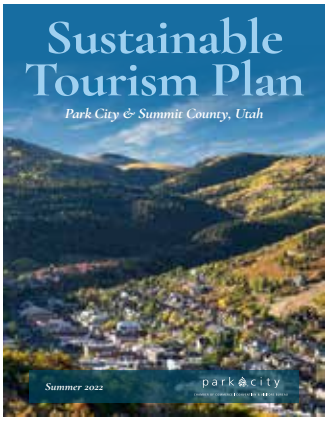
Park City Forward Vision Summary (2022)

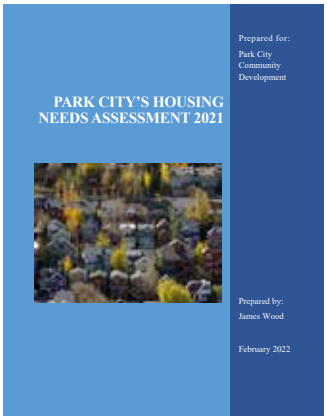
Short-Range Transit Plan (2016 and 2023 Update)

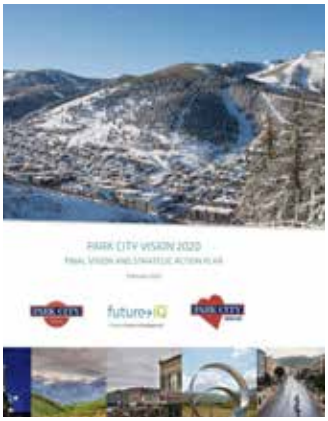
5-Acre Site Feasibility Study (2023-2024, concurrent)

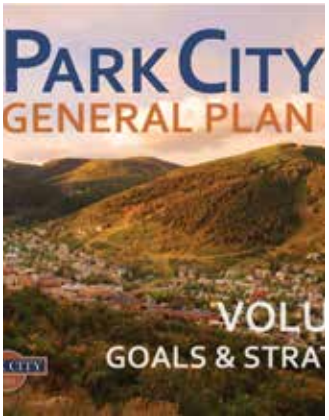

PARK CITY
SHORT RANGE
TRANSIT PLAN
2023


FEHR PEERS
PARK CITY
FINAL REPORT
PREPARED FOR PARK CITY MUNICIPAL CORPORATION BY FEHR & PEERS

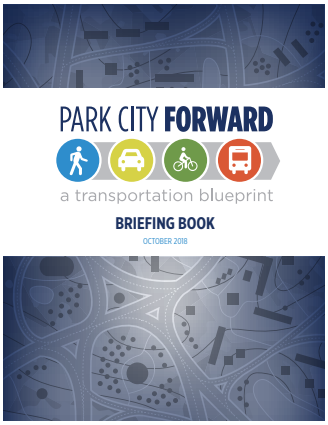

Sustainable
Tourism Plan
Park City & Summit County, Utah
Summer 2022
park city


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
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'.

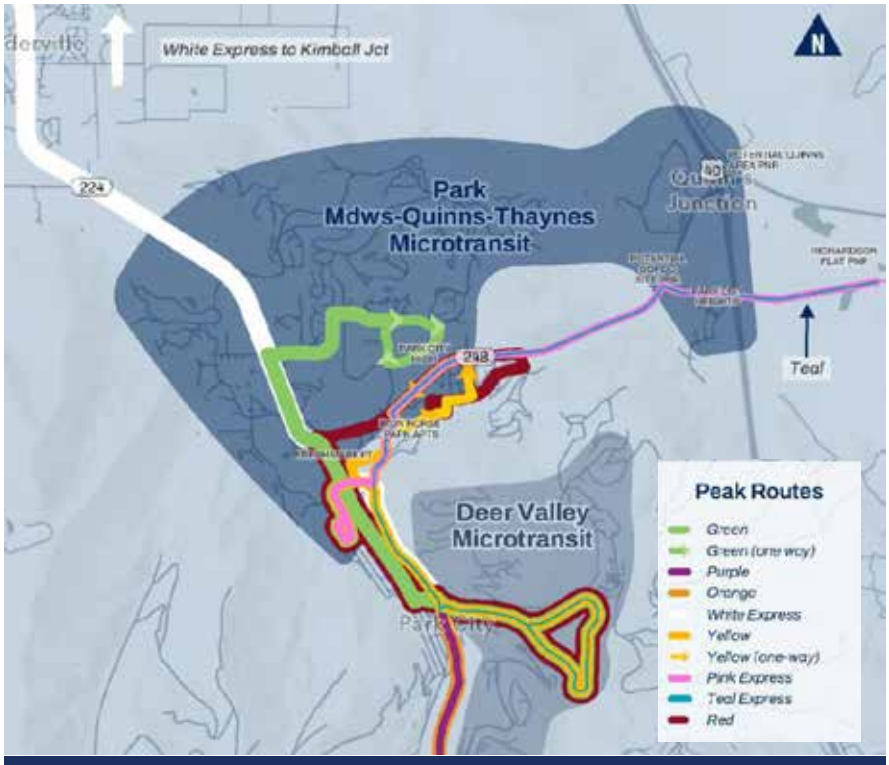
- Regional Approach: The scale of development occurring around Park City threatens to dwarf and overwhelm local efforts to manage growth and change.
- Social Fabric: Park City residents are concerned about neighborhoods turning over to nightly rentals, lack of affordability and displacement of locals.
- 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.

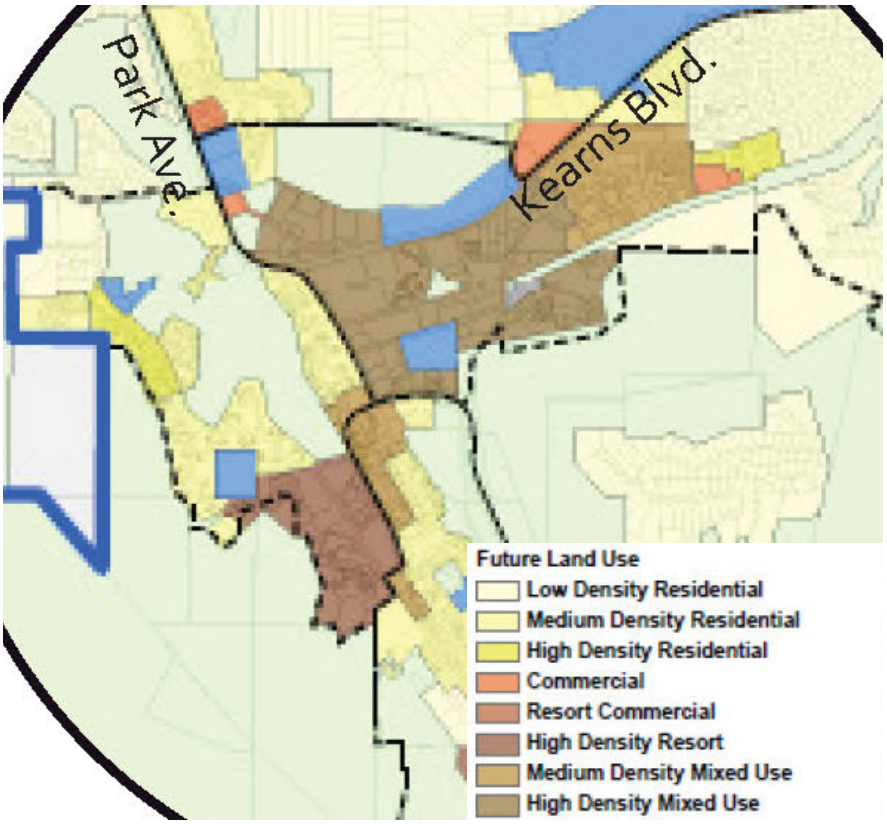


2023 Short-Range Transit Plan
2022 Park City Forward - Long-Range Transportation Plan
2016 Transportation Demand Management Report (TDMR)

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:

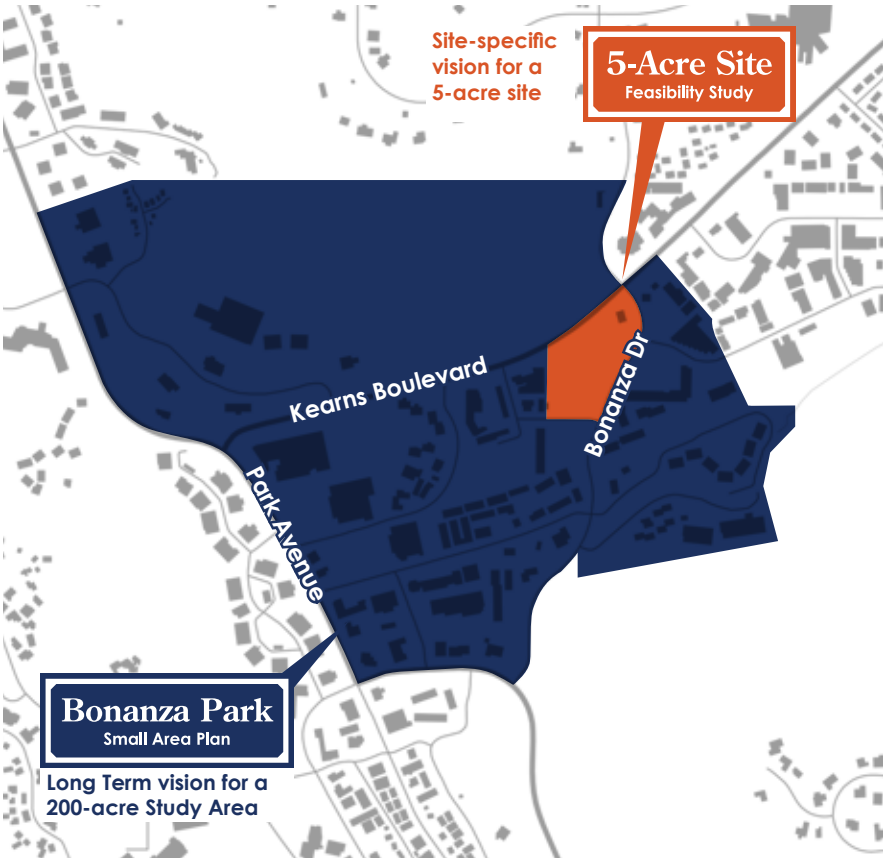
- Two cultural anchors - a permanent location for the Kimball Art Center and Utah offices for Sundance Institute.
- 50 rental units, ranging in size from 400 square feet to 900 square feet. Rents proposed as restricted workforce or otherwise affordable stock, with 8 restricted to artist-in-residency 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)

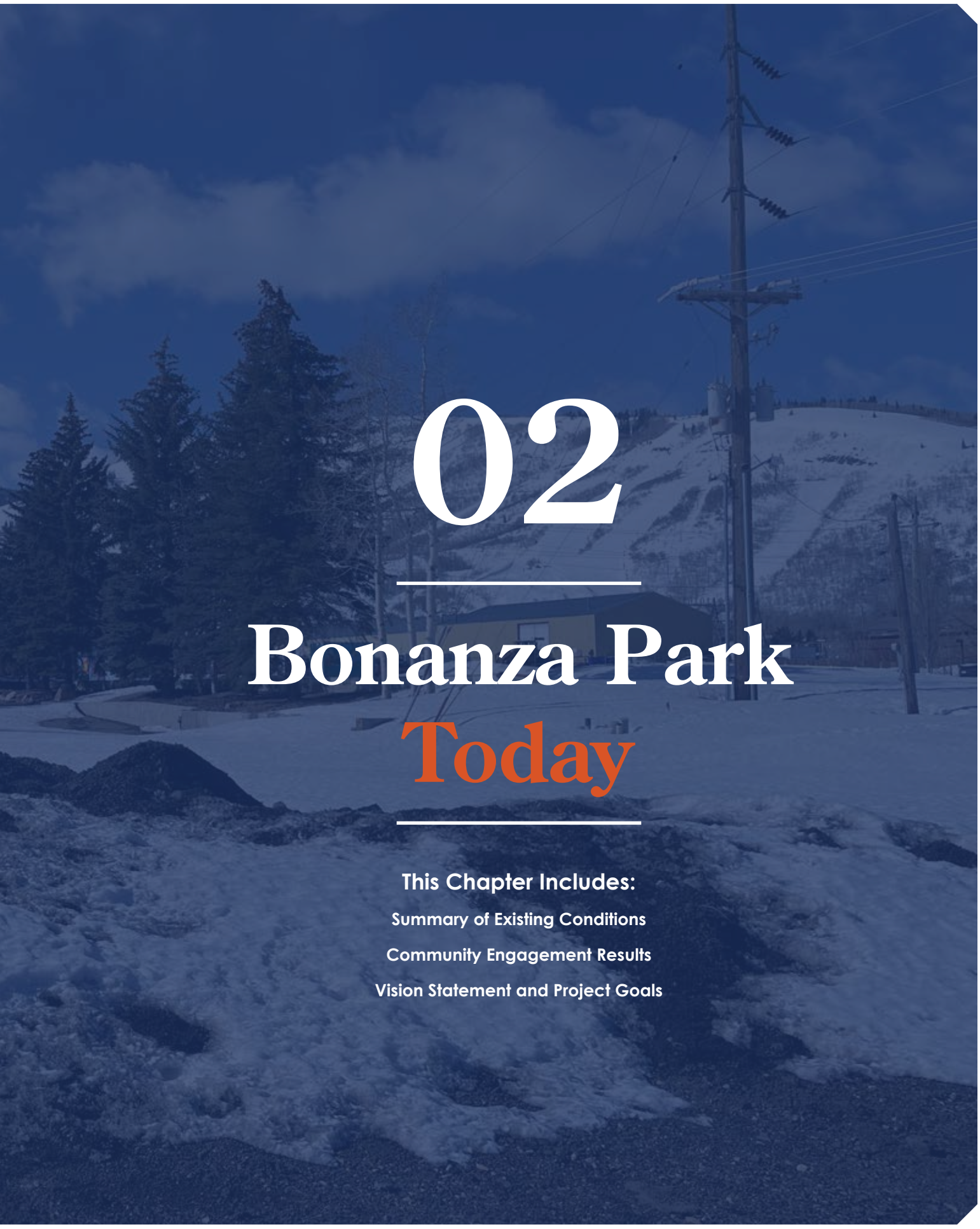


Construction of the Rail Trail



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)

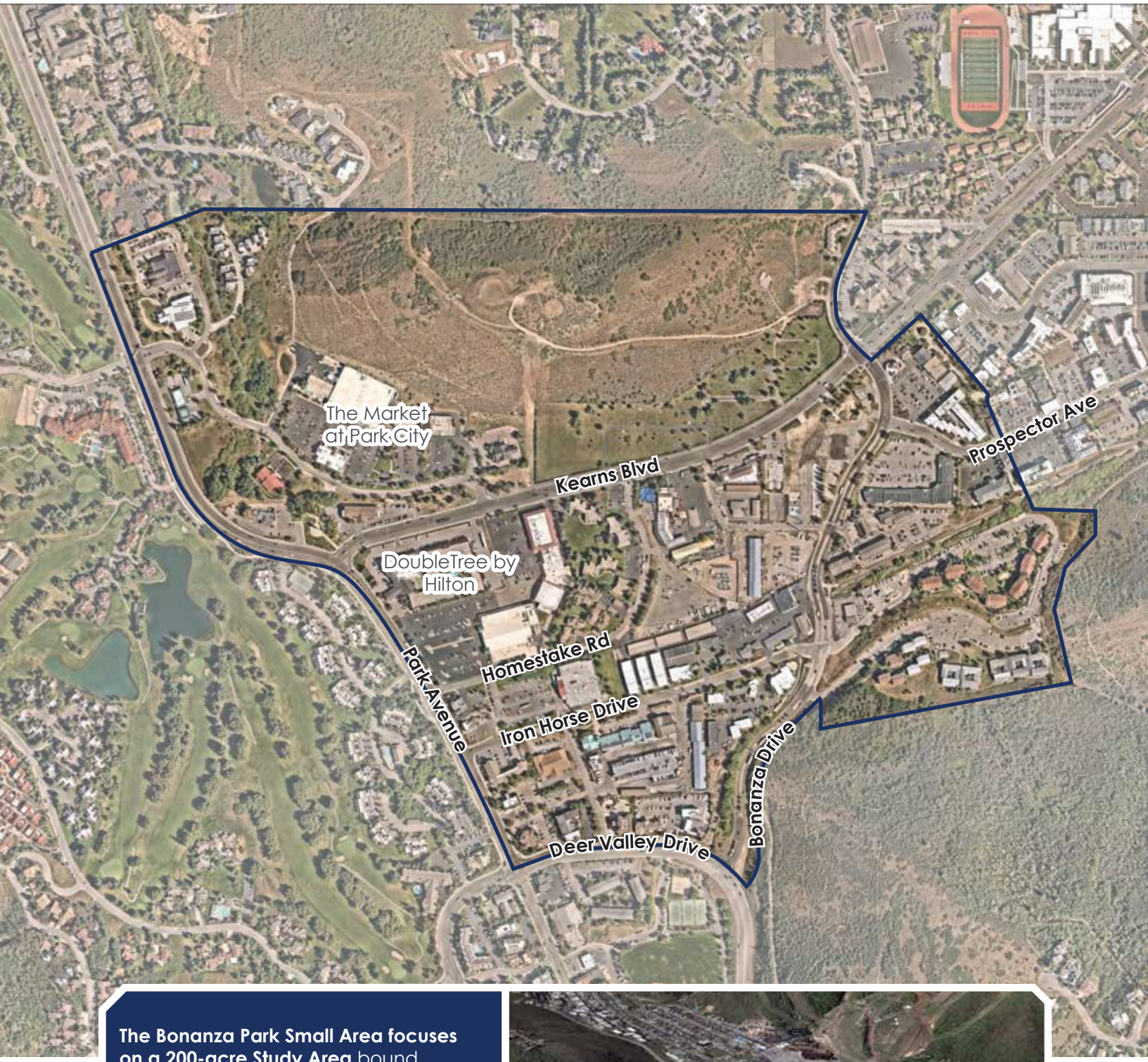
229
2020 Total Housing Units, 43.7% rentals (Esri)

$152,828
Median Household Income - $131,916 in Summit County (Esri)

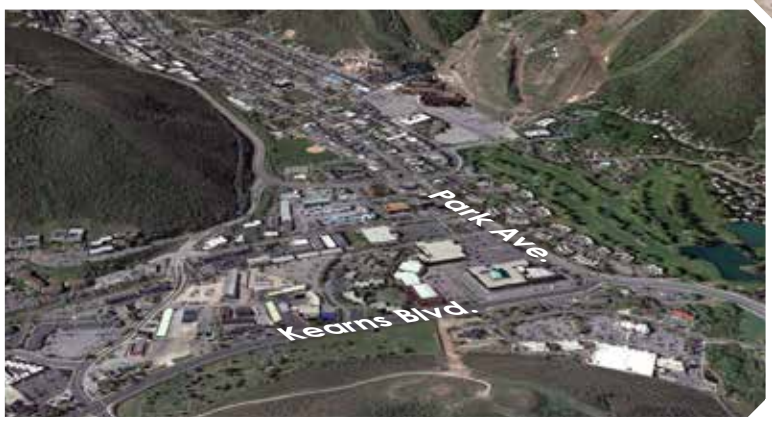
159
Total Businesses (Esri)

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.



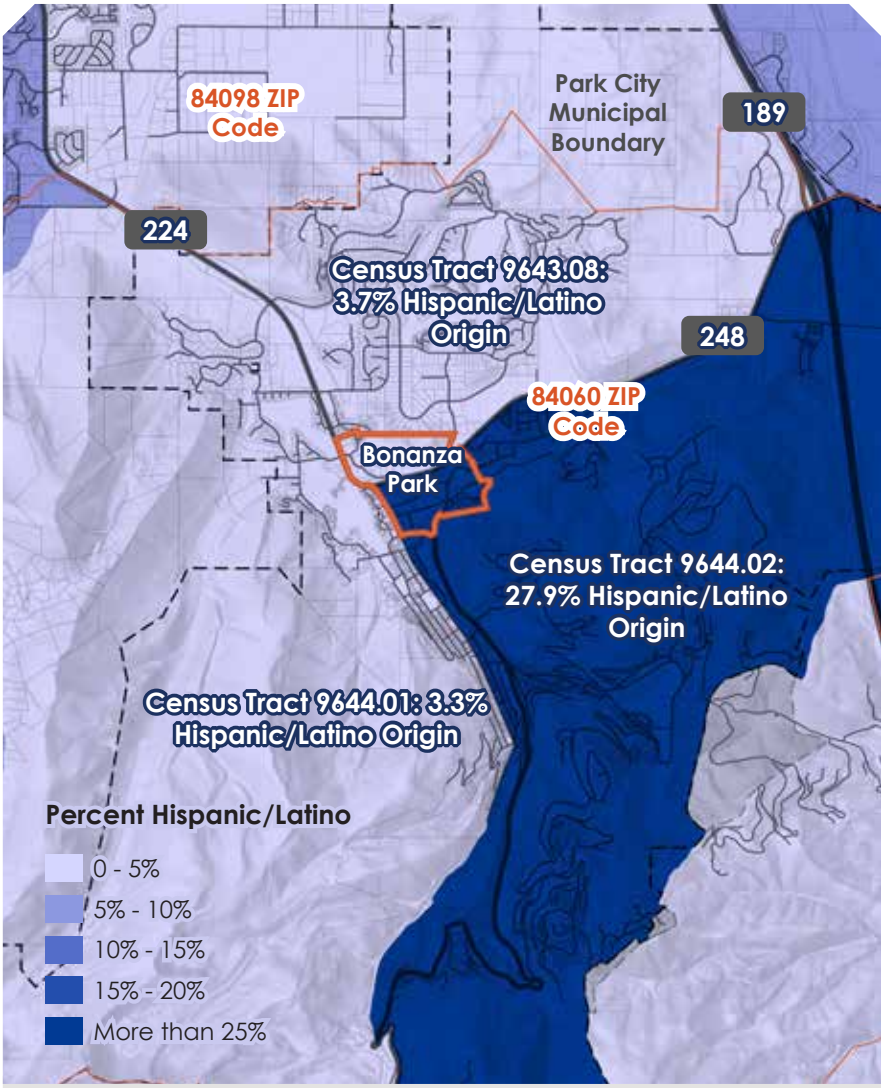
Percent Hispanic/Latino

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.

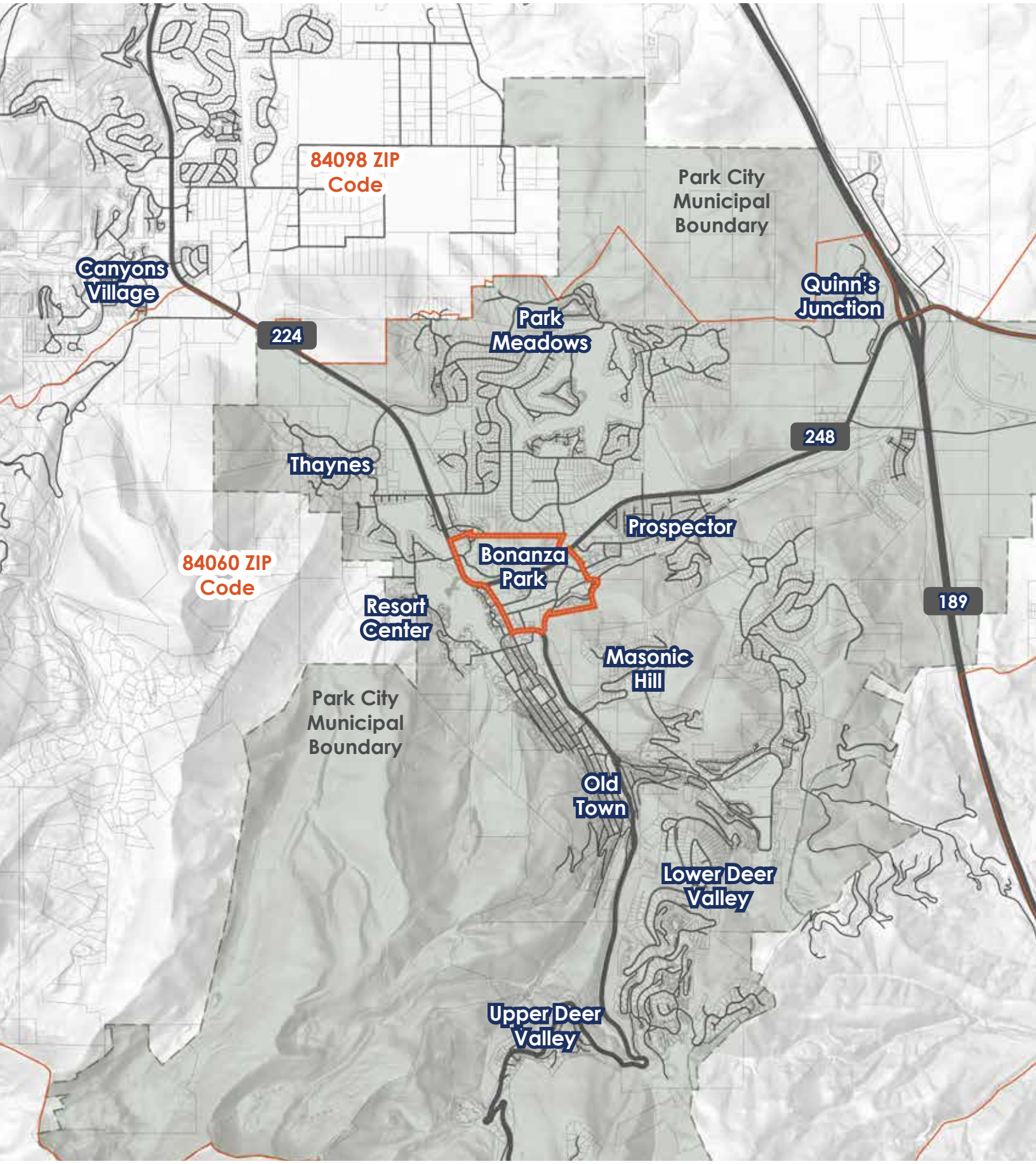


Bonanza Park Boundary 2023 Population by Race/ Ethnicity (Esri)

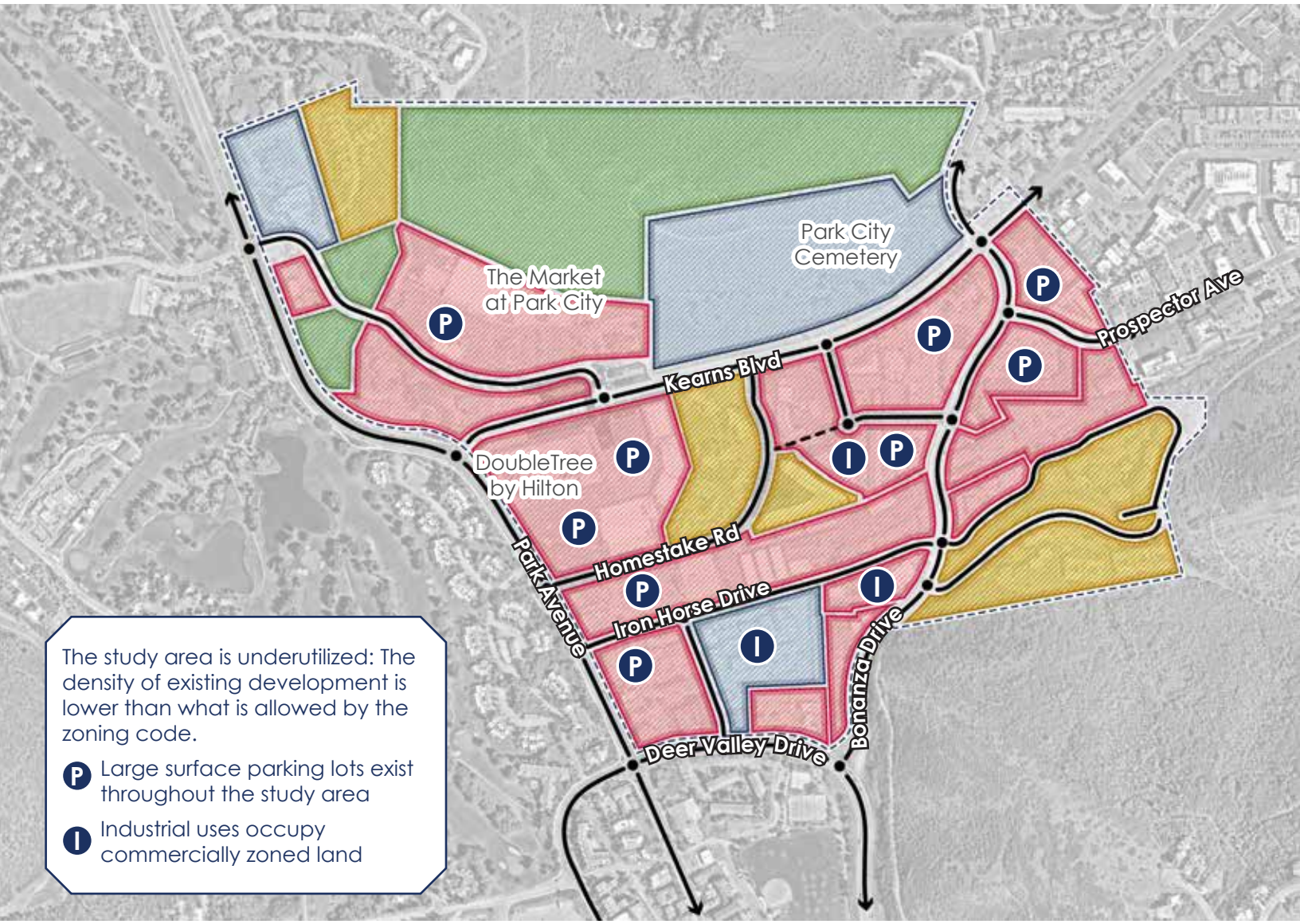
White	53.7%
Black	0.8%
American Indian	0.4%
Asian	2.9%
Pacific Islander	0.0%
Some Other Race	28.8%
Two or More Races	13.3%

44.3%
Bonanza Park Hispanic Origin of 2023 Population (Esri)

Bonanza Park Regional Context



Existing Land Uses & Underutilized Areas



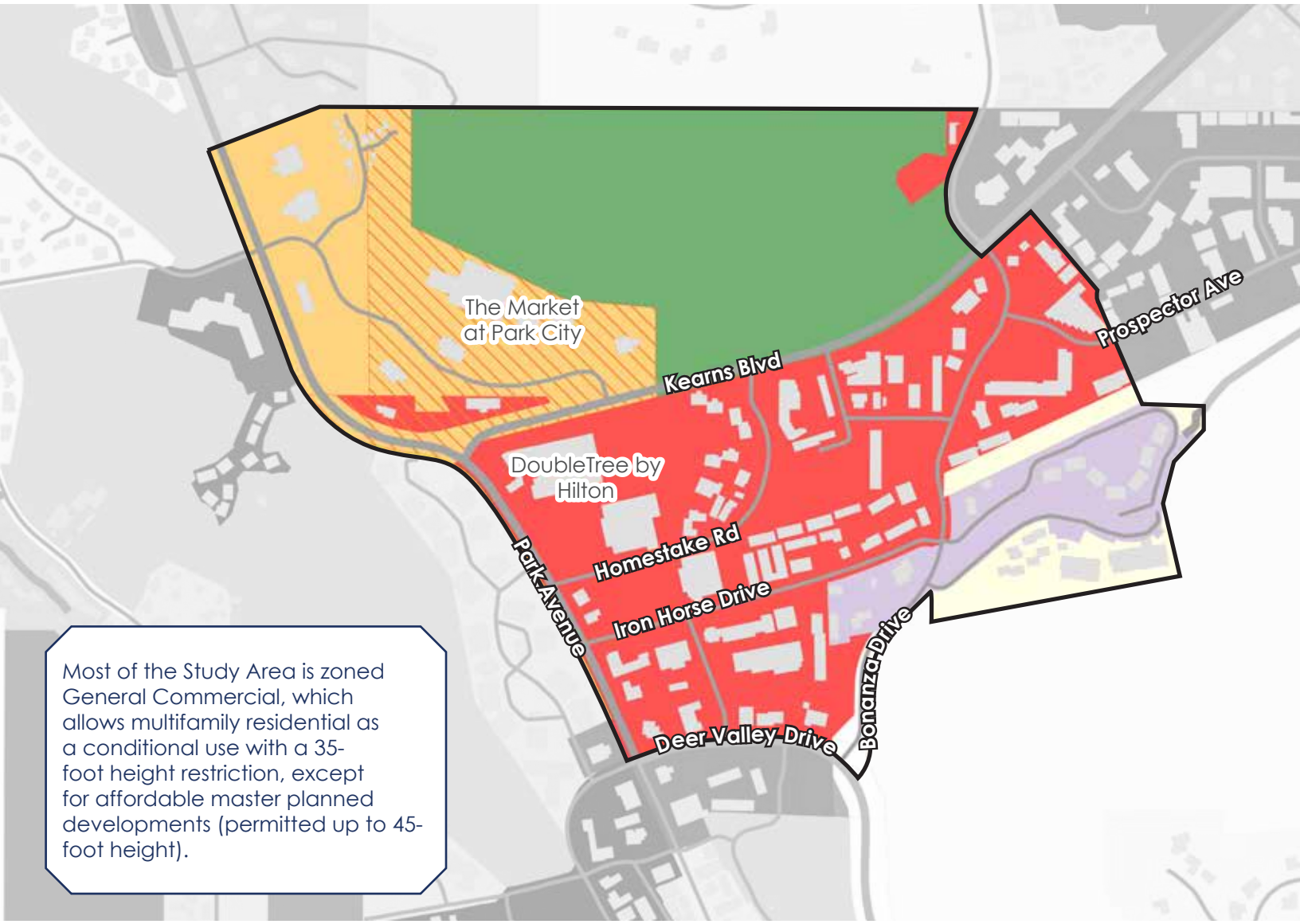
Bonanza Park is primarily composed of commercial and retail uses. Home to two grocery stores, a hotel, restaurants, and shops, the neighborhood is a significant shopping and dining destination for Parkites. As shown on the map, many of these commercial properties were designed with car users in mind, 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).

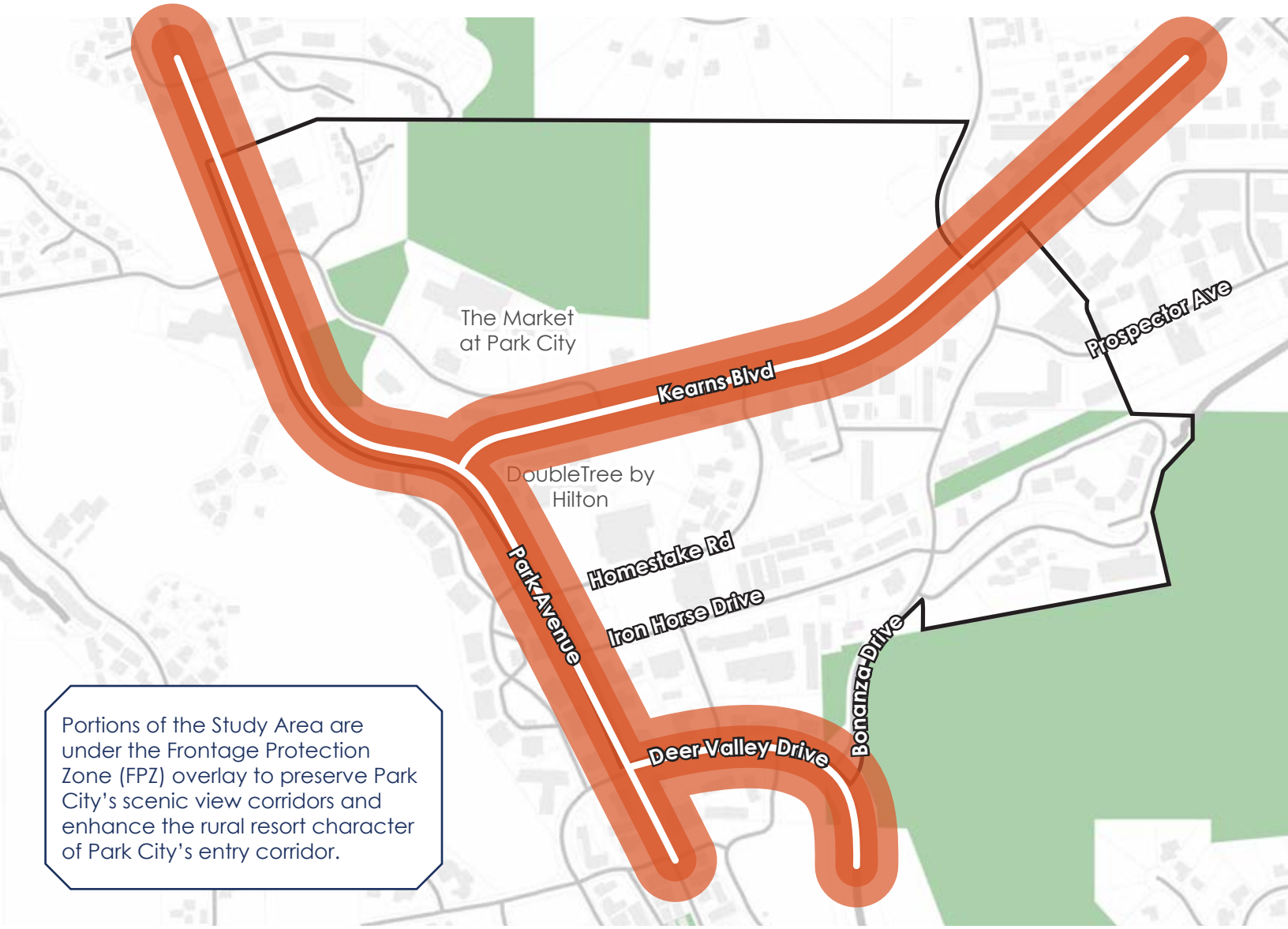
Reflecting the commercial and industrial character of its current land uses, much of the 200-acre study area is currently zoned General Commercial (GC). This zoning district focuses on commercial retail, dining, and hospitality uses by-right, allowing for residential uses as a conditional use. Density 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.

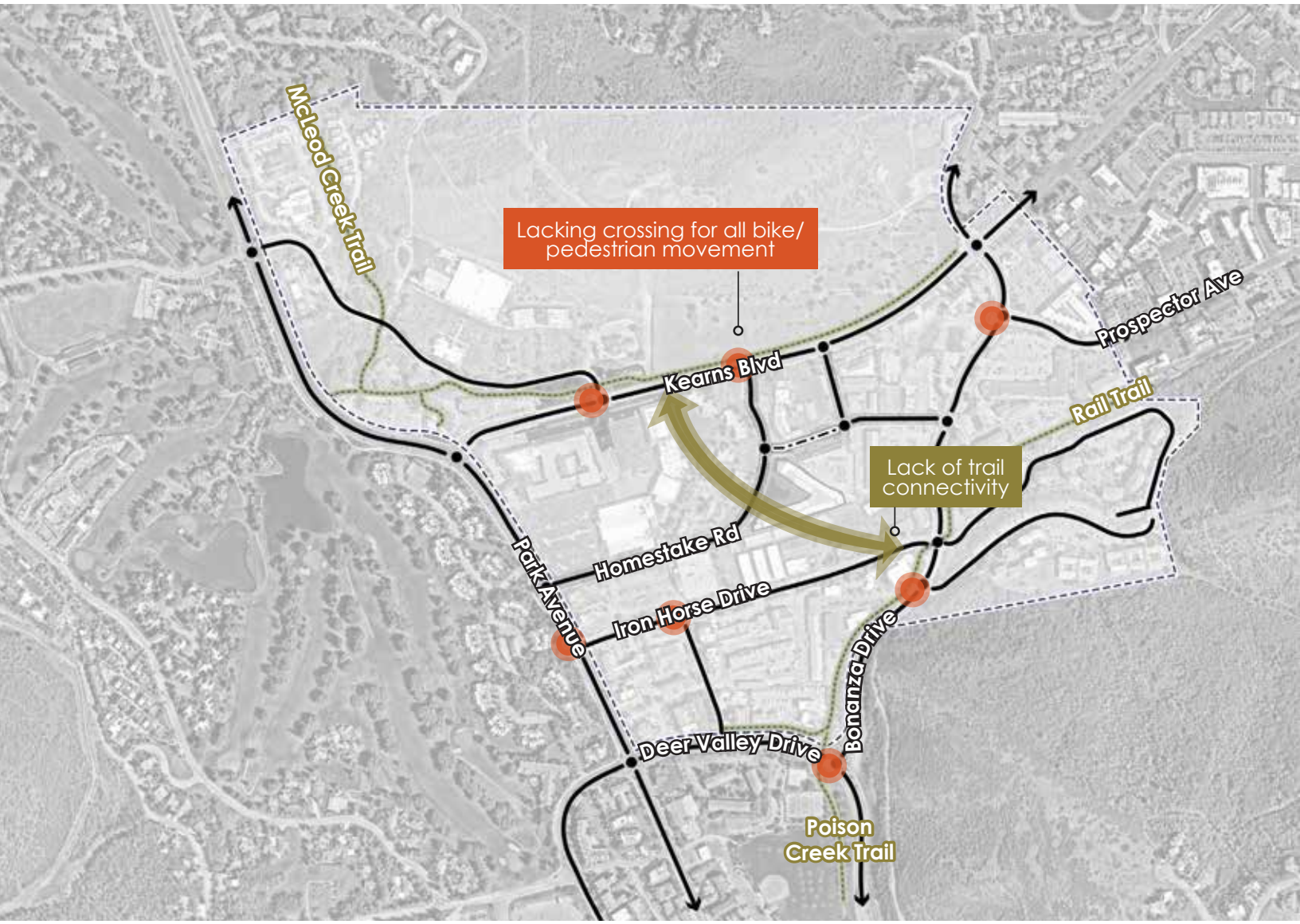
The FPZ restricts any new structures, including buildings or signs, within the first thirty feet (30') of the nearest Right-of-Way along these three corridors. Sidewalks or trails with pedestrian amenities may be built within this setback, with city review and authorization.

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



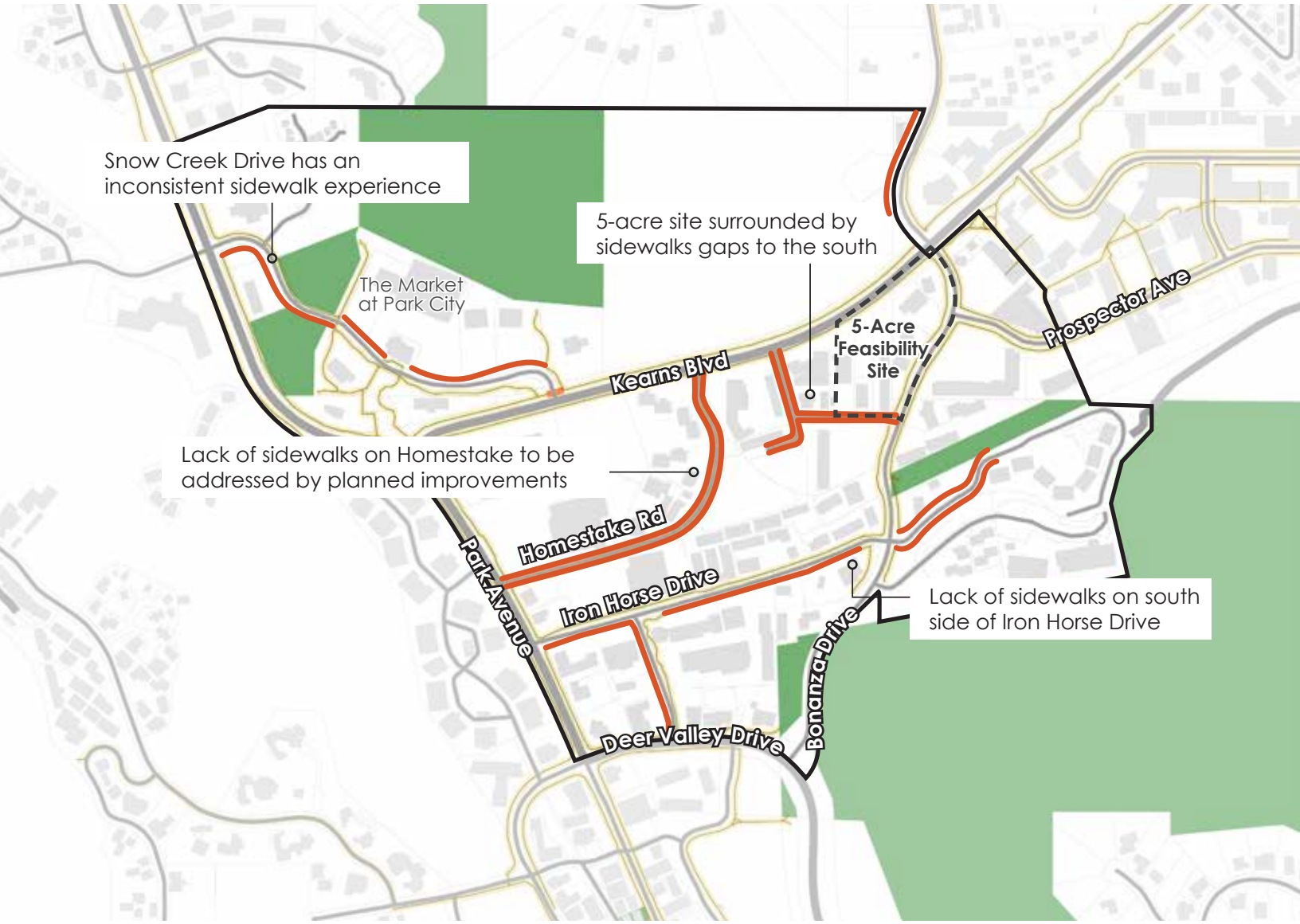
Bonanza Park is home to three regional trail networks - the McLeod Creek Trail north of Kearns Boulevard and along Snow Creek Drive; the Historic Union Pacific Rail Trail running from Bonanza Park to Echo Reservoir; and the Poison Creek Trail running along Park City's eastern edge toward Old Town.

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

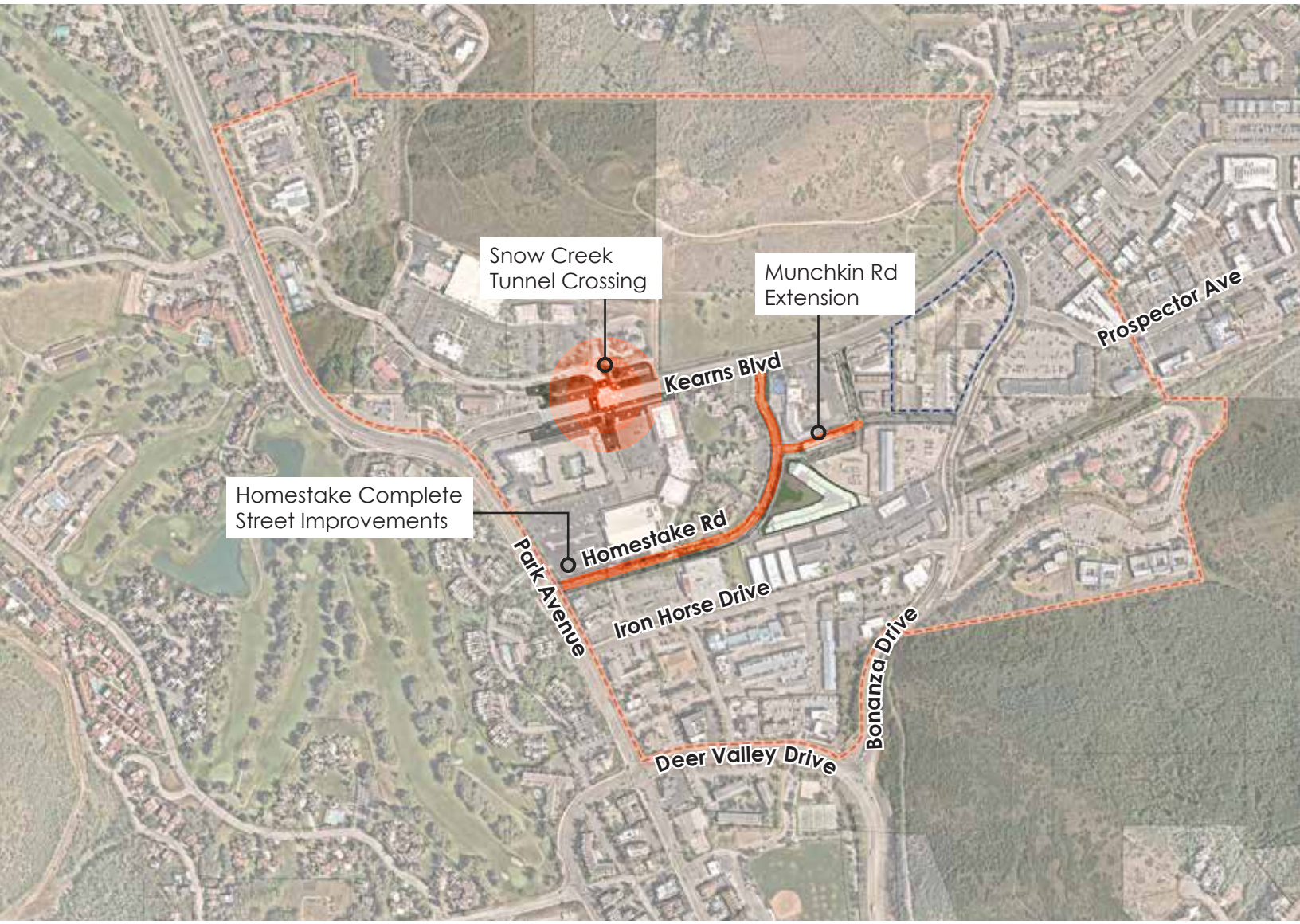


Bonanza Park's pedestrian network is hindered by a widespread prevalence of sidewalk gaps. When walking through the neighborhood, Parkites face challenging conditions as key streets, moving in both east-west and north-south directions, have significant segments lacking sidewalk facilities.

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

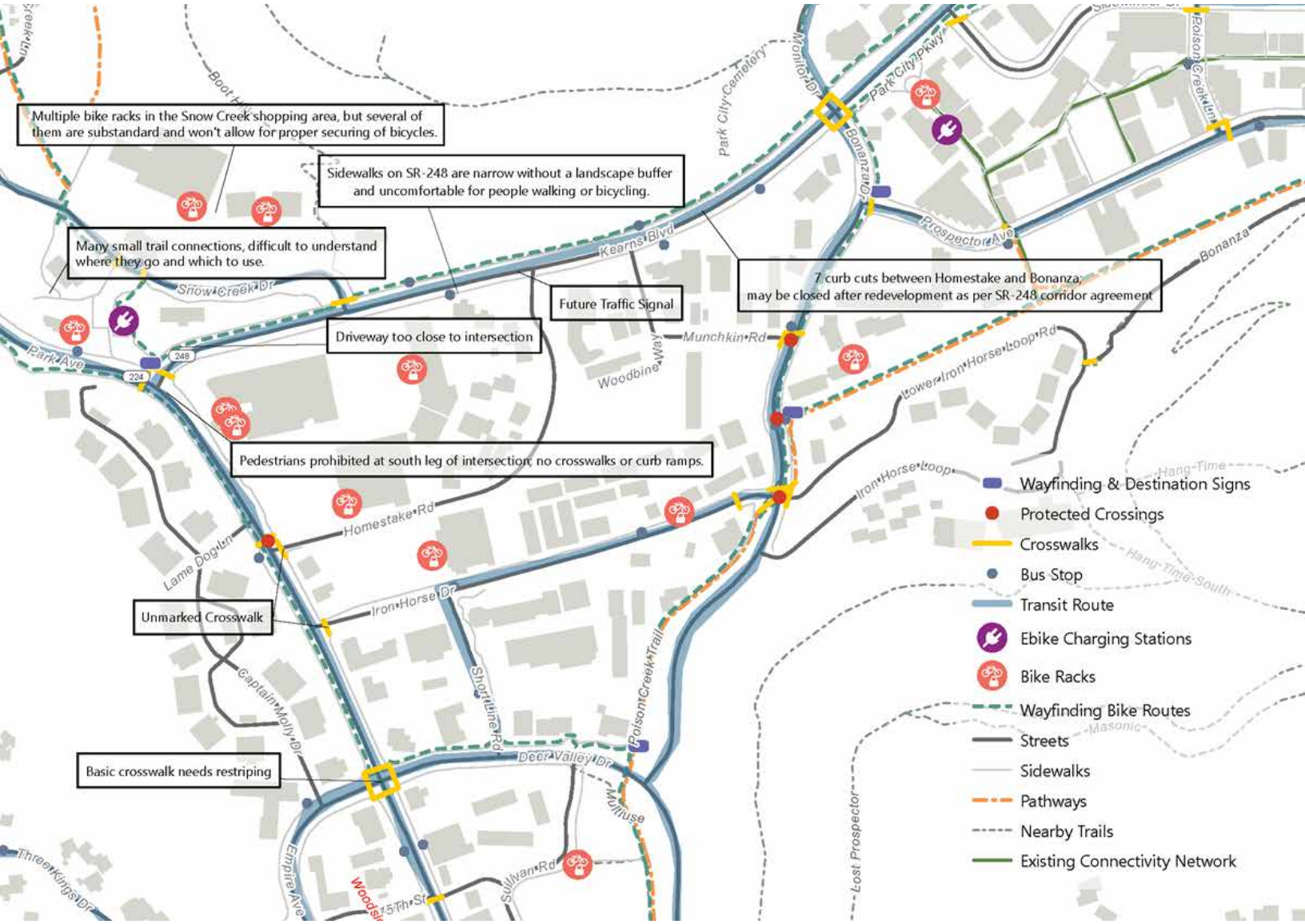
Planned Improvements



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:

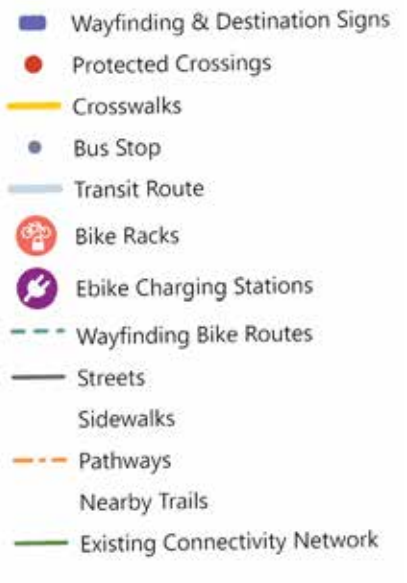
- **Homestake Complete Street Improvements:** Currently functioning as a curbless drive, the future Homestake Road will include sidewalks on both sides, curbs, on-street parking, and marked crossings.
- **Snow Creek Tunnel Crossing:** A potential tunnel crossing may connect under Kearns Boulevard at 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.



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.

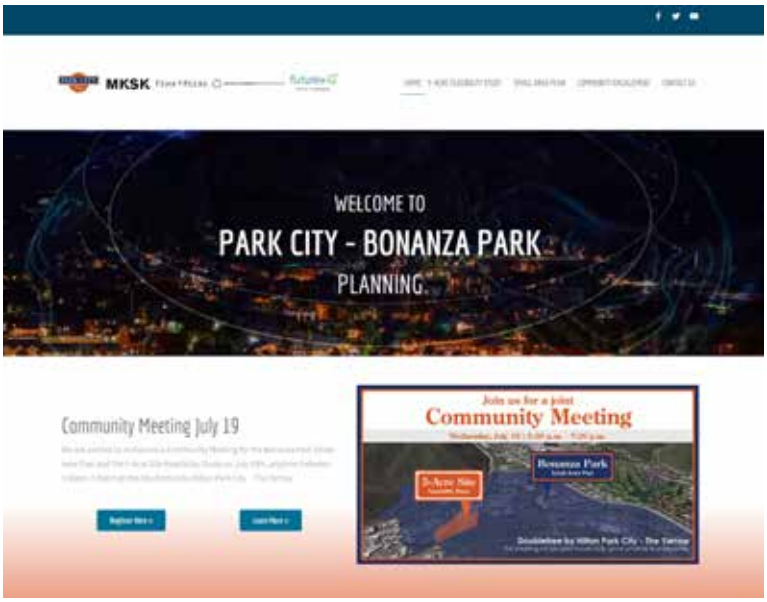


100
people attended the third community meeting on April 9, at the Park City Library.

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

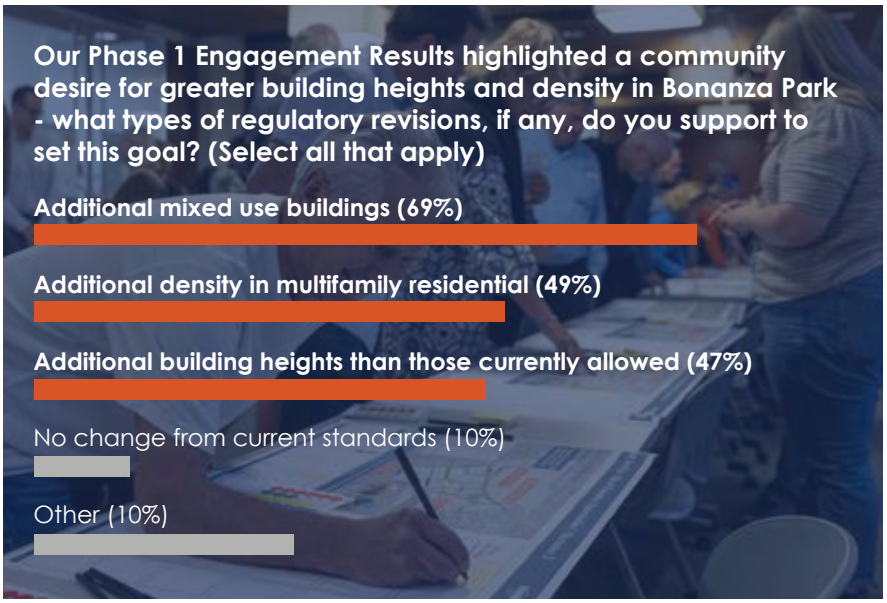


Phase 2 Engagement

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.

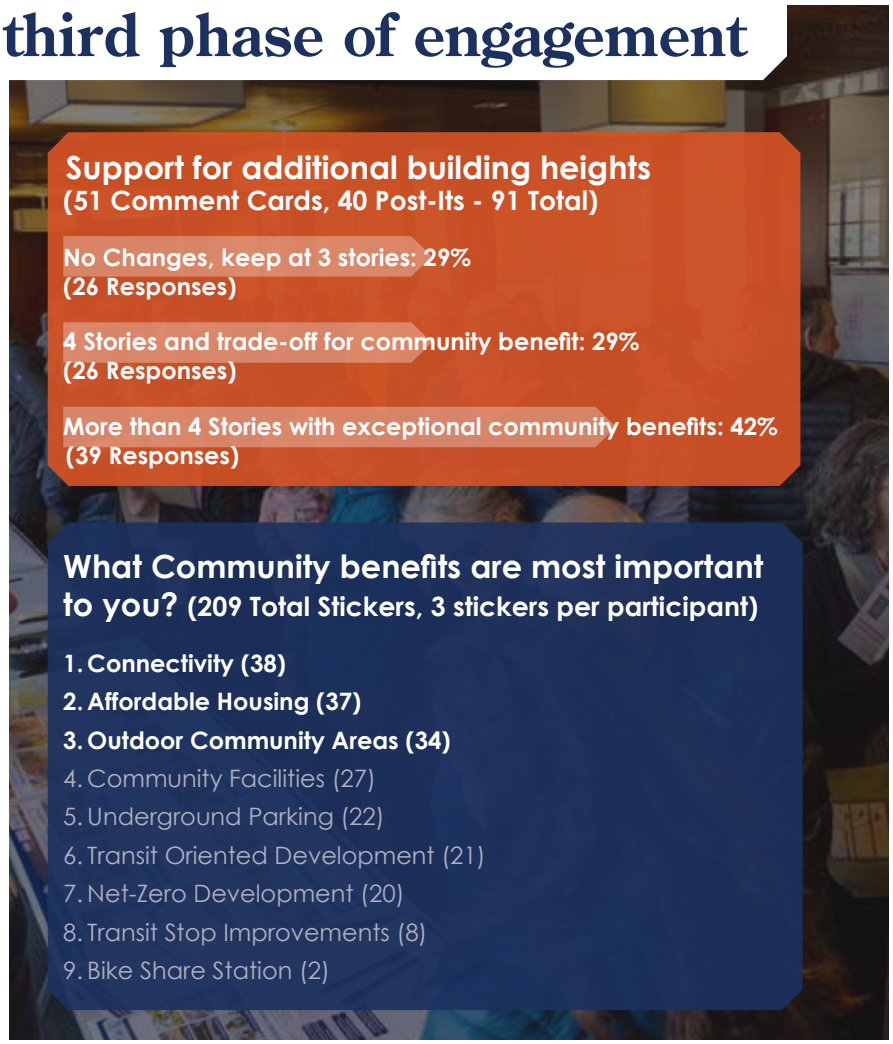
Where: Anywhere where redevelopment occurs in the community

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



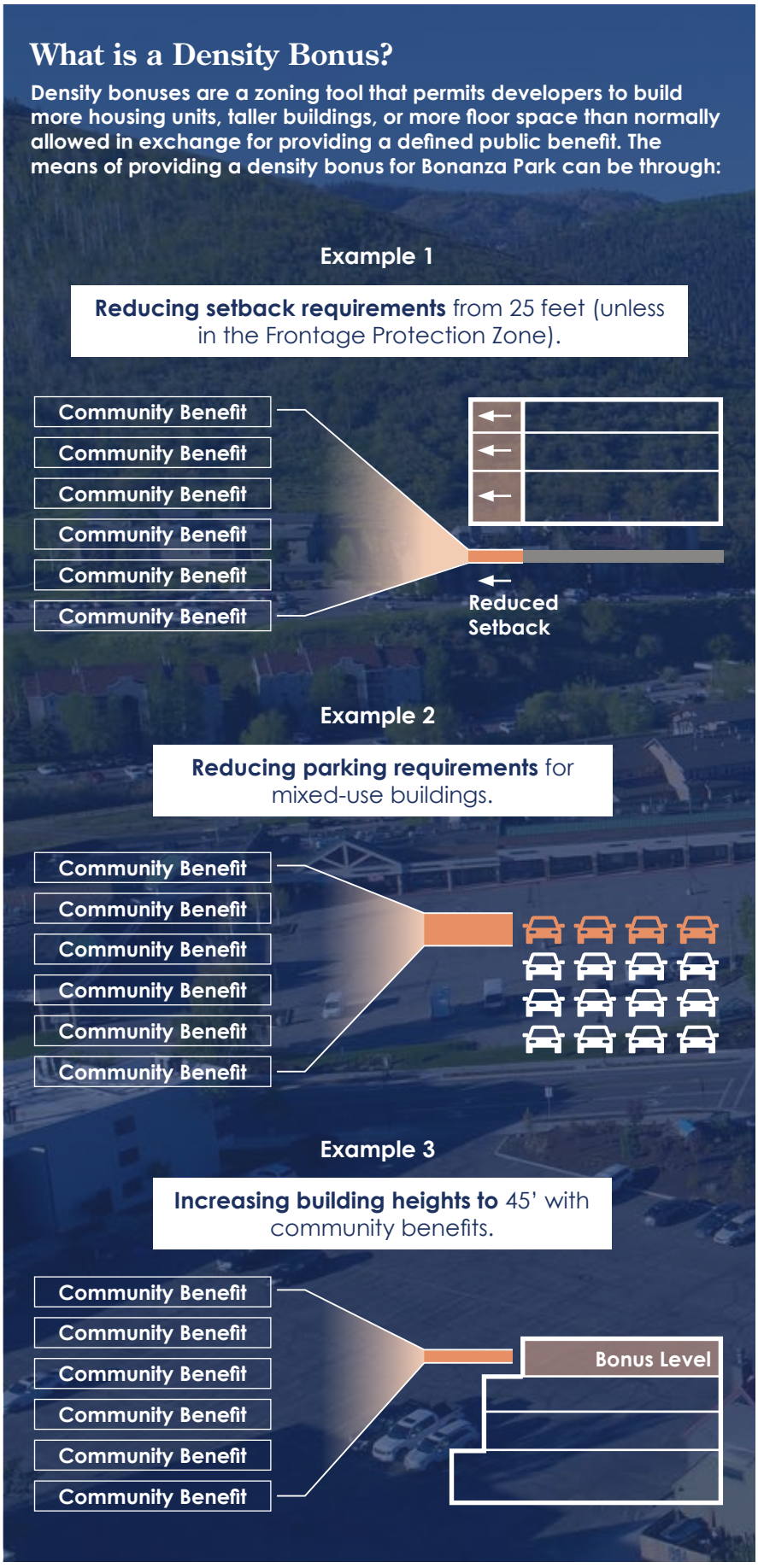
- Base height of 35' (unchanged from General Commercial).
- Opportunities for a density bonus.

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



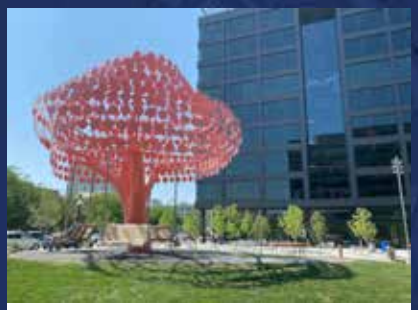
Transit/Mobility Hub



Connectivity



Underground Parking



Art and Placemaking



Community Facilities



Transit Oriented Dev.

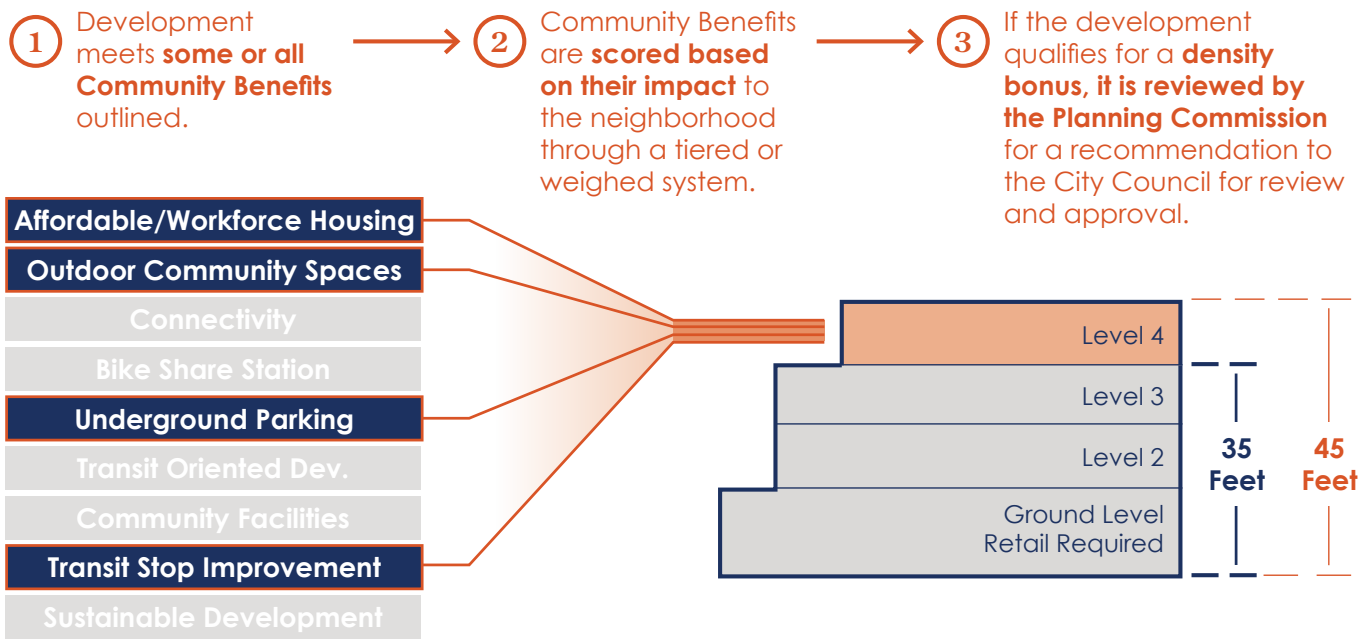


Net Zero Development

- **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.

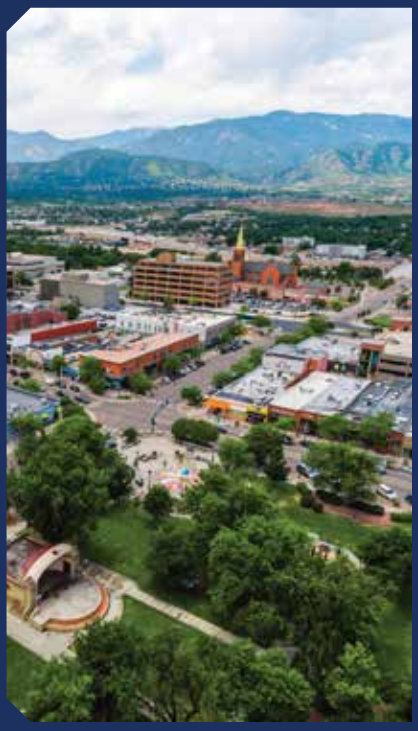
A notable example to follow is the city of Colorado Springs, CO, where a form-based code for their downtown includes a points-based system of community benefits and a point exchange rate table. In Bonanza Park, the community expressed strong support for this trade-off, with a majority of Parkites in 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)

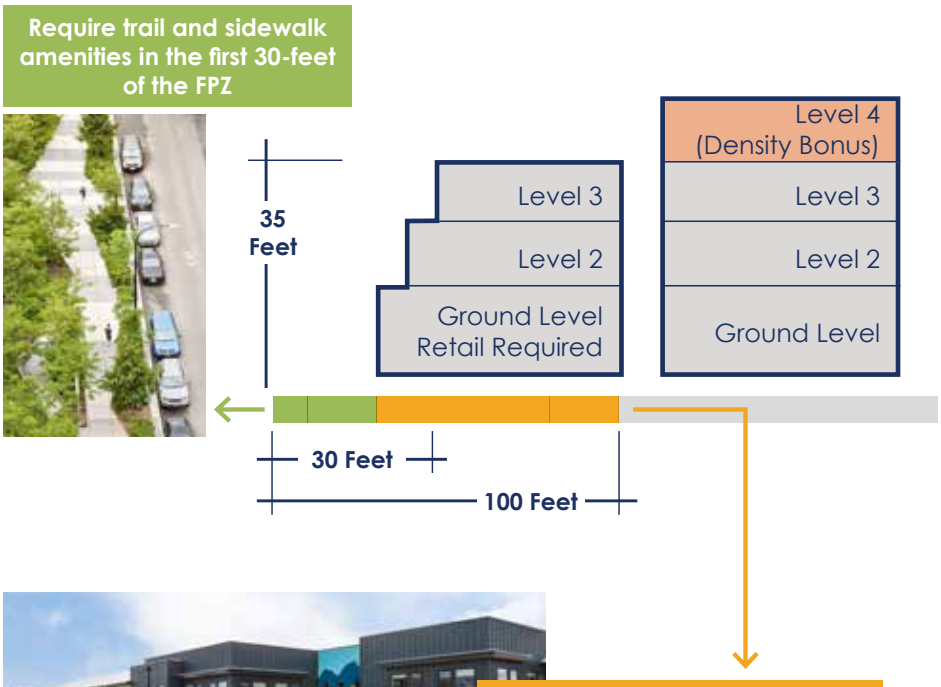
Seattle uses three (3) incentive zoning programs, one specifically to satisfy the requirements for affordable housing within residential developments that allows additional floor area, one voluntary program that offers amenities in exchange for additional floor area and building height and one specifically 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.

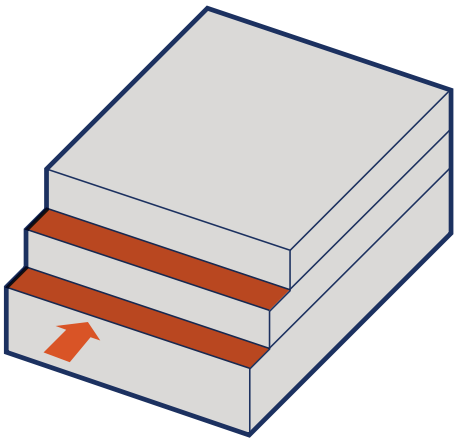
The Frontage Protection Zone (FPZ) is an existing overlay that protects viewsheds along Park City's entry corridors through a 100-foot zone. Within Bonanza Park, the FPZ impacts Kearns Boulevard, Park Avenue, and Deer Valley Drive. Currently, as outlined in the existing conditions section of this report, 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.





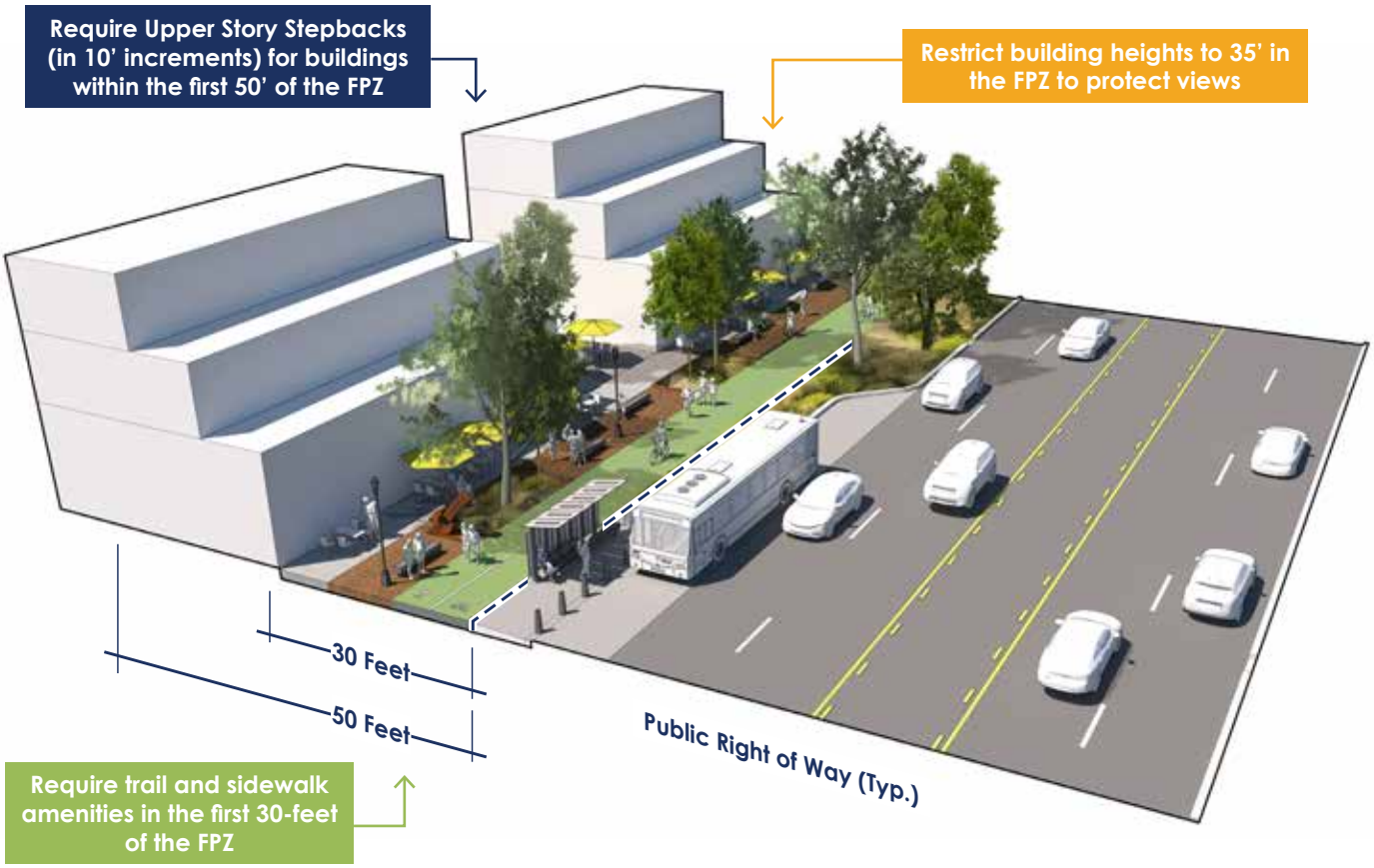




- **Restrict building heights to 35-feet within the FPZ** to mitigate the visual impact of additional development and density on Park City's entry corridors. Building heights along the entirety of the 100-foot FPZ should be restricted to 35-feet, regardless of the underlying zoning or any additional 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



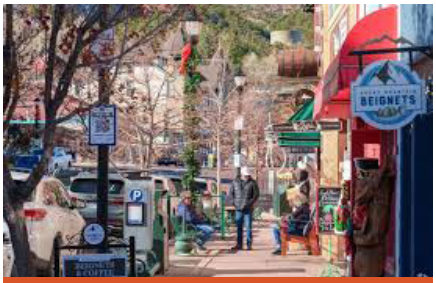
Neighborhood Street



Shared Street "Woonerf"



Alley or Service Drive



Retail Street



Off-Street Trail



On-Street Bike



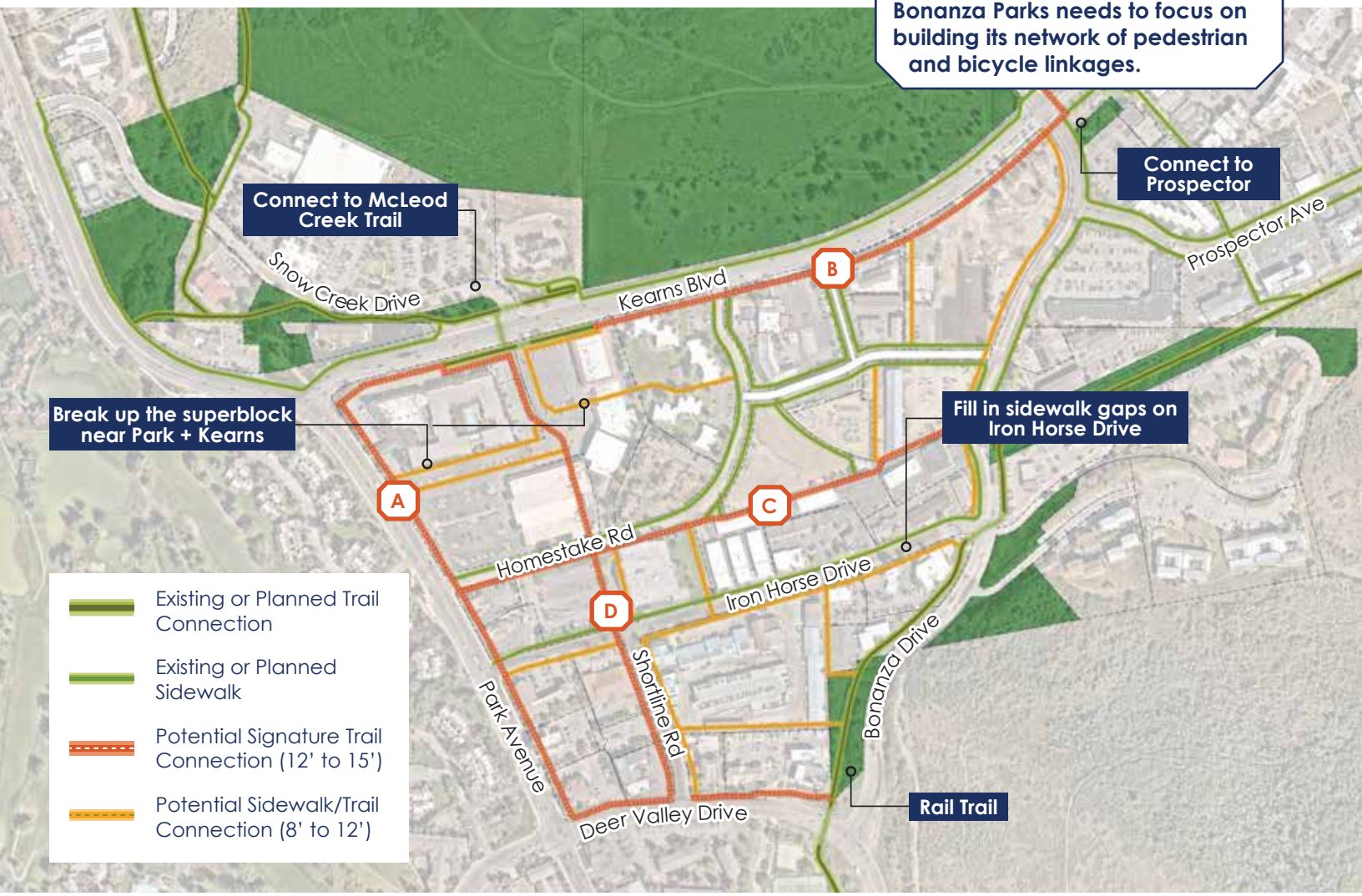
Pedestrian Way



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

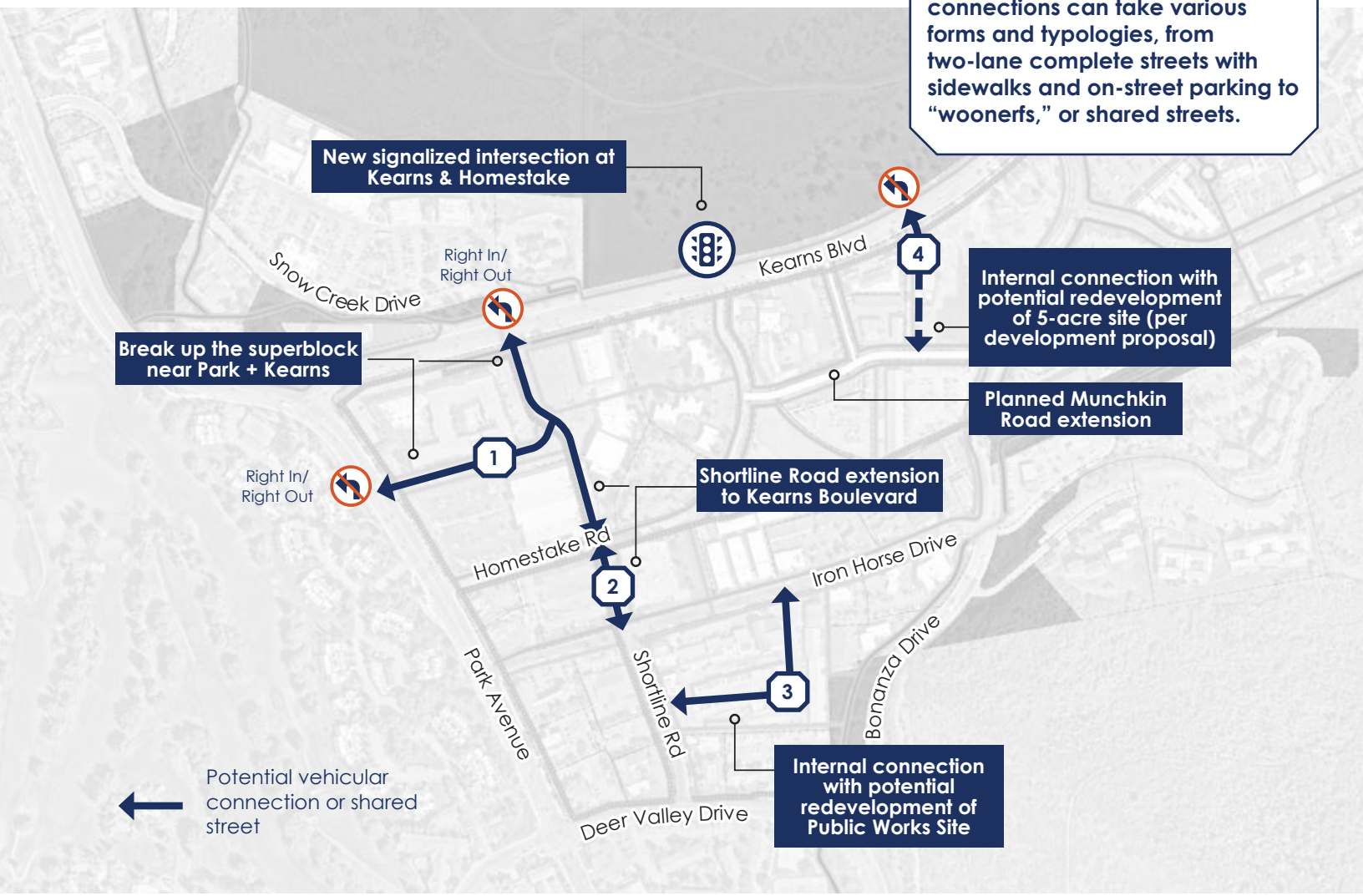






C A new east-west connection between Park Avenue and the Rail Trail, through the south side of Homestake Road and within portions of the Iron Horse District.

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.

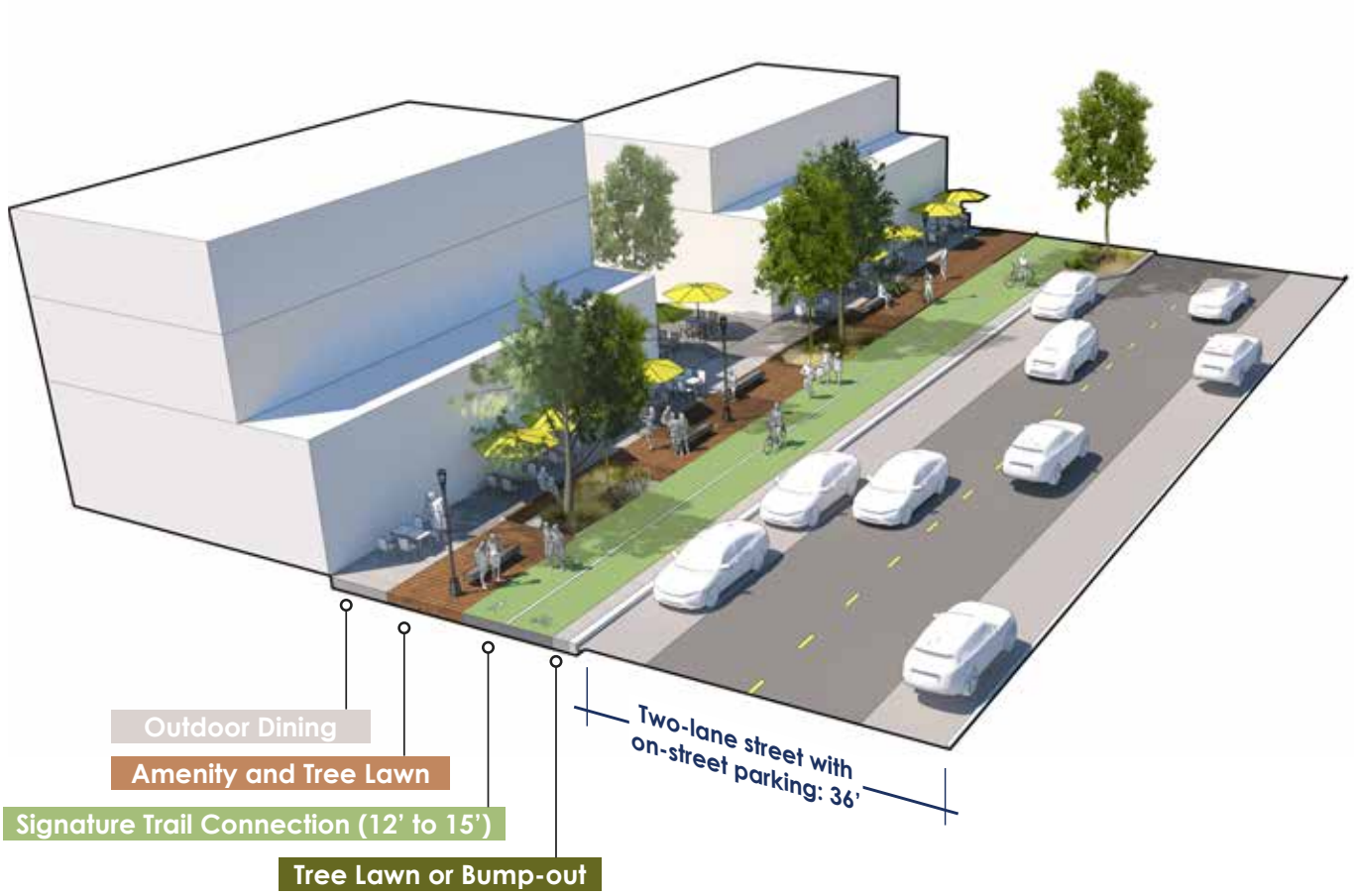


UF2: When considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system.

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.

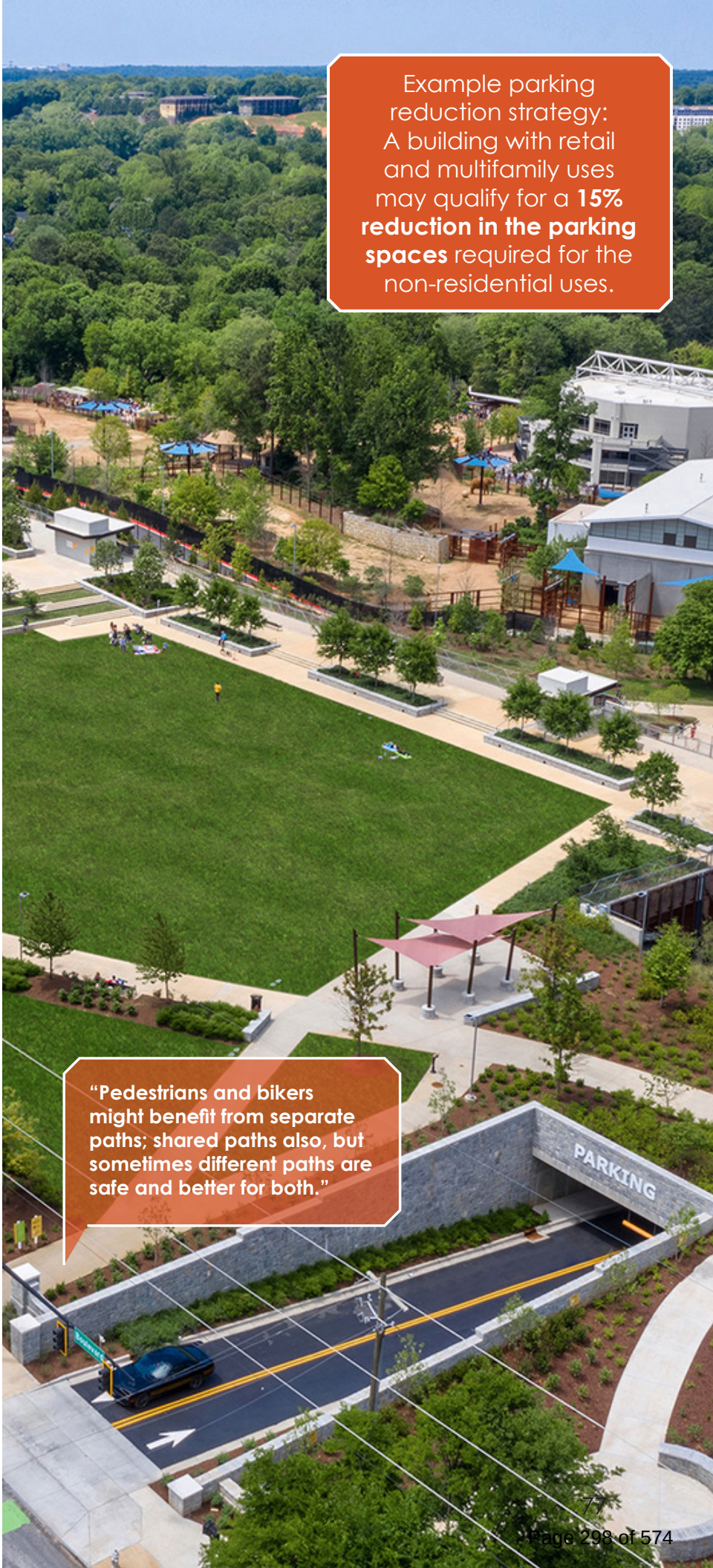
The improvements described in this section are ambitious and will require significant funding. Understanding that municipal funds are limited in accomplishing these goals, there is an opportunity to leverage future developments to fund and implement some of the mobility improvements most needed in Bonanza 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...

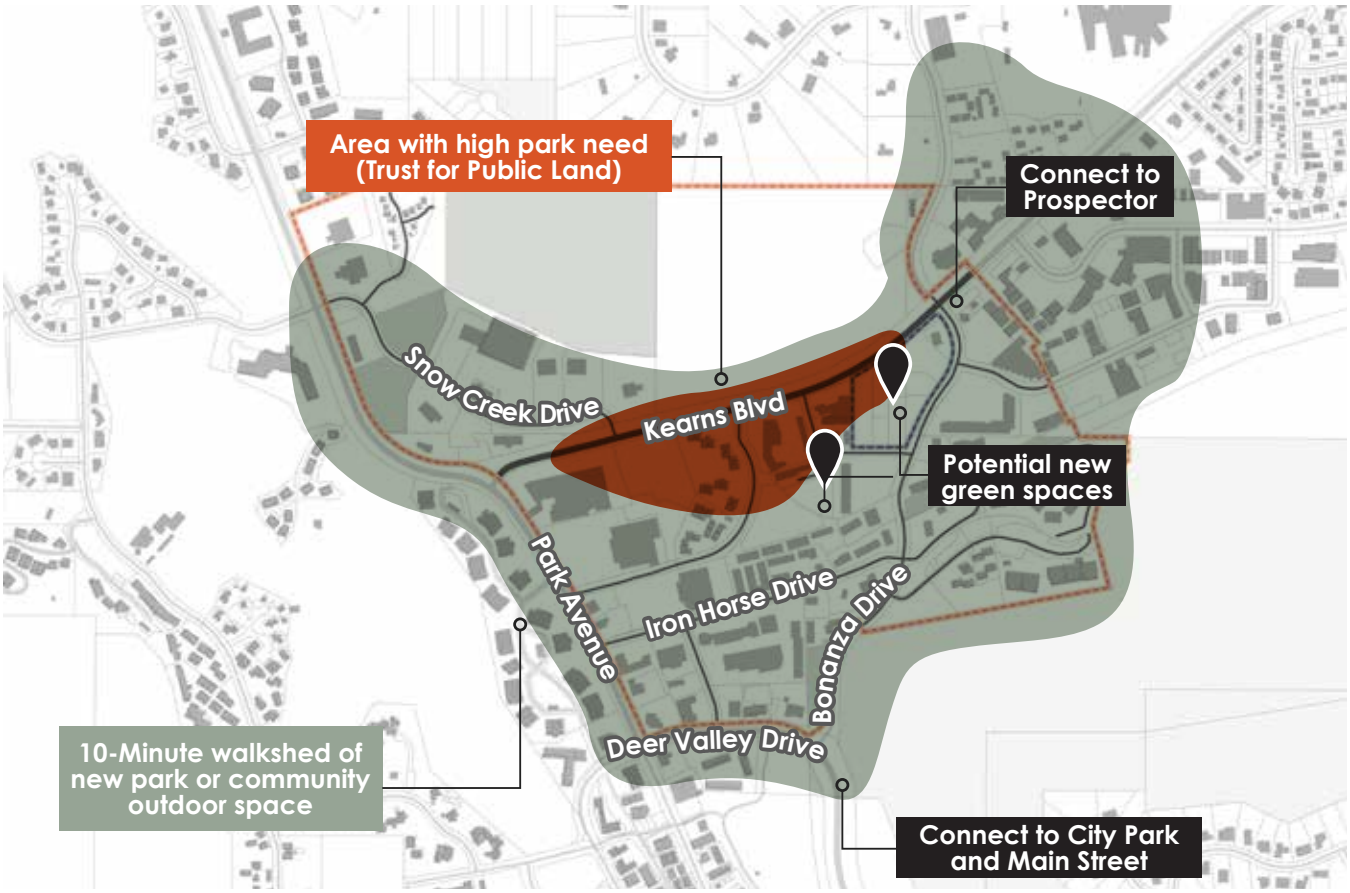
Green

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.

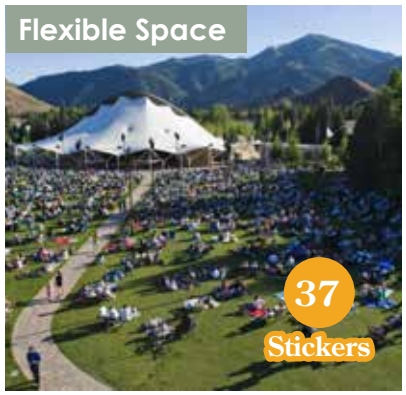
While providing a wealth of ecological, economic, social, educational benefits to a community, the appearance, scale, and programming of green spaces and outdoor community spaces may vary widely from project to project. Urban plazas, pocket parks, courtyards, parks, and community gardens are a few examples 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.







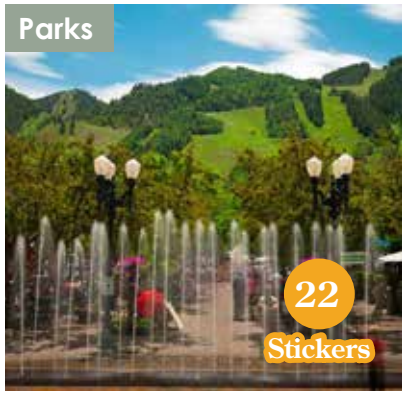


At the third community meeting, Parkites were asked to share what types of publicly accessible green spaces elements they would like to see in Bonanza Park. Those who participated in this activity were given three stickers and asked to distribute them among the green spaces shown.









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

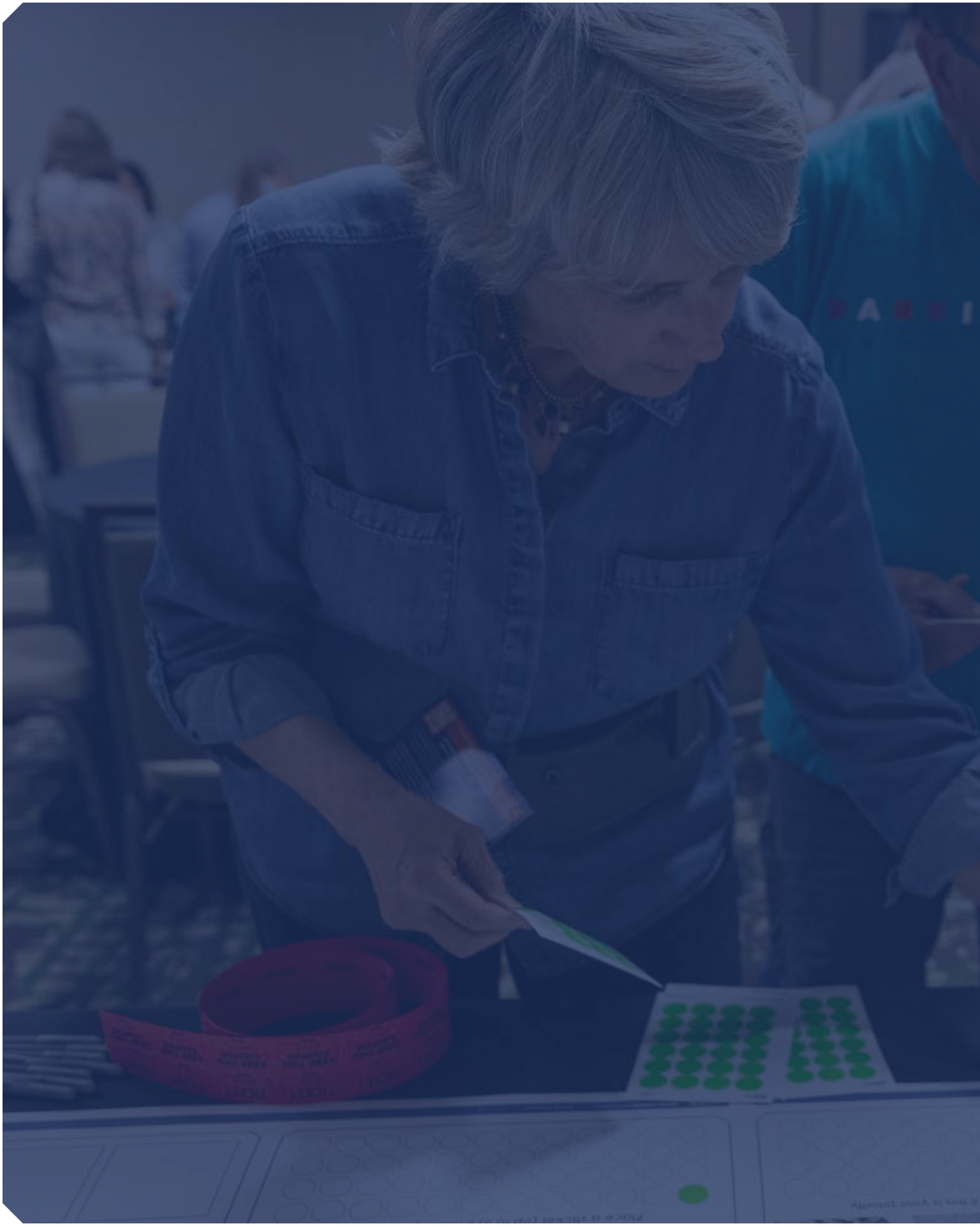


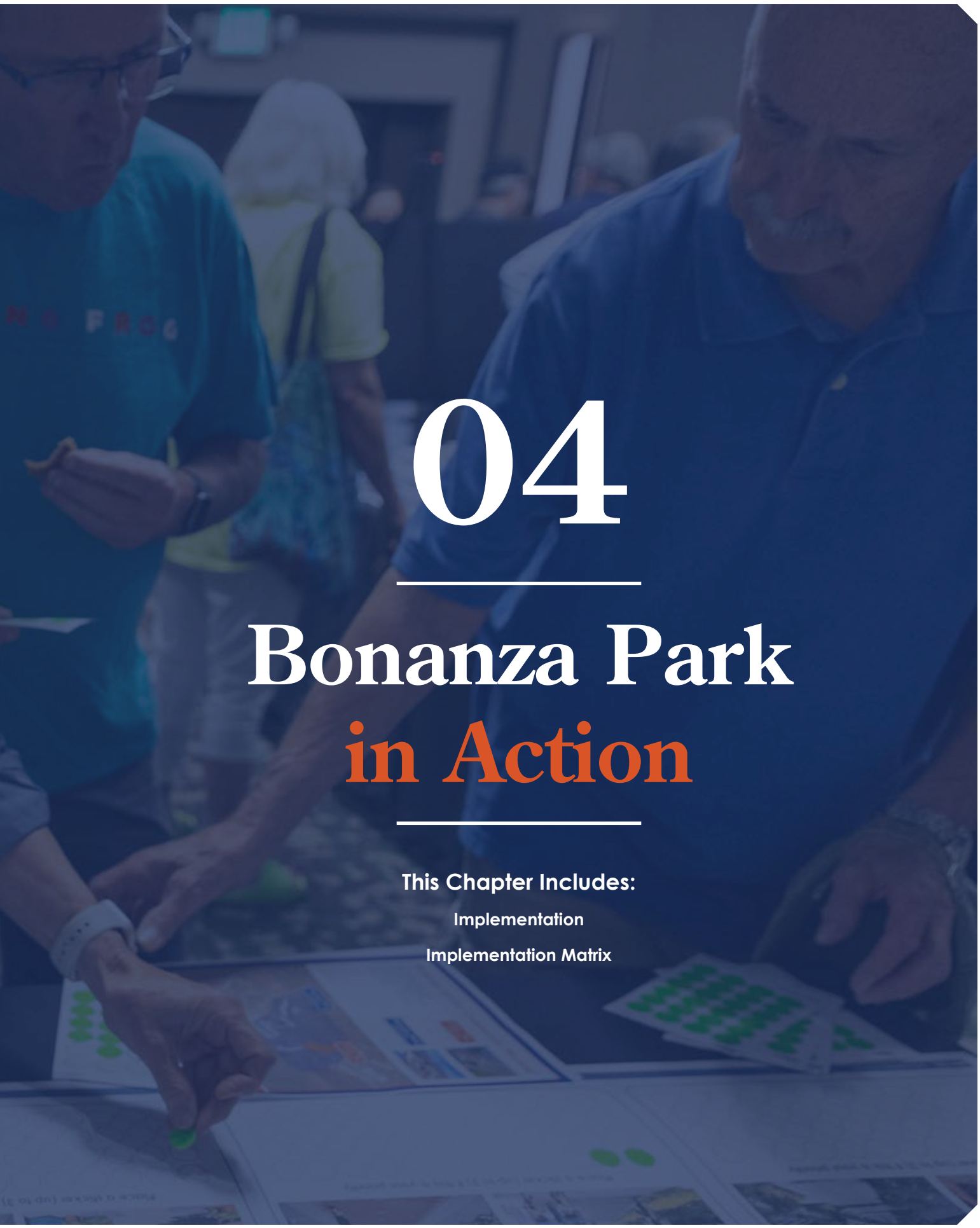
Wayfinding



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


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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.

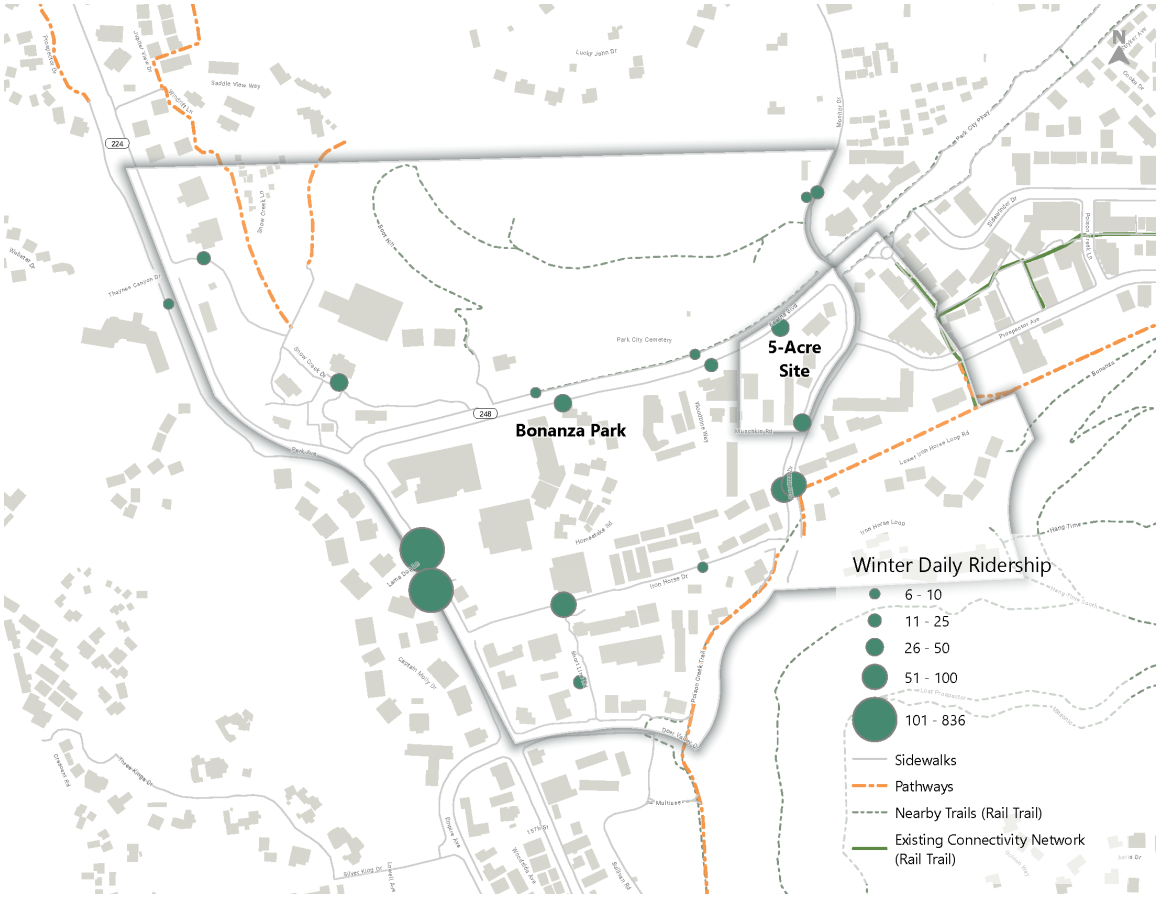


Figure 1: Average Transit Stop Daily Ridership for the 2022-2023 winter season. Source: Park City Transit.

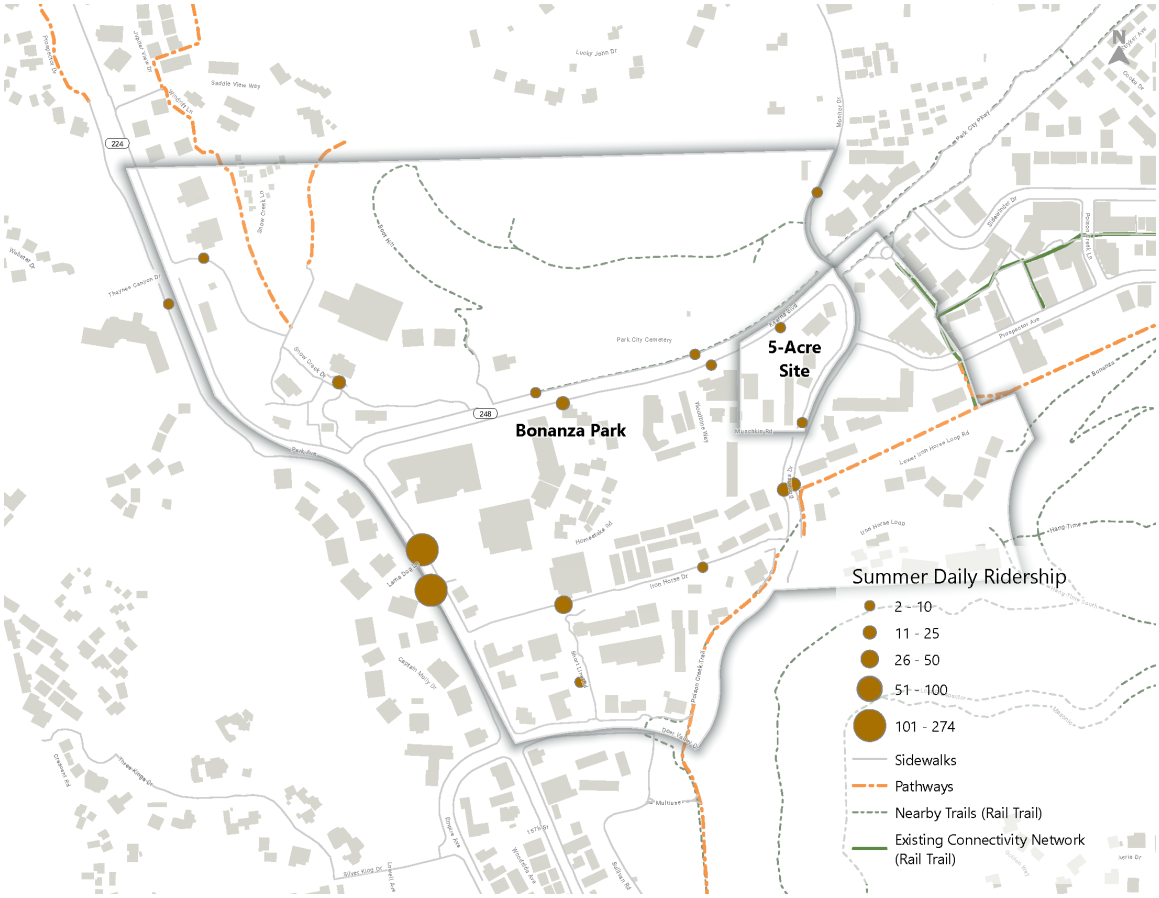


Figure 2: Average Transit Stop Daily Ridership for April - December 2023. Source: Park City Transit

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.

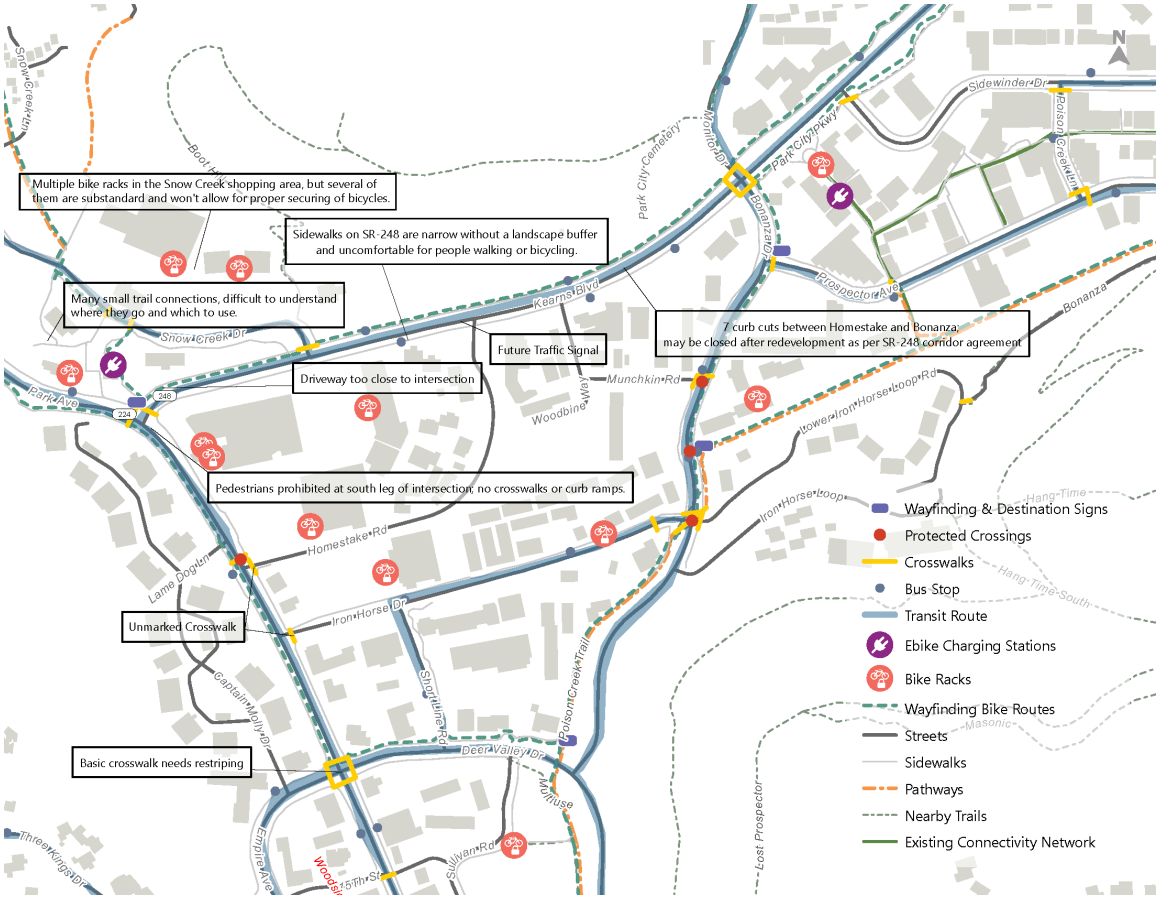


Figure 3: Existing Active Transportation Conditions

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.

CRAIG ELLIOTT | AIA
1441 Ute Boulevard Suite 100 - Park City UT - 84098
Office: 435.649.0092 x301 | ELLIOTTWORKGROUP.COM

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.

This whole section seems off. Why not just have the City do a study and define the acceptable density in the codel

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).

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.

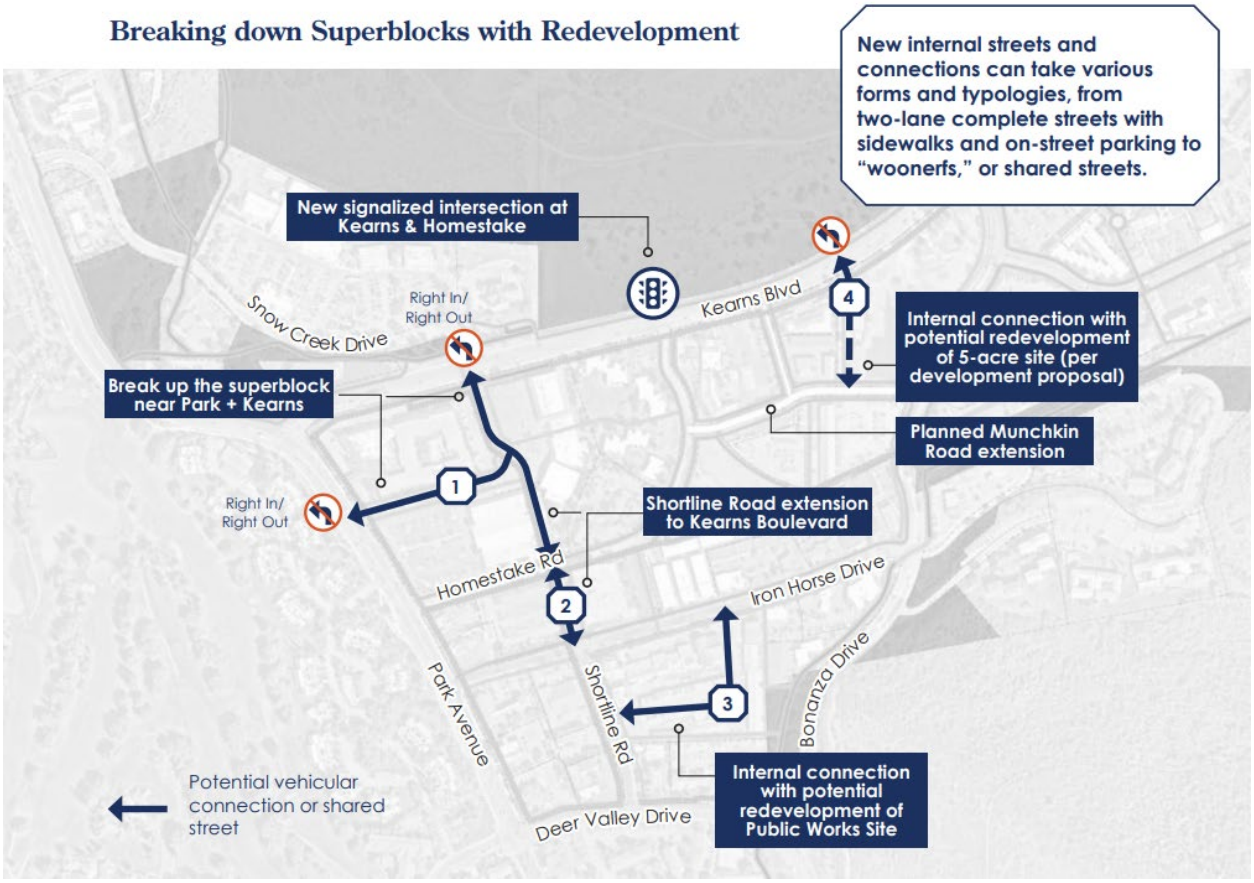
G. **TDM PLAN AGREEMENT.** A TDM Plan agreement shall be provided in a form acceptable to the City Attorney and shall include the TDM Plan. The parties to the agreement shall include the Owners and lessees of the project Site. A copy of the agreement shall be provided to the City. The City shall not 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

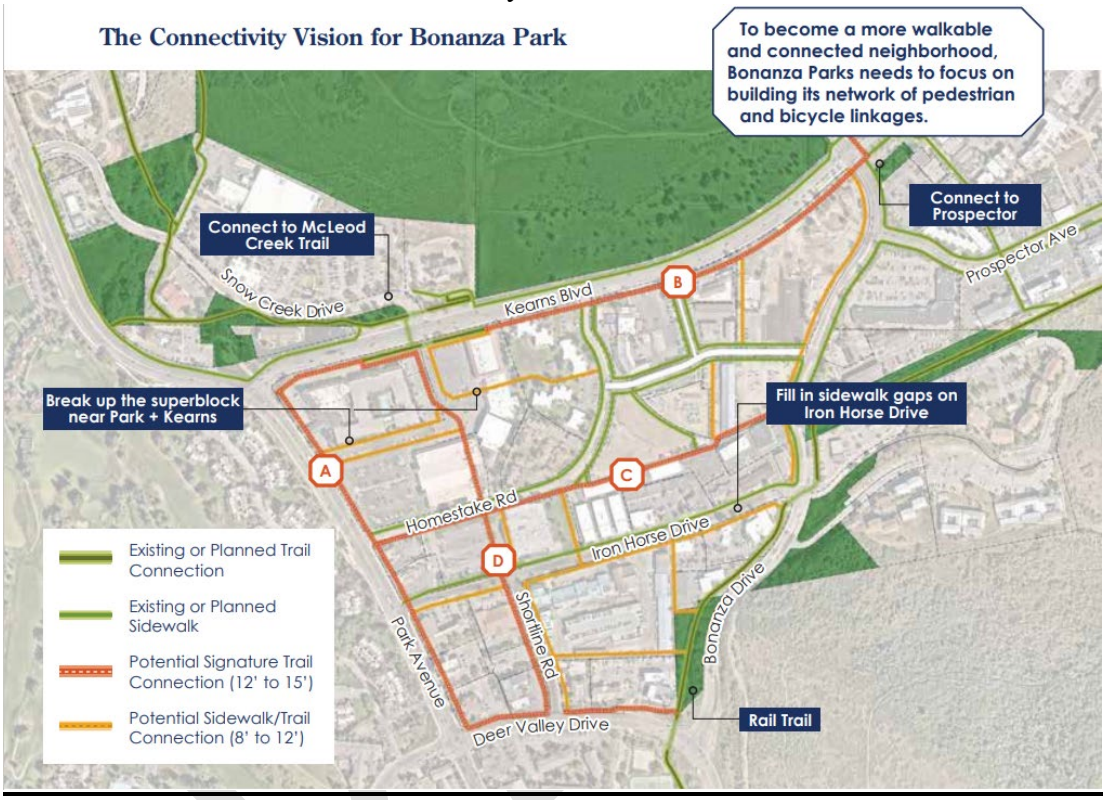
Establishing a network of pedestrian and bicycle linkages is critical to improve the overall connectivity of the Bonanza Park neighborhood. Similarly, additions of open space and green areas will improve the overall sense of community and opportunities for gathering in the neighborhood. All development 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.

DRAFT

15-6.1-3 ZONING DISTRICTS AND USES

1. **ZONING DISTRICTS**. Affordable Master Planned Developments are Allowed in the following Zoning Districts:
    1. Residential Development
    2. Residential Development Medium
    3. Residential Medium
    4. Recreation Commercial
    5. General Commercial
    6. Bonanza Park Mixed Use District
    7. Light Industrial
    8. Community Transition
    9. Historic Commercial Business
    10. Historic Recreation Commercial, east of Park Avenue

2. **USES**. An Affordable Master Planned Development can only contain Uses that are Allowed or Conditional in the Zoning District in which it is located.

3. **COMMERCIAL USES**. An Affordable Master Planned Development may include up to 10,000 square feet of Commercial, Retail, Office, Public, and Quasi-public Uses.

DRAFT

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.

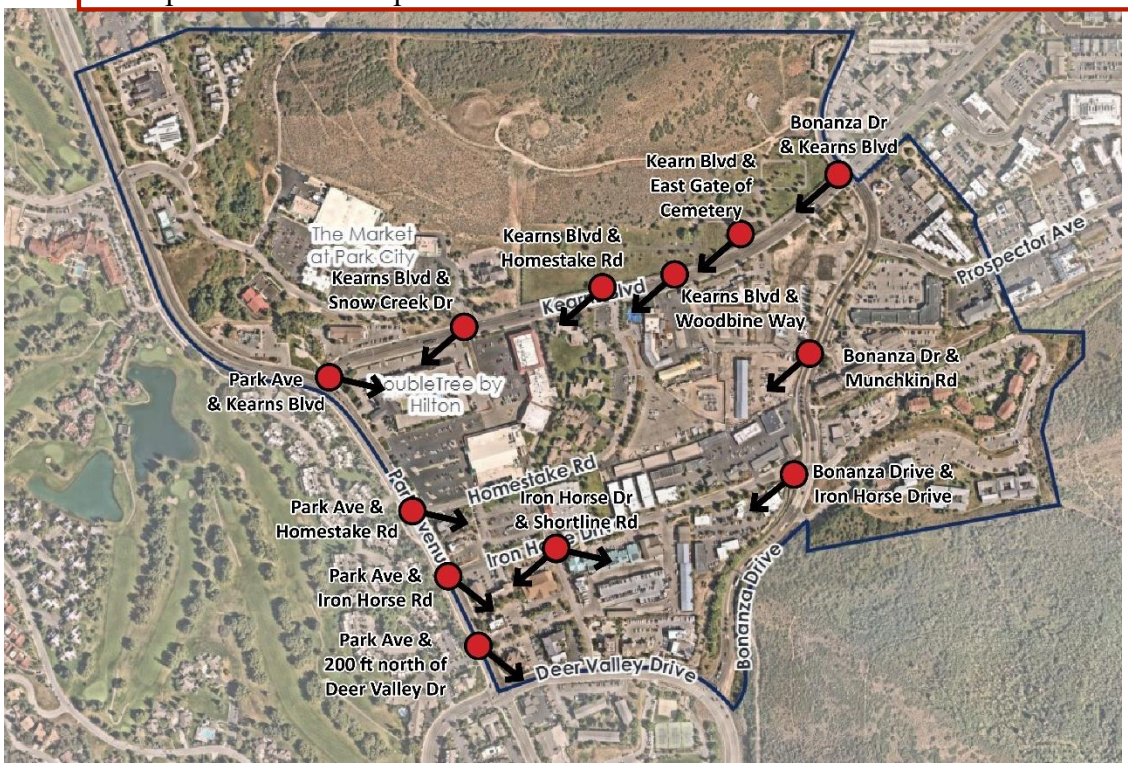


TABLE 15-2.27-5(B)(5): VANTAGE POINTS		
Location	**Coordinates**	**Bearing**
Bonanza Drive & Iron Horse Drive	40.659307 -111.501548	SW
Bonanza Drive & Munchkin Road	40.660805 -111.501397	SW

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% This percentage is low.	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 15-2.27-7(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.

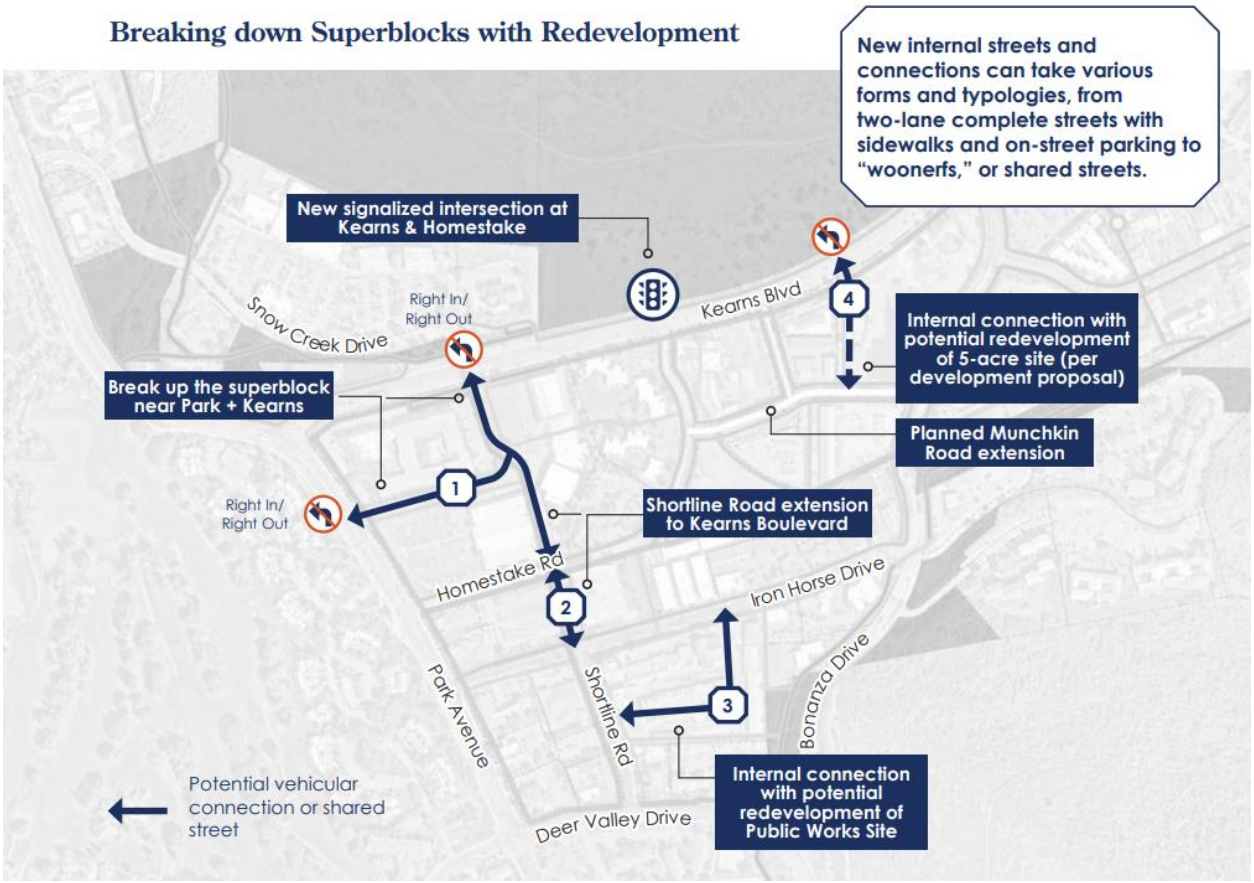
G. **TDM PLAN AGREEMENT.** A TDM Plan agreement shall be provided in a form acceptable to the City Attorney and shall include the TDM Plan. The parties to the agreement shall include the Owners and lessees of the project Site. A copy of the agreement shall be provided to the City. The City shall not 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.

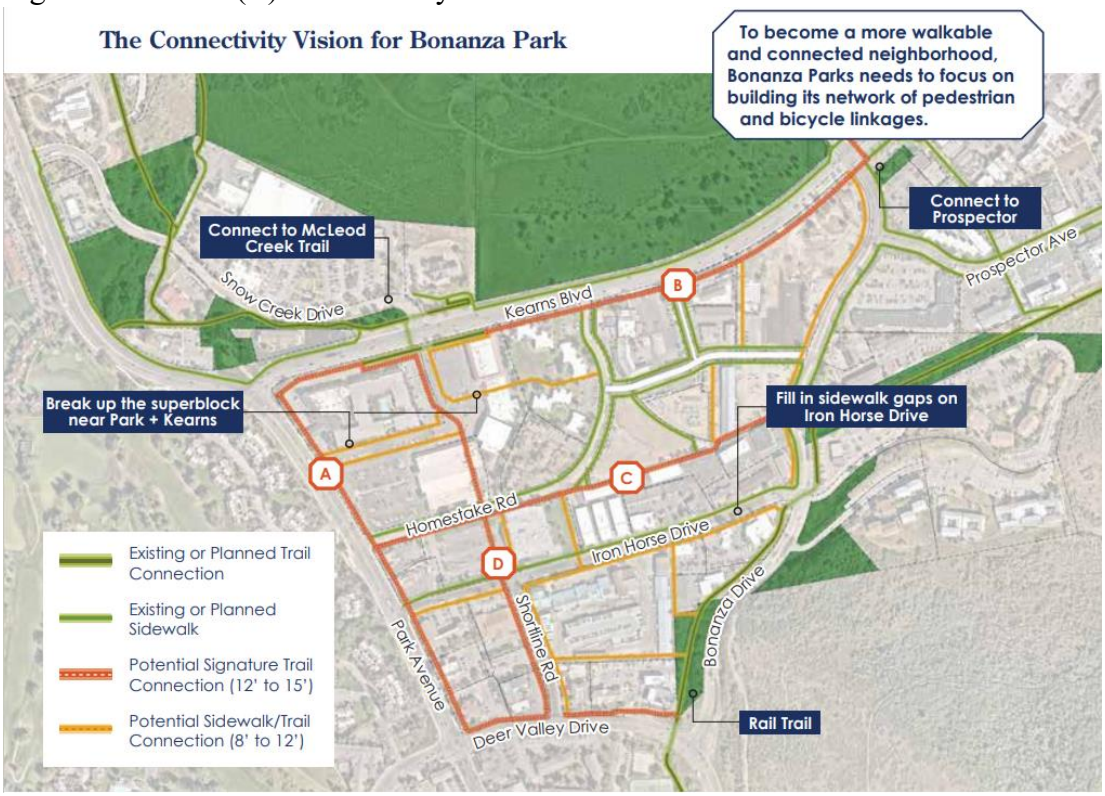
    e. Flexible Space.

    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:

Christin Van Dine
Rick Shand
Bill Johnson
Laura Suesser
Henry Sigg
John Frontero
Rebecca Ward
Mark Harrington

Goebel Anderson PC

405 South Main Street, Suite 200
Salt Lake City, Utah 84111

p: 801.441.9393
w: www.GAPClaw.com

Mark L. Anderson
Timothy J. Curtis[1]
Jill L. Dunyon
Heidi G. Goebel[2]
Debra G. Griffiths Handley
Sam Meziani[3]
Jake M. Miller[4]
Amberly Page
Zachary E. Peterson
Ella S. Smith

1 Also licensed in Arizona
2 Also licensed in Colorado, Illinois, Indiana and New York
3 Also licensed in Wyoming
4 Also licensed in Washington

May 14, 2025

VIA E-MAIL

Park City Council
Council_mail@parkcity.org

Park City Planning Commission
Planning@parkcity.org

Re: Formal Objection to Proposed Nightly Rental Prohibition Under Bonanza Park Small Area Plan under the Bonanza Park Land Management Code Amendment, PL-24-06302

Dear City Council Members and Planning Commissioners:

This firm represents the Board of Directors of the Homestake Condominium Association, Inc., which, among other things, manages the common areas of the Homestake Condo Project that sits between Homestake Road and Kearns Boulevard. The Homestake Project dates back to the early 1970s and is made up of 42 one and two-bedroom units that are privately owned and predominantly owner-occupied. These two characteristics and the project's proximity to Old Town and the resorts makes Homestake unique in Park City.

Despite enforcing a minimum 30-day rental term, Homestake is currently zoned for short-term nightly rentals (sometimes referred to as STRs). Maintaining the ability to reduce that minimum term adds considerable value to the property. To date, Homestake's Owners have voted against STRs, but this issue is periodically revisited and may change as ownership changes along with the expansion of walkable corridors and increased transportation options that the Small Area Plan contemplates for the neighborhood. The possibility of allowing nightly rentals is a question that virtually all prospective buyers ask about when initially looking at Homestake and preserving this ability, whether or not it is exercised, is vital to Homestake's valuation and funding options.

As the Planning Commission considers its final recommendations to the City Council and the Council makes its decision on the proposed changes to the Land Management

Code, Homestake's Board asks both bodies to consider the following when deciding whether to remove Homestake's ability to conduct short-term nightly rentals:

I. Loss of Existing Rights Is, in Effect, a Regulatory Taking

The Homestake Condominiums is currently zoned to operate short-term nightly rentals. The proposed amendments to the Land Management Code for Bonanza Park Small Area includes language that would eliminate this right entirely, without compensation, transition period, or procedural recourse. While Homestake has chosen not to allow its units to be used as STRs, that is a voluntary self-regulation. By permanently stripping this right, the City will effectively take a legally permitted use without any justification. This step undermines Homestake's ability to self-regulate this right, especially when there has been no prior violations to justify such a penalty or articulated public need to justify the taking. Furthermore, even if the City were to provide a reasonable justification for the taking, which currently is not supported in the Feasibility study or planning department's staff report, a less restrictive approach should be considered before an all-out ban. This type of action suggests serious constitutional concerns under Utah and federal law that need to be addressed.

II. Eliminating STRs will Reduce Housing Options.

Under Zions' April 2025 Feasibility Analysis Study, the many design components that are being considered are intended, among other things, to "incentivize redevelopment" among existing property owners and one of the identified goals of the project is to develop housing options. Removing the right to conduct short-term leases reduces housing options rather than expanding them. Homestake and the handful of other similar developments in Bonanza Park should be able to continue STRs if it is appropriate for the development and the individual unit owner, especially when there is no findings that this right has been abused.

II. Homestake Is a Legacy Residential Community — Not a New Development

Zoning tools are best applied prospectively. Eliminating STRs would impact an established, fully developed 42-unit condominium complex. This change will devalue property values, hinder financing, and compromise the community's future, without being given the opportunity to utilize this meaningful benefit along with the City's broader goals. When considering future investment and new landowners in this area, the Planning Department suggested that allowing "limited nightly rentals" would be a "lever" to increase feasibility. Extending that same thought process to existing landowners who already have the right to conduct short-term nightly rentals should be preserved to increase the feasibility for this set of stakeholders since no true justification exists to eliminate it.

III. Homestake Represents 42 Units Out of ~2,000 Proposed

City projections indicate up to 2,462 new units could be developed under the plan. Homestake's 42 units comprise less than 2% of this number. Removing STR rights from Homestake will do little to support or hinder housing goals but could irreparably harm the Homestake community. Should Homestake's unit owners change the minimum term

and register with the City to conduct STRs, the City already has a mechanism in place to monitor the use.

IV. Focus New Zoning on City-Owned Parcels and Future Projects

If STRs are prohibited in the City's 5-acre parcel, it should apply to undeveloped properties or city-owned parcels rather than impact legacy communities. Developers of future projects can build with full awareness of the new regulations. Homestake's owners purchased knowing that it was zoned for nightly rentals which could be allowed with a vote of the Unit Owners.

V. Legal and Policy Considerations: Home Rule and Local Self-Determination

The Homestake Community has successfully governed the use of its owners, residents and guests for decades. Utah supports local governance and self-rule. There is no justification for removing a lawful use when no harm has been demonstrated.

VI. Land Value, Maintenance, and the Risk of Decline

Decreased Value = Decreased Financing Options

Homestake's buildings are over **50 years old**. It's owners are facing increasing repair needs that are not cosmetic — they include foundational, structural, and safety concerns. The ability to fund this work depends on our units holding enough value to support financing — whether through blanket borrowing by the Association, special assessments, or individual refinancing. Maintaining the units value so that they are comparable to similar developments is imperative.

Accordingly, losing rental rights lowers property values, which reduces our ability to obtain financing. That puts Homestake's Owners at risk of deferred maintenance — and a steady decline in livability, marketability, and insurability. That's when communities begin to fail.

VII. Conclusion: Let Homestake Continue to Govern Itself

Homestake does not currently intend to allow STRs however, there is no justification to eliminate it. Homestake asks that this right to self-regulate be left untouched. The Association requests to be exempt from the new zoning amendments that would prohibit STRs and encourages the City to focus zoning tools on future development, if at all. Thank you for your consideration.

Sincerely,

GOEBEL ANDERSON PC

Debra Griffiths Handley

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.

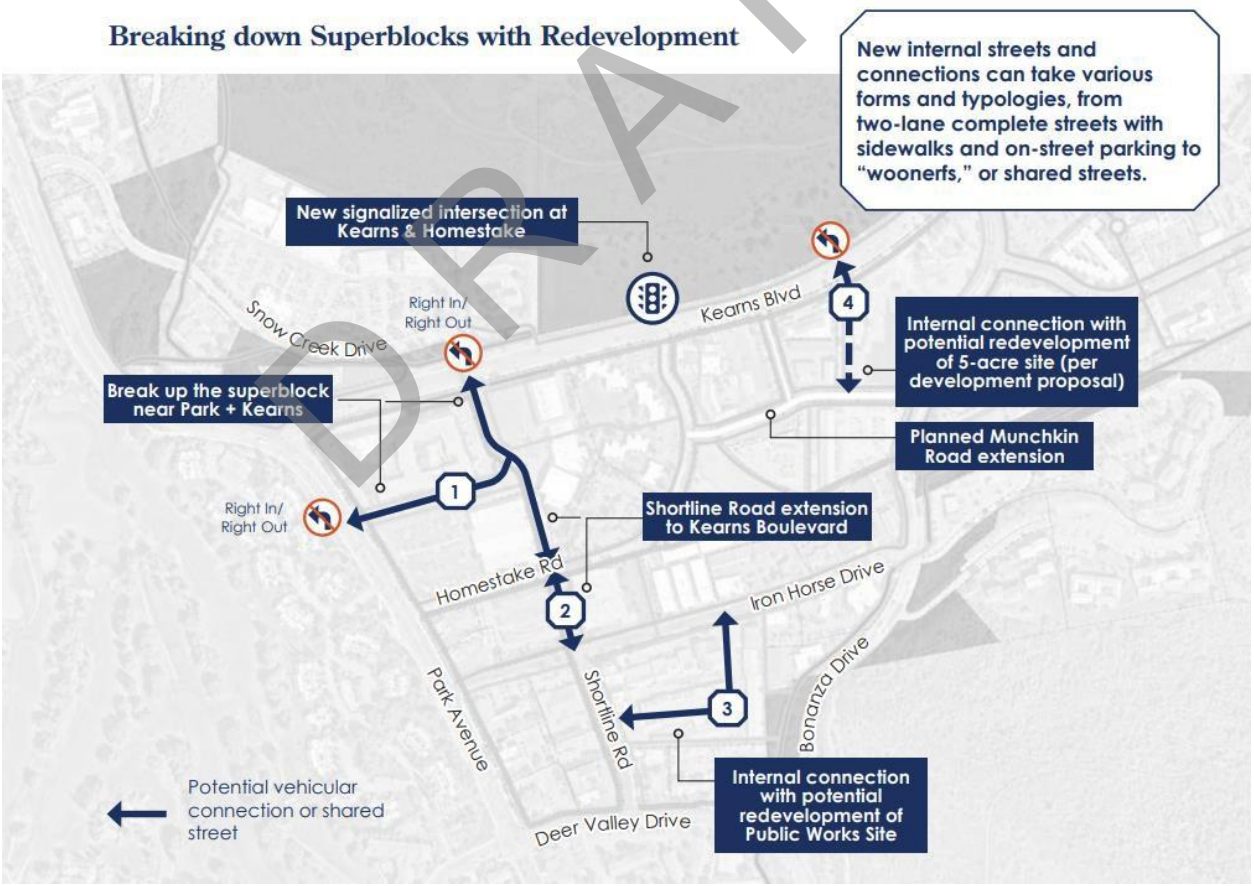
15-2.27-3 CONNECTIVITY IMPROVEMENTS.

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.

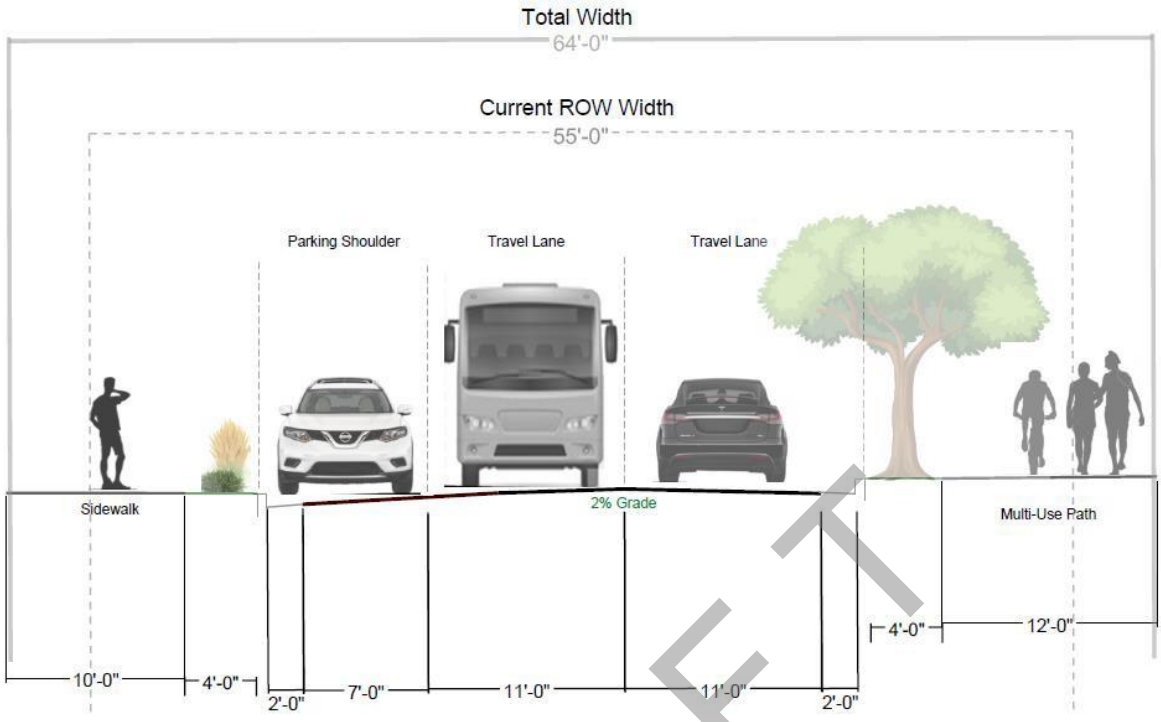


B. **STREET DESIGN.**

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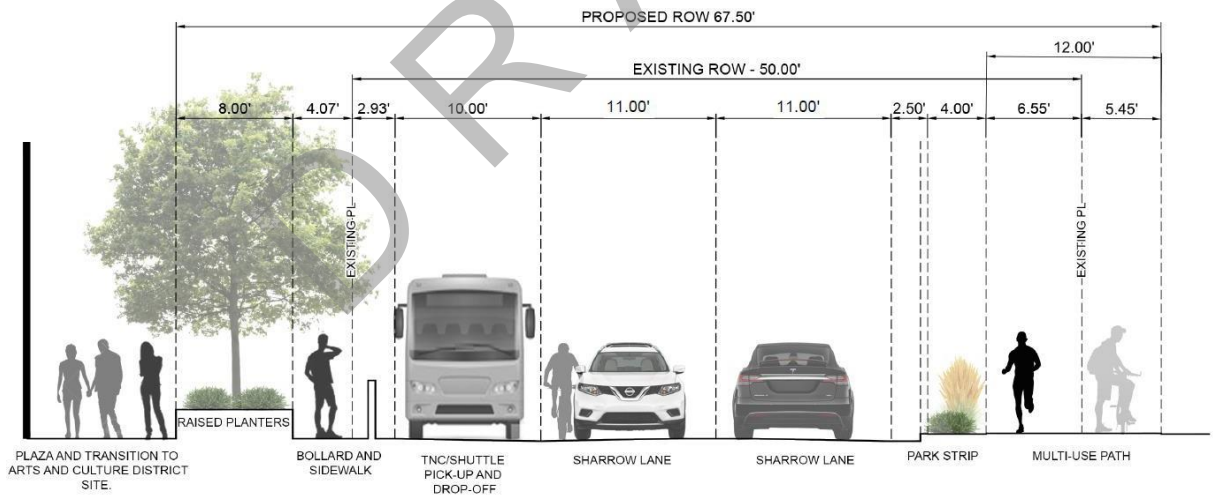
1. All new Streets shall meet Park City standards.
2. All new Streets shall integrate best management practices for stormwater runoff.
3. To the greatest extent practicable, development that is impacting an existing Street shall upgrade the Street to meet code standards in place at the time of application.
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

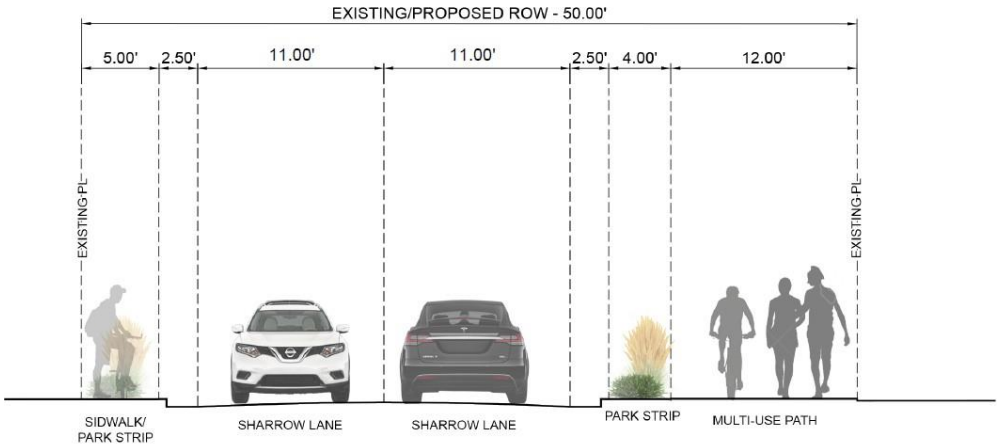
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MUNCHKIN ROAD (EAST)

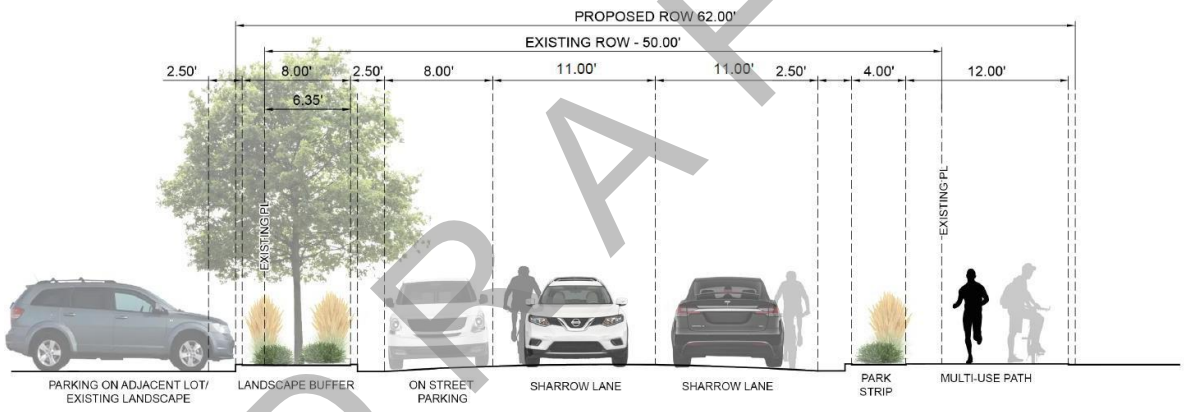
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MUNCHKIN ROAD (WEST)

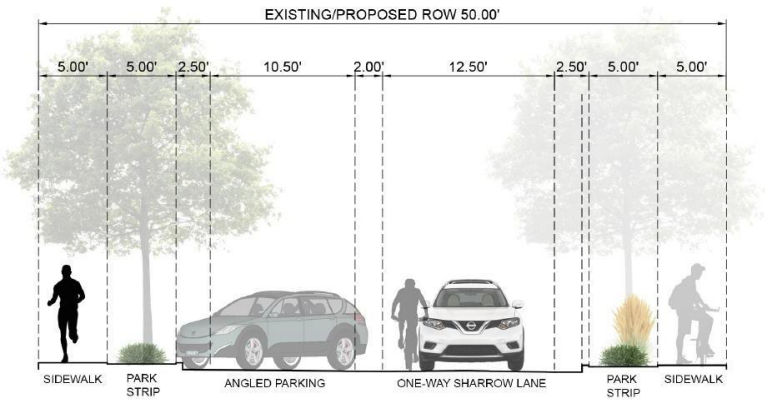
142



HOMESTAKE ROAD (SOUTH)

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WOODBINE WAY

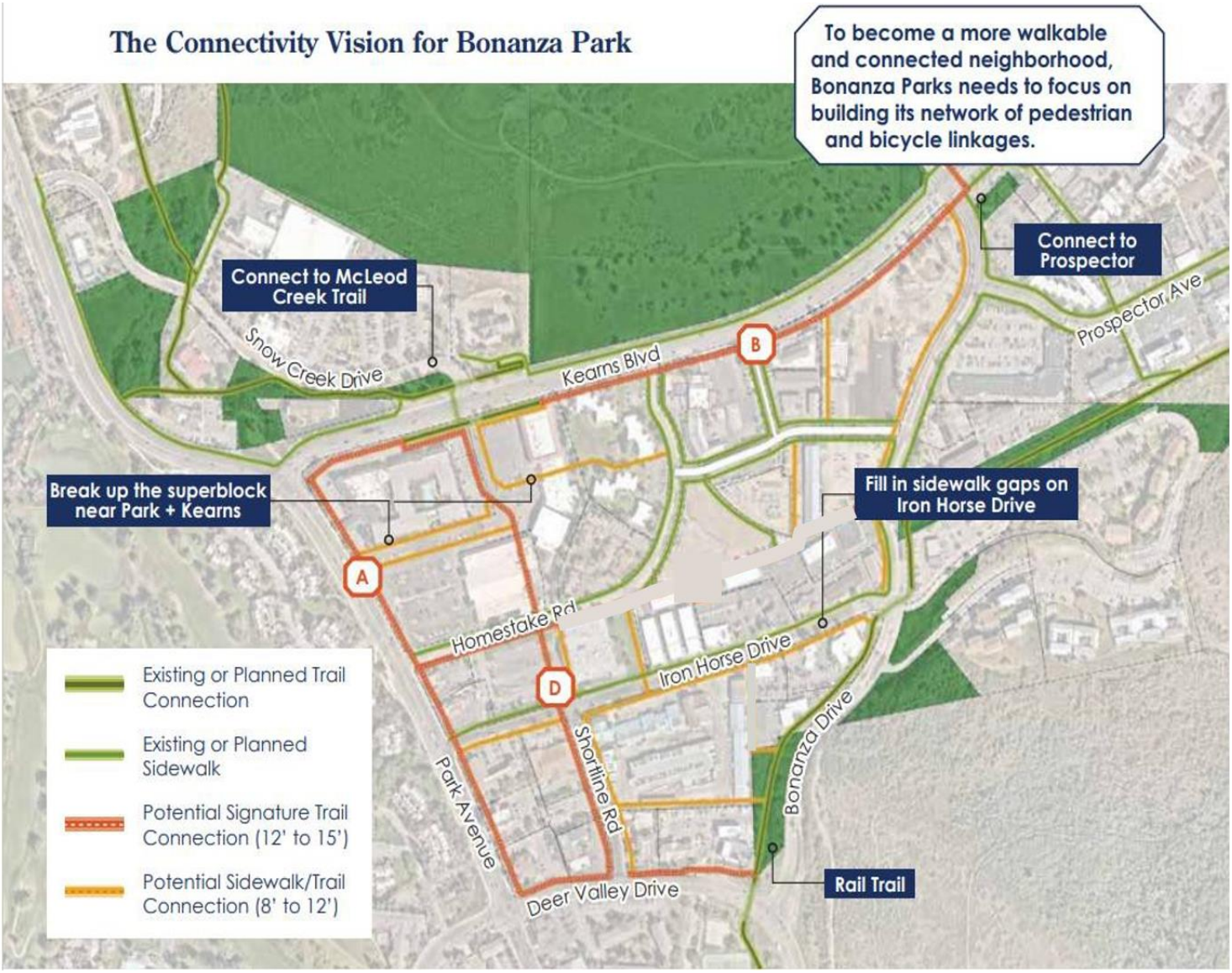
C. **SIDEWALK, TRAIL CONNECTIONS, AND SIGNATURE TRAILS.** Integrating multi-modal transportation is critical in the Bonanza Park neighborhood. To become a more walkable and connected neighborhood, the network of pedestrian and bicycle linkages must be established to connect with regional trails and improve 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.

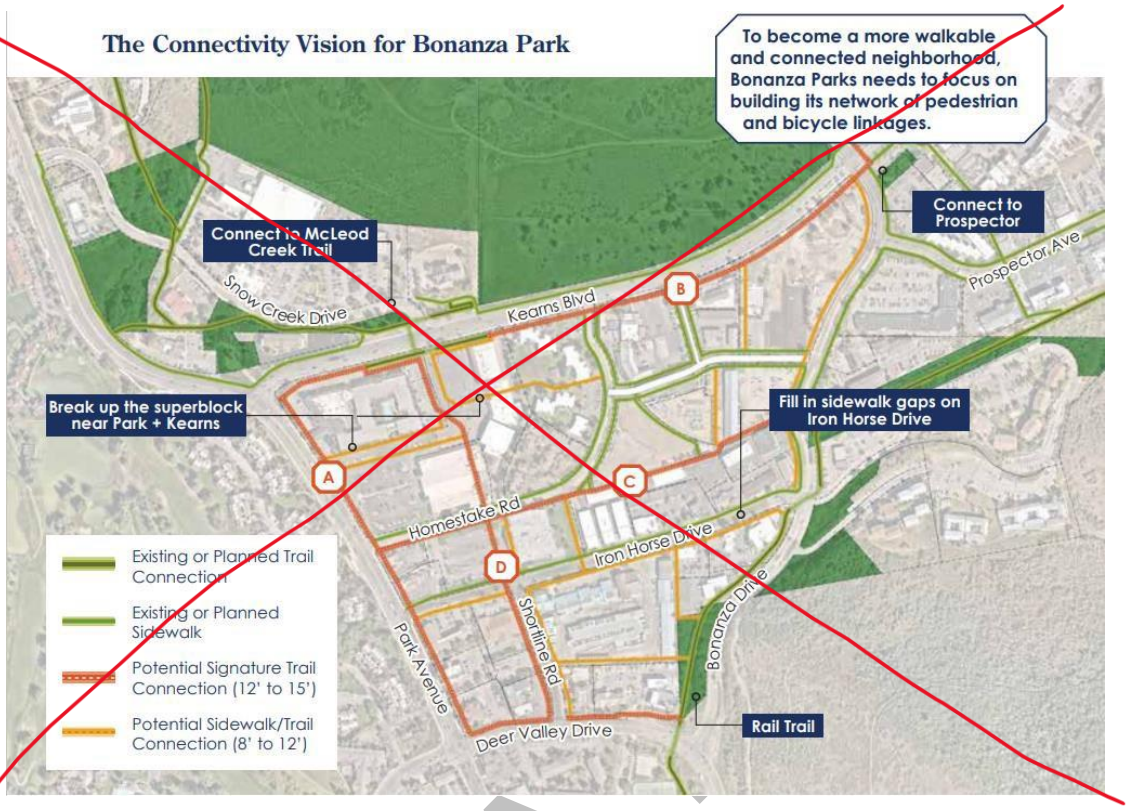
Figure 15-2.27-3(C) Connectivity Vision for Bonanza Park:

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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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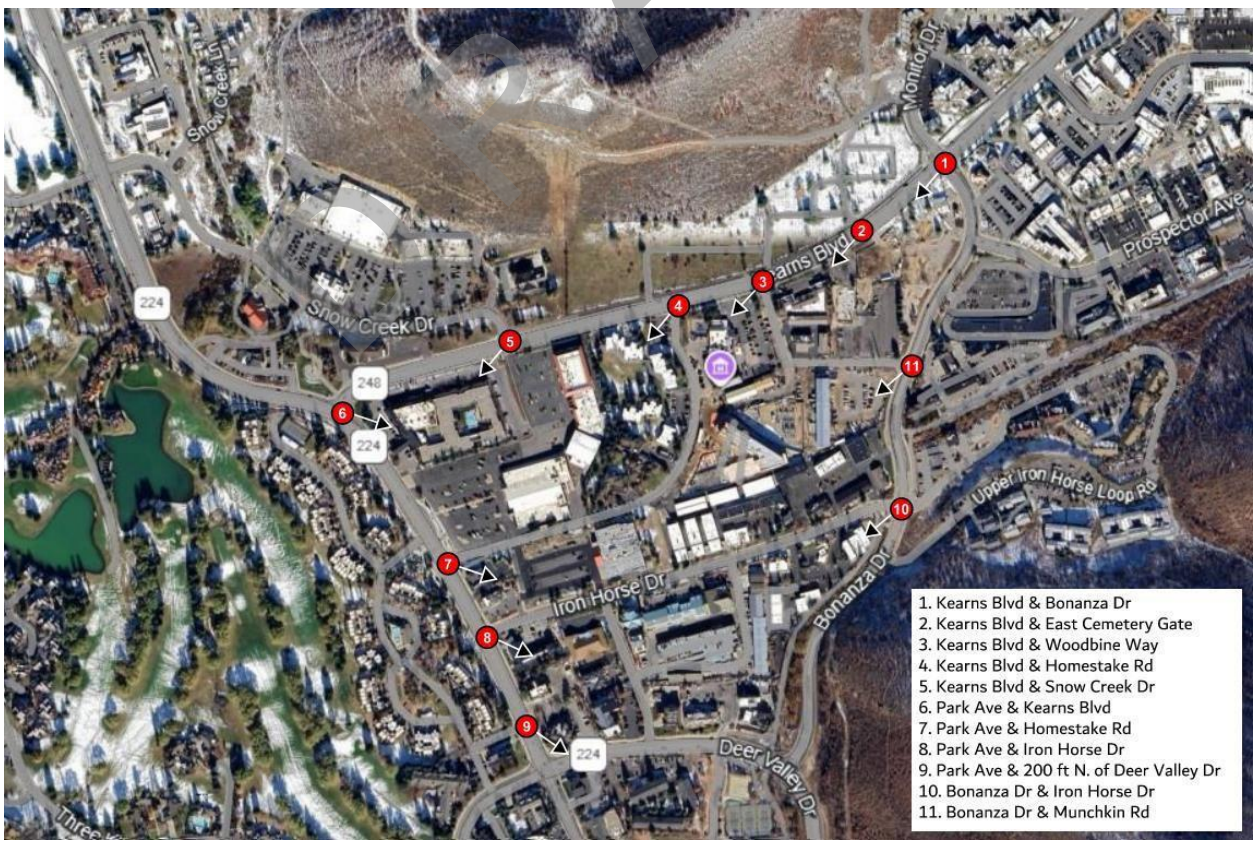
B. **BUILDING PLACEMENT AND ORIENTATION.**

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

City Council Staff Report

Subject: Design Services for Senior Center
Author: Matthew Lee, Project Manager
Department: Economic Development
Date: August 26, 2025

Recommendation

Authorize the City Manager to execute a Design Professional Services Agreement with Sparano + Mooney Architecture, Inc. in a form approved by the City Attorney's Office, to provide design services for the construction of a proposed Senior Center for an amount not to exceed $122,550. This new building will be located on a collection of four properties/parcels commonly referred to as the Mawhinney Parking Lot in Park City.

Executive Summary

An initial feasibility report was presented and discussed at the May 1, 2025, City Council Meeting. A project update was provided at the July 10, 2025 Council meeting where the Council directed staff to proceed with procuring a design team to develop concepts according to the following directives, 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 properties/parcels analyzed in the feasibility report) to optimize building position, site design, parking capacity, and street frontage;
- Prepare budget, site plan, building size, and parking capacity as concept design alternatives that will aid the Council and stakeholders in the final determination;
- Incorporate updated sustainability policies into the building design process;
- Engage Summit County representatives as partners in the design process.

Analysis

Sparano + Mooney Architecture was selected to perform this scope of work through a robust procurement process. The timeline is as follows:

- Design Services Request for Statement of Qualifications (RSOQ) was released May 27, 2025, followed by an initial proposal phase and subsequent interviews.
- We received 12 responses, which were evaluated by a 7-member committee that included representatives from the Park City Seniors Board and City staff (Library, Recreation, Engineering, Economic Development, and Executive).
- Sparano + Mooney was clearly ranked highest by the committee based upon its proposal and interview, demonstrating a strong understanding of senior/community projects and an evident familiarity with design and development in Park City. We negotiated with Sparano + Mooney regarding the scope of their design services, including site concept alternatives, and based on those efforts, have received a reduced not-to-exceed price of $122,550 for the first phase, as detailed below.

We encouraged inter-disciplinary teams to respond to the RSOQ 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 includes capability for mechanical, electrical, and plumbing (MEP) design, commercial kitchen design, parking assessment/design, site/civil design, structural engineering (potential for structured parking as part of the design), and landscape design.

The objective of this contract is for a design team to facilitate optimal site design and develop a high-quality set of construction documents, a potential Project schedule, and a Project budget. To achieve this objective, the process includes a series of three phases or milestones, including the following:

- Phase 1: Concept design (with the provision of site concept alternatives) and Schematic design
- Phase 2: Design development
- Phase 3: Construction documents

The contract presented for approval includes only the Phase 1 scope, as the decisions made during Phase 1 regarding building size and site design will drive overall project budget and inform Phase 2 and Phase 3 pricing. Phase 1 scope includes the following:

a) Visioning and Programming development with stakeholders
b) Site Concept Development
    - Work with stakeholders to develop a minimum of three site plan alternatives that include building placement, outdoor programming, pedestrian/vehicular access and circulation, parking and other important site elements
    - Develop preliminary cost models for each alternative
c) Schematic Design
    - Based on the preferred concept design, work with stakeholders to refine building spatial programming and develop the building program
    - Develop and review floor plan alternatives with stakeholders
    - Develop schematic level architectural floor plans, site plans, building elevations, and renderings that illustrate the design intent of the project

Funding

Funds for these design services will come from the CP0311 *Senior Community Center* capital budget.

City Council Staff Report

Subject: Pickleball Public-Private Partnership Memorandum of Understanding
Author: Chris Eggleton
Department: Economic Development
Date: August 26, 2025

Executive Summary

Staff recommends the Council consider executing a non-binding Memorandum of Understanding (MOU) attached as Exhibit C, with a binding Exclusive Negotiation clause for ninety (90) days, to pursue a public-private partnership to deliver an indoor pickleball facility through a ground lease structure with a private developer and operator.

Background

At the May 16, 2024, City Council meeting, the Recreation Department engaged the Council to facilitate a study session regarding a potential public-private partnership (P3) to satisfy the increasing demand for indoor pickleball courts within Park City.

Recreation Director, Ken Fisher, presented three potential sites for a new pickleball facility:

1. Sports Complex (16.32 acres): East of the National Ability Center and west of Gilmore Way.
2. Intermountain Healthcare (IHC) Lot 5 (15 acres): Between the current ice arena and the USSA Center of Excellence, with Gilmore Way dividing the parcel.
3. PC Heights Parcel (24 acres): West of Studio Crossings and east of Richardson Flats Road.

Council members weighed P3 advantages like cost-sharing and risk transfer, while stressing equity, affordability, and public access. The Council reached a consensus to focus the RFP on the IHC parcel, with a strong emphasis on community benefits.

Also, the Recreation Advisory Board (RAB) supported the potential of a P3 for an indoor pickleball facility.

On June 7, 2024, the City issued a Request for Proposals (RFP) in alignment with Council direction inviting proposals from qualified persons or firms (Respondents) to build, maintain, and operate pickleball facilities on City-owned land. The RFP closed on July 9, 2024. A selection committee was formed to review the Respondent proposals and score them. Interviews were conducted with the Respondents, with another round of scoring completed by the selection committee. Ultimately, the highest-scoring Respondent was Wadsworth Development Group (WDG). WDG will present a summary of their response to the RFP and the updates that have been made as a result of the last 8 months of negotiating with the City.

During this period of negotiations, the Recreation Department has remained diligent in its efforts to consistently balance the sometimes-competing interests of different user groups (i.e., tennis players and pickleball players) seeking access to the same recreation facilities and amenities at the same time, or at peak times. The Recreation Department tried to meet rising pickleball demand by proposing a temporary indoor facility at the Film Studio to ease pressure on MARC courts. The plan was approved in early 2025 but dropped after the site proved unsuitable, so the need for a long-term solution remains.

Analysis

A public-private partnership (P3) to deliver an indoor pickleball facility through a ground lease structure with a private developer and operator presents several opportunities and policy considerations for the Council.

Key Development Benefits of a P3

- Risk Mitigation & Zero Construction Cost: Private partner assumes all design, permitting, construction, and performance risk, protecting the City from overruns, delays, and capital outlays.
- Operational Savings & Professional Management: Facility operations, staffing, and programming are handled by an experienced operator, reducing municipal costs while leveraging private-sector expertise.
- Community Benefits: Agreements can secure discounted resident rates, youth access, community event programming to meet diverse community needs.
- Innovation & Flexibility: Private sector brings cutting-edge facility design, sustainable practices, and adaptable operations that evolve with demand and enhance long-term facility relevance.

Key Policy Considerations of a P3

- Control & Oversight: The City must establish clear contract terms and monitoring mechanisms, as operational control shifts to the private partner.
- Balancing Profit & Public Interest: Private operators may prioritize revenue, potentially increasing fees or limiting access. Careful contract provisions are needed to align incentives with public goals.
- Long-Term Commitments: Multi-decade lease terms provide stability but also lock the City into financial and legal obligations for the duration.
- Risk of Underperformance: Failure by the private partner could result in disruptions or force the City to step in, creating unplanned costs.
- Contract Complexity: Negotiating and enforcing P3 agreements requires significant staff and legal resources to ensure fairness, transparency, and accountability.

Recommendation

A P3 provides Park City with a pathway to deliver high-demand pickleball amenities to the City in a cost-effective and community-focused way, while avoiding the risks and expenses of direct municipal development and operation. The success of this approach

hinges on strong contract design, clear performance standards, and vigilant oversight to balance efficiency with public benefit.

We recommend that the Council consider executing the non-binding Memorandum of Understanding (MOU) attached as Exhibit C, which contains a binding Exclusive Negotiation clause for ninety (90) days.

If Council approves the MOU, the City Attorney's Office and WDG will draft a ground lease for the property based on the terms in the MOU. Before the Council considers executing the ground lease, a public benefits analysis would be completed according to Utah Code § 10-8-2, which permits municipalities to lease or dispose of real and personal property for below fair market value—inside or outside city boundaries—if it serves the public interest and complies with applicable laws.

After reviewing that analysis and public feedback, the Council would have the opportunity to consider and approve the ground lease.

Exhibits

A *Executive Summary of the Memorandum of Understanding*
B *Overview of Development Team*
C *Memorandum of Understanding*

Exhibit A: Executive Summary - Memorandum of Understanding

The Memorandum of Understanding (MOU) outlines the foundational terms for a ground lease agreement between Park City Municipal Corporation (PCMC) and Wadsworth Acquisitions, LLC (WDG) to develop and operate a premier indoor pickleball facility on a portion of Lot 5 in the Intermountain Healthcare Park City Medical Campus Subdivision. The **MOU is non-binding**, but the following outlines the current intent of the parties:

Site. WDG will lease approximately 2.4 – 3.6 acres of PCMC-owned land at 675 Gillmor Way to develop an indoor facility featuring 12 pickleball courts and supporting amenities in a facility that is estimated to be 35,000 SF.

Initial Operator. The facility will be initially operated by The Picklr. Or another operator with City consent.

Term. The lease structure includes a 15-year primary term, with nine additional 5-year renewal options, for a potential total term of 60 years.

Rent. The lease provides a $1 per year base rent if the property is used as a pickleball facility (or for other racket and paddle sports after the initial 15-year term), with escalated rent based on CPI if converted to an alternate negotiated use, subject to City approval.

Development Timeline. WDG will construct the facility at its sole expense, including managing design, permitting, and financing. Following the execution of a ground lease, there is a 180-day due diligence period, followed by a 6-month permit period, and a 12-month construction window thereafter.

Design. The proposed facility must align with Park City's Land Management Code and Park City Medical Campus Master Planned Development.

Maintenance Costs. PCMC will maintain public access roads and any off-premises constructed public benefit pathways that access the adjacent sites and existing pathways, while WDG is responsible for the maintenance of the building and horizontal improvements (parking lots, landscaping, site sidewalks, etc.).

Capital Reserve. WDG must also maintain a capital reserve fund, beginning in year two, to fund future capital expenditures outlined in a capital reserve plan. The capital reserve fund would transfer upon any assignment of the ground lease.

Public Benefits. WDG will provide a series of public benefits, including a minimum of 15% discount for municipal residents off memberships and/or entry fees, youth/non-profit programming, and bike/pedestrian pathway infrastructure connecting to adjacent recreation sites and/or trail/pathway networks**.**

Reverter. At the end of the lease term, all improvements revert to PCMC.

Assignment/ROFO. The MOU also includes provisions for financing flexibility, allowing the tenant to mortgage its leasehold interest and assign it to qualified transferees under defined conditions. PCMC retains the right to approve or reject any transfer that falls outside of permitted categories. A Right of First Offer (ROFO) also grants PCMC the opportunity to make an initial offer for the facility if WDG elects to sell or assign the ground lease after a two-year lockout period.

Non-Binding. While the MOU is largely non-binding, except the Exclusive Negotiation clause.

Exclusive Negotiation. The exclusive negotiation clause is binding, requiring both parties to negotiate in good faith toward a finalized ground lease until either a lease is signed or the exclusive period ends, which will occur after 90 days following the execution of the MOU or by mutual agreement, unless extended in writing, with no liability to either party after termination.

Termination.
WDG can terminate the ground lease within the 180-day Due Diligence period for any reason. WDG can also terminate the lease if they fail to obtain all necessary permits and approvals during the six-month Permit Period.

PCMC can terminate the Ground Lease:

- at the end of the 180-day Due Diligence period, if WDG doesn't sign the Picklr as the initial operator (or waive the termination right if a suitable replacement is presented), or
- If WDG has not obtained all permits and approvals required for construction during the six-month Permit Period

This framework ensures alignment on deal principles while maintaining flexibility to adjust as design, financial, operator leasing, and regulatory details are finalized.

Table 1: Summary of Terms

CATEGORY	SUMMARY OF TERMS
Parties Involved	Landlord: Park City Municipal Corporation (PCMC) Tenant: Wadsworth Acquisitions, LLC (WDG) Initial Operator: Picklr
Property Description	Portion of Lot 5, IHC Park City Medical Campus Subdivision Approx. 2.4-3.6 acres at 675 Gillmor Way
Lease Term	15-year initial term, with nine 5-year renewal options
Rent Structure	Base Rent: $1/yr for “Permitted Uses” (pickleball initially/other racquet sports after 15 years) Negotiated Use Rent: up to $4/sq. ft. adjusted by CPI with a 2-5% annual cap/floor. “Negotiated Use” is non-pickleball and/or racquet sports and requires PCMC approval.
Use of Property	12 Indoor pickleball courts and supporting amenities in a facility that is estimated to be 35,000 SF; may expand to other indoor racquet sports after initial 15-year term
Exclusive Negotiation Period	90 days to sign a Ground Lease after execution of the MOU. The exclusive negotiation period ends either 90 days after the MOU is signed or earlier if both parties agree. Parties can also agree to extend.
Due Diligence Period	180 days after the Lease is signed. WDG has the right to investigate the property’s physical, legal, and financial feasibility through inspections and reviews, and to cancel the Lease without penalty if they determine the project to be unsuitable. WDG must secure Picklr as the initial Operator; otherwise, PCMC can cancel the Lease.
Permit Period	6 months after the Due Diligence Period. The permitting process must be completed (including Planning approvals); if not achieved, PCMC or WDG can cancel the Lease.
Construction Period	WDG has 12 months following the Permit Period to complete the construction.
Maintenance Obligations	WDG maintains facilities and premises; PCMC maintains the surrounding public access (roads/streets) and any off-premises constructed public benefit pathways that access the adjacent sites and existing pathways.

Table 1: Summary of Terms (continued)

CATEGORY	SUMMARY OF TERMS
Capital Reserve Requirement	WDG must maintain and annually update a capital reserve plan and set aside reserve funds; PCMC has the right to review the plan and reserve fund.
Public Benefits	Minimum 15% resident discounts, bike/pedestrian pathway improvements, youth and community programming, and possible excess parking
Right of First Offer (ROFO)	WDG cannot sell the leasehold interest until two years after the Certificate of Occupancy; after that, if WDG plans to sell, it must notify PCMC, who then has 90 days to make a purchase offer or waive its right. Upon receiving PCMC's offer, WDG may accept, reject, or negotiate it at its discretion. If no sale occurs within two years of notice, the notice and right must be repeated before any sale, with PCMC's right also reinstated after any sale.
Assignment & Transfers	WDG may assign the leasehold interest to another party, provided it meets strict qualifications. Or obtain PCMC approval for an assignment outside these qualifications.
Reverter	All improvements revert to PCMC after the Lease.

Exhibit B: Overview of Development Team

Developer: Wadsworth Development Group (WDG) is a Utah-based real estate firm with a 28-year track record of successful development across commercial, residential, industrial, and public-private sectors. Known for its financially disciplined and scalable approach, WDG has delivered high-quality projects by leveraging deep local knowledge and long-standing relationships in the region. In this project, WDG brings its expertise in site control, entitlements, and pre-construction coordination to lead the delivery of a world-class indoor recreational facility in Park City, Utah.

Facility Operator: The Picklr is the largest and fastest-growing operator of indoor pickleball facilities in North America. Built around the growing national demand for accessible and high-quality indoor courts, The Picklr has rapidly expanded from its Utah roots to a national footprint. With a focus on inclusive programming, high engagement from beginners to competitive players, and a diversified revenue model, including memberships, events, sponsorships, and retail, the company provides a proven operational backbone. The Picklr is the designated user/operator for the facility under the MOU.

**Figure 1 shows existing Picklr facilities already operational.*

Project Team: The contractor team will be led by **Big-D Construction**, one of the Western United States' largest and most experienced builders. With over $2.6 billion in annual revenue and more than $1.5 billion in completed projects in the Park City area, Big-D brings deep bench strength and financial capacity to the project.

The design team includes **LARC Architecture & Design**, a national interior design partner to The Picklr, and **Design West Architects**, Utah's oldest architectural firm. Civil engineering is led by **CIR Engineering**, WDG's long-standing engineering partner.

Although the MOU doesn't contractually mandate this Project Team, Big-D, Design West, and CIR have already met with the Planning Department.

Together, this team is uniquely positioned to deliver a facility aligned with Park City's vision, quality standards, and sustainability goals. The team brings a track record of delivering high-quality, scalable recreational projects.

**Figure 2 provides a summary of the relevant pickleball and recreation design experience of the developer and the project team.*

FIGURE 1. EXISTING PICKLR FACILITIES



FIGURE 2. PROJECT TEAM DESIGNED/BUILT FACILITIES

EXPERIENCE

PICKLEBALL FACILITY DESIGN EXPERIENCE

ADDITIONAL DESIGN TEAM EXPERIENCE

MEMORIAL PARK PICKLEBALL COURTS
Post-tension Pickleball Courts, Court Lighting, Post-tension Basketball Courts, Waterway Enhancements

BRIDGER PARK PICKLEBALL COURTS
Post-tension Pickleball Courts, Court Future Lighting, Drinking Fountain, Parking

SPRINGVILLE PICKLEBALL COURTS
Post-tension Courts, Lighting, ADA Connection

WEST REGION PICKLEBALL COMPLEX
Pickleball courts, Lighting, Champion Court, Vendor Locations, Bleachers, Shade Structure

MOUNTAIN RIDGE PARK COMPLEX
Pickleball Courts, Lighting, Champion Court, Vendor Locations, Bleachers, Ticket Office, Restrooms, Pavilions

FARMINGTON REGIONAL SPORTS COMPLEX
Phased - Master Planning, Softball Field, Pickleball Courts, Playground, Basketball, Trails, Restrooms

HARMONY PLACE PARK
Pickleball Courts, Tennis Courts, Playground, Baseball Field, Play fields, Restrooms, Parking, Walking Paths

LAYTON ELLISON PICKLEBALL COMPLEX
Post-tension Pickleball Courts, Court Lighting, Shade Structures, Seating, Restrooms, Walking Paths

MEADOW VIEW SPORTS COMPLEX
Master Planning, Soccer Fields / Baseball and Softball Fields, Pickleball / Tennis Courts, Trail System, Irrigation Design, Parking, Restrooms

WEST TEMPLE APARTMENTS
Under construction, Pickleball Courts

CHICAGO STREET APARTMENTS
Under Construction, Pickleball Courts

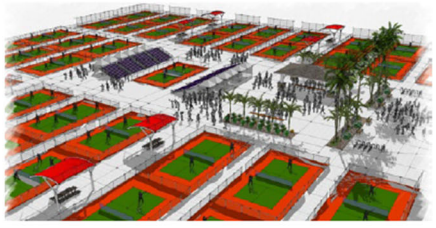
THE PICKLR BRICKYARD (SALT LAKE CITY)
Under Construction, Pickleball Courts

MENDON SPORTS PARK
Master Planning, Soccer Fields, Baseball Field, Bowery, Restrooms

RIDGELINE HIGH SPORTS COMPLEX
Master Planning, Soccer, Baseball & Softball Fields, Tennis Courts, Football Field, Running Track, Irrigation Design

GREEN CANYON HIGH SPORTS COMPLEX
Master Planning, Soccer, Baseball & Softball Fields, Tennis Courts, Football Field, Running Track, Irrigation Design






Memorandum of Understanding
Park City – Indoor Pickleball Facility

Date: August 15, 2025

Re: Proposed ground lease agreement ("Lease") between Wadsworth Acquisitions ("Tenant") and Park City Municipal Corporation ("PCMC") for a portion of the parcel of land known as Lot 5 of the Intermountain Healthcare Park City Medical Campus Subdivision located at 675 Gillmor Way, Park City, Utah, as shown on the attached site plan (Exhibit A).

TENANT:	Wadsworth Acquisitions, LLC
USER/OPERATOR:	The initial User/Operator shall be The Picklr, unless waived by PCMC as described in Due Diligence below.
LANDLORD:	Park City Municipal Corporation ("PCMC")
PROPERTY:	Portion of Parcel Number: IHPCMC-5-2AM-X, Lot 5, final Lot size to be determined and anticipated to be between 2.4 and 3.6 acres as depicted on the attached Exhibit A (the "Property").
PREMISES:	The vertical building and horizontal improvements located on the Property that are constructed and owned by Tenant which are approved by PCMC and subject to the terms of the Lease. Such building and improvements constructed by Tenant shall be collectively referred to as the "Premises".
USE:	An indoor pickleball facility is intended to be approximately 35,000 square feet, containing twelve (12) pickleball courts as presented in the Tenant's RFP proposal to PCMC, including ancillary uses such as retail sales of refreshments and athletic equipment, clothing, and accessories (the "Permitted Use"). After the Initial Term, "Permitted Use" will be expanded to include other racket and paddle sports, including pickleball, racquetball, squash, and padel, but specifically excluding tennis. Any Permitted Use must provide access to members of the public who purchase memberships or pay to use the facility. In the event that User/Operator terminates and/or is in default under the lease with Tenant, and/or vacates the Premises, Tenant shall use commercially reasonable efforts to replace the User/Operator with a similar operator utilizing the Premises for a Permitted Use under similar terms as with the previous User/Operator. In the event Tenant is unsuccessful, with PCMC's written approval, Tenant shall have the right to utilize the Premises for another indoor recreational use or for any other allowed or conditional use as per the existing zone as detailed in the land use regulations ("Negotiated Use"). Tenant and/or its operator shall have the right to operate 24 hours per day, 7 days a week, and shall have the right to host events at the Premises, including outdoor events, subject to local ordinances and requirements. Any User/Operator may sublease the Premises for a Permitted Use or Negotiated Use with the express consent from PCMC, which will not be unreasonably withheld.

EXCLUSIVE NEGOTIATION:	Commencing on the effective date of this MOU and continuing until the earlier of: (i) the date upon which the parties enter into the Lease or (ii) the date upon which this Exclusive Negotiation requirement is terminated in accordance with the terms of this section**,** Tenant and Landlord agree in good faith to negotiate exclusively with one another for the Lease of the Premises. **Termination:** The parties agree that the Exclusive Negotiation requirement will be terminated upon the earlier of: (a) ninety (90) days from the effective date of this MOU or (b) upon the mutual agreement of the parties. The Exclusive Negotiation requirement may be extended in a writing executed by both parties. Upon termination, neither party (nor any affiliate or representative) shall have any liability to the other for any reason. Note that this Exclusive Negotiation section is a binding section of the MOU.
INITIAL TERM:	Fifteen (15) years, commencing on the Rent Commencement Date (as defined herein).
OPTION TERMS:	Nine (9) Five (5) Year Options. Tenant shall provide PCMC with at least one hundred and eighty (180) days' prior notice of its intent to exercise each of Tenant's options.
REVERTER TO PCMC:	Upon termination of the Lease, the Premises and any other improvements located on the Property will revert to PCMC for its sole benefit. Tenant agrees to execute deeds or other reasonable documents in recordable form confirming and acknowledging the reversion of ownership.
RENT FOR PERMITTED USE:	If User/Operator is operating the Premises within the Permitted Use, Base Rent for the Property will be $1.00 per year, including during the Option Periods.
RENT FOR NEGOTIATED USE:	In the event that Tenant (i) is not utilizing the facility for a Permitted Use or Negotiated Use for more than one hundred eighty (180) days or (ii) on the date a new operator opens and begins using the Premises for a Negotiated Use, whichever is earlier (in either scenario, the "Revised Base Rent Commencement Date"), the annual rent shall be adjusted based on the formula below (the "Revised Base Rent") and commence upon the Revised Base Rent Commencement Date. Unless otherwise agreed to by the parties in writing, the Revised Base Rent shall be calculated by taking the value of $4.00 per Building square foot multiplied by the ratio, the numerator of which shall be the CPI Index most-recently published as of the Revised Base Rent Commencement Date and the denominator of which shall be the CPI Index in December 2026. The Revised Base Rent will be automatically adjusted at the beginning of each calendar year based on this formula.

In no event shall the result of the Revised Base Rent be less than a cumulative compounded annual CPI increase of less than two percent (2%) or more than five percent (5%).

Rent will be prorated during any year where the Premises is only partially used for a Permitted Use. Notwithstanding the foregoing, PCMC and the Tenant may negotiate another rate when negotiating the Negotiated Use.

DUE DILIGENCE/ TITLE REVIEW PERIOD:

Commencing on the full execution of the Lease and expiring one hundred eighty (180) days thereafter (the "Due Diligence Period"), Tenant may enter upon the Property and inspect, examine, survey, and test the Property (including environmental testing), and conduct other such due diligence investigations of the Property to determine the suitability of the Property/Premises for Tenant's intended purpose. At any time and for any reason during the Due Diligence Period, Tenant may terminate the Lease, in its sole and absolute judgement. In addition, concurrent with the Due Diligence Period, Tenant shall have such period to review the title commitment and ALTA and to object in writing to any matters contained therein (the "Title Review Period").

If during the Due Diligence Period Tenant is unable to enter into an agreement with The Picklr to be the User/Operator of the Premises, PCMC may terminate the Lease. PCMC may, in its sole discretion, waive this requirement if Tenant enters into an agreement with another pickleball operator satisfactory to PCMC.

PCMC'S DISCLOSURES:

Within ten (10) days after the Effective Date of the Lease, PCMC shall deliver to Tenant for review during the Due Diligence Period (to the extent within PCMC's possession or control) the following documents: (i) copies of environmental report (including but not limited to, A.L.T.A. Survey, engineering and soil reports and any asbestos, toxic waste reports), copies of any available "as built" plans, drawings, licenses, service contracts, leases, operating statements, soil compaction reports, topographical surveys and other documents related to the Property; (ii) a copy of the most recent real estate tax bills and fire and casualty insurance policies for the Property; (iii) copies of all permits, covenants conditions and restrictions or other building and use restrictions governing the Property; (iv) current Preliminary Title report, including copies of all recorded documents affecting the property and a plan showing the site and all easements thereon; (v) copies of all books, records, existing title insurance policies and surveys and other documents and reports relating to the use, occupancy, condition and maintenance of the Property; and (vi) such other documents and information as Tenant may reasonably request.

PERMIT PERIOD:

Tenant shall use commercially reasonable efforts to advance the project forward and obtain all necessary permits and approvals required for construction and operation of the Premises (the "Permit

	Requirements"). In addition to all necessary permits and approvals required, such Permit Requirements shall include, without limitation, (i) Tenant's obtainment of an executed lease with the User/Operator, and (ii) Tenant coordinating and completing a replat, subdivision, lot line adjustment and/or similar action necessary to effectuate legally conveyable parcel constituting the Property (the "Lot Creation"). Notwithstanding the foregoing, if Tenant has diligently pursued, but has not obtained all Permit Requirements within six (6) months after the expiration of the Due Diligence Period (the "Permit Period"), Tenant or Landlord may terminate the Lease.
CONSTRUCTION PERIOD:	Tenant shall have twelve (12) months following the earlier of (a) the fulfillment of the Permit Requirements, or (b) the expiration of the Permit Period, to complete construction of the Premises ("Construction Period").
RENT COMMENCEMENT DATE:	The Term of the Lease and Tenant's obligation to pay Rent shall occur on the earlier of (a) the date the User/Operator opens for business at the Premises, or (b) the expiration of the Construction Period (the "Rent Commencement Date").
OPERATING EXPENSES:	Tenant shall be responsible for payment of all property taxes, assessments, utilities, and insurance pertaining to the Premises and the Property, except for the Public Benefits defined herein. beginning after the expiration of the Permit Period. Tenant shall pay all expenses arising from its installation of the improvements and its use and occupancy of the Premises. At no cost to Tenant, PCMC shall maintain the public streets to ensure that Tenant has access to the Property.
MAINTENANCE:	Tenant shall be responsible, at its sole cost and expense, for all maintenance related to the Premises and all Improvements on the Premises, including any path or pedestrian connections on the Premises as defined in the Public Benefits section.
CAPITAL RESERVE:	Tenant shall be responsible for having a long-term capital reserve plan to ensure adequate resources are available for future capital repairs and replacements ("Capital Reserve Plan"). The Capital Reserve Plan must consider the anticipated useful life and replacement cost of major components. Tenant shall review and or update the Capital Reserve Plan, and review or update it internally every year to evaluate the long-term repair and replacement needs of the Premises. Tenant shall maintain a reserve fund to fund the Capital Reserve Plan sufficient to fund the Capital Reserve Plan (the "Capital Reserve Fund"). The Capital Reserve Plan along with proof of the Capital Reserve Fund, Tenant's funding of the Capital Reserve Plan, and the associated related books and records will be made available to the PCMC during business hours upon reasonable notice and request.
PROPERTY AS IS:	PCMC shall deliver the Property in as-is condition.

IMPROVEMENT DESIGN: Tenant and Operator/User shall enter into an agreement to construct and operate the Premises. The exterior architecture of the building (as generally depicted on Exhibit B) is intended to be substantially as presented in the Tenant's RFP proposal to PCMC. Modifications may be made during the design process to maintain consistency with budgeted costs.

SITE DESIGN: Site design shall be consistent with the requirements of state and local law.

PARKING ACCOMMODATION: Parking spaces provided in excess of the requirements for pickleball operations and the Park City Land Management Code requirements may be considered a Public Benefit (as defined below). The number of stalls required for operation of the pickleball facility will include, at a minimum, 2.5 stalls per court, plus 5 employee stalls.

PUBLIC BENEFITS: Tenant must provide the following Public Benefits: (i)(a) construction of a bike path along Gillmor Way to Ability Way and/or, (b) construction of pedestrian connections to the Park City Ice Arena, (ii) discounts for Park City residents, which will be, at a minimum, 15% off memberships and/or entry fees, (iii) membership discounts in accordance with PCMC's sliding fee scale for recreation activities found in the then-current version of the Park City Fee Schedule (or the most recent version that included the sliding fee scale), (iv) collaboration with after-school and summer youth programs, (v) hosting a minimum of 4 fundraising events per calendar year benefiting local non-profits, (vi) additional parking stalls in excess of the daily operational needs of User/Operator (TBD connection to the Park City Sports Complex Parking Area) (vii) new sales and other taxes collected by the public which, but for the construction of the Improvements on the Premises, would otherwise not be achieved.

MAINTENANCE OF OFF-PREMISES IMPROVEMENTS: PCMC agrees to maintain any improvements constructed by Tenant which will be located outside of the Premises, specifically including any path or pedestrian connections outside of the Premises as defined in the Public Benefits section.

PCMC OBLIGATIONS AND REQUIREMENTS: PCMC (i) will use reasonable efforts to make a modification of the traffic light at the intersection of Kearns Boulevard and Round Valley Drive to provide for a protected left turn for north heading traffic turning left (west) onto Round Valley Drive; (ii) will use reasonable efforts to relocate or remove the gate on Gillmor Way so that the Premises is accessible from two directions; and (iii) shall allow additional directional/ informational/ wayfinding signage at key locations similar to existing signage in the area. Specific sign requirements and locations to be further defined during the Due Diligence Period.

SIGNAGE:

Upon municipal approval, Tenant and or the User/Operator shall have the right to install signage on the storefront and the sides of the building, subject to compliance with any CC&Rs and city ordinances. Tenant and/or the User/Operator shall be allowed to pursue the maximum amount of signage allowed, subject to compliance with any CC&Rs and city ordinances.

ASSIGNMENT:

1. Except for Permitted Transfers (as defined below), Tenant shall not voluntarily or involuntarily assign, transfer, or encumber the Lease or any interest therein, without the written consent of PCMC. If the consent of PCMC is required for a Transfer and is not obtained, then any person to whom any Transfer is attempted without the consent of PCMC shall have no claim, right, or remedy whatsoever hereunder against PCMC, and PCMC shall have no duty to recognize any person claiming under or through the same. PCMC's consent to one conveyance, assignment, or transfer will not waive the requirement of their consent to any subsequent conveyance, assignment, or transfer.

2. Request for Consent. Except for Permitted Transfers (as defined below), if Tenant requests PCMC's consent to a specific conveyance, assignment, or transfer (but only to the extent the Transfer is being made to a Qualified Transferee (as defined below)), Tenant shall provide to PCMC: (a) the name and address of the proposed transferee; (b) a copy of all proposed conveyance, assignment, or transfer instruments and other legal agreements involved in effecting a transfer; (c) reasonably requested information about the nature, business, and business history of the proposed transferee; (d) banking, financial, or other credit information, and references about the proposed transferee sufficient to enable PCMC to determine the financial responsibility and qualifications of the proposed transferee; and (e) an instrument in writing reasonably satisfactory to PCMC and in recordable form wherein the proposed transferee expressly assumes all of the obligations of the Tenant arising after the transfer date. Upon the granting of any consent by PCMC with respect to a conveyance, assignment, or transfer by Tenant, the Lease shall be binding upon and inure to the benefit of PCMC, the transferee of Tenant, and their respective successors and permitted assigns.

3. Permitted Transfers. Notwithstanding the foregoing section, except to the extent that any of the following constitutes a Prohibited Transfer (defined below), no consent of PCMC shall be required for any of the following Transfers (each a "Permitted Transfer"), and none of the following shall constitute a default hereunder:

(a) A Transfer to a Qualified Transferee, provided that reasonable documentation showing that the requirements for a Qualified Transferee are satisfied has been provided to PCMC at least fifteen (15) days prior to the effective date of such Transfer, together with the materials required under Section 2 above. As used herein, a

"Qualified Transferee" means a person, entity, and/or affiliates that, at the time of such Transfer:

(i) has a tangible net worth (together with any affiliates providing a guaranty of the Lease) (determined in accordance with GAAP consistently applied) Two Million Five Hundred Thousand ($2,500,000) as adjusted for any increase in the CPI every five (5) Lease Years;
(ii) has liquid assets equal to or in excess of two hundred fifty thousand dollars ($250,000) at the time of such transfer (as evidenced by financial statements delivered to PCMC);
(iii) has been engaged in the ownership and management of commercial real estate properties for a period of at least five (5) years, and (a) has owned or presently owns or operates a portfolio of commercial real estate with an aggregate total of at least 250,000 rentable square feet of space (not including the Premises) or (b) has owned or presently owns and operates a portfolio of commercial real estate whose aggregate commercial value exceeds $10 Million ($10,000,000) in Market Value (not including the Premises);
(iv) is not a Prohibited Person (as defined herein), and no Affiliate of the transferee or any principal or executive officers of the transferee, is a Prohibited Person (as defined herein);
(v) expressly agrees to assume the obligations of the Tenant under this Lease, and to operate the Premises according to the Permitted Use; and
(vi) participates in the Permitted Transfer in good faith and for a proper purpose without the intention to defraud PCMC, or otherwise abrogate or impair any right or benefit inuring to PCMC under the Lease.

(b) An assignment of the Lease to an affiliate, parent or subsidiary that assumes all of Tenant's obligations under the Lease concerning the Property and the Project.

(c) An assignment of the Lease to a lender as security in connection with any financing obtained by the Tenant.

(d) In the event of such Permitted Transfer, Tenant shall be released from all of its obligations under the Lease, and Guarantor (if applicable) shall be released from all of its obligations under the Guaranty (if applicable) and the Lease.

4. Prohibited Transfers. Notwithstanding anything to the contrary contained herein, the following Transfers (even if they otherwise meet the definition of "Permitted Transfer") shall not be permitted without the written consent of PCMC, which may be granted, withheld or conditioned in PCMC's sole discretion (each a "Prohibited Transfer"):

(a) A Transfer to a Prohibited Person. As used herein, a "Prohibited Person" means a Person (defined as an individual or entity) that,

taken together with its Affiliates and their respective principals and executive officers, at the time of such Transfer:

(i) Is listed on a Schedule attached to the Lease, or is a successor to any entity listed thereon;
(ii) Has previously been convicted, or is under indictment, in a criminal proceeding for a felony related to moral turpitude or fraud or financial mismanagement or under any Anti-Terrorism Law;
(iii) Is or has previously been adverse to PCMC in any lawsuit or other legal proceedings, excluding any lawsuit or other legal proceeding pursued to exercise said Person's codified rights that have been otherwise withheld or delayed by PCMC in contravention of applicable law;
(iv) Is currently debarred from doing business with PCMC or any other governmental entity; provided that the Parties acknowledge that the Tenant will be and is authorized to rely on a prospective transferee's representation that it is not debarred as set forth above with such reliance not imposing any liability or adverse consequence against Tenant by PCMC; or
(v) Has attempted to invalidate, terminate or impede, failed to permit, or otherwise unreasonably challenged or unreasonably delayed the exercise of a right of first offer or purchase option with a sponsor or governmental entity pursuant to the terms of any written agreement for such right of first offer or purchase option.

(b) Any Transfer prohibited by law.

(c) Any Transfer that would result in the Premises being used for any purpose other than the Permitted Use.

LEASE DRAFT:

The initial form will be provided by Tenant and is subject to Landlord review.

ONE TIME RIGHT OF FIRST OFFER:

Tenant cannot sell or transfer the leasehold interest in the Property and Premises until at least two years following issuance of the Certificate of Occupancy. After two years following the Certificate of Occupancy, at any point that Tenant or a successor tenant decides that it plans to sell the leasehold interest in the Property and the Premises, Tenant shall provide notice to PCMC in writing of its intention to sell and PCMC shall have a Right of First Offer for the purchase of the Premises. PCMC will have ninety (90) days to respond with an offer to purchase the Premises. Failure of PCMC to respond or to provide an offer within such time shall be deemed a waiver by PCMC of its Right of First Offer after such a notice for a sale from Tenant. If Tenant does not sell and transfer the leasehold interest in the Property and the Premises within two years of delivery of its notice of intent to sell to PCMC, the requirement of notice and PCMC's Right of First Offer under this section will be reinstated and must be fulfilled prior to any sale. PCMC's Right of First Offer will

also be reinstated immediately following any sale of the leasehold interest in the Property and the Premises. Upon receipt of PCMC's purchase offer, Tenant may, in its sole discretion, decide to accept, reject, or negotiate further PCMC's offer.

BINDING PROVISIONS: With the exception of the Exclusive Negotiation clause which shall be binding upon the parties upon execution of this letter, this Memorandum of Understanding is a non-binding document and is intended only as a mutual expression of PCMC and Tenant's desire to negotiate in good faith with the intent of entering into a mutually satisfactory Lease.

AGREED & ACCEPTED BY:

TENANT:
Wadsworth Acquisitions, LLC

BY:_____
NAME:_____
TITLE:_____

Date:_____

LANDLORD:
Park City Municipal Corporation

BY:_____
NAME:_____
TITLE:_____

Date:_____

Exhibit A
Preliminary Concept Site Plan

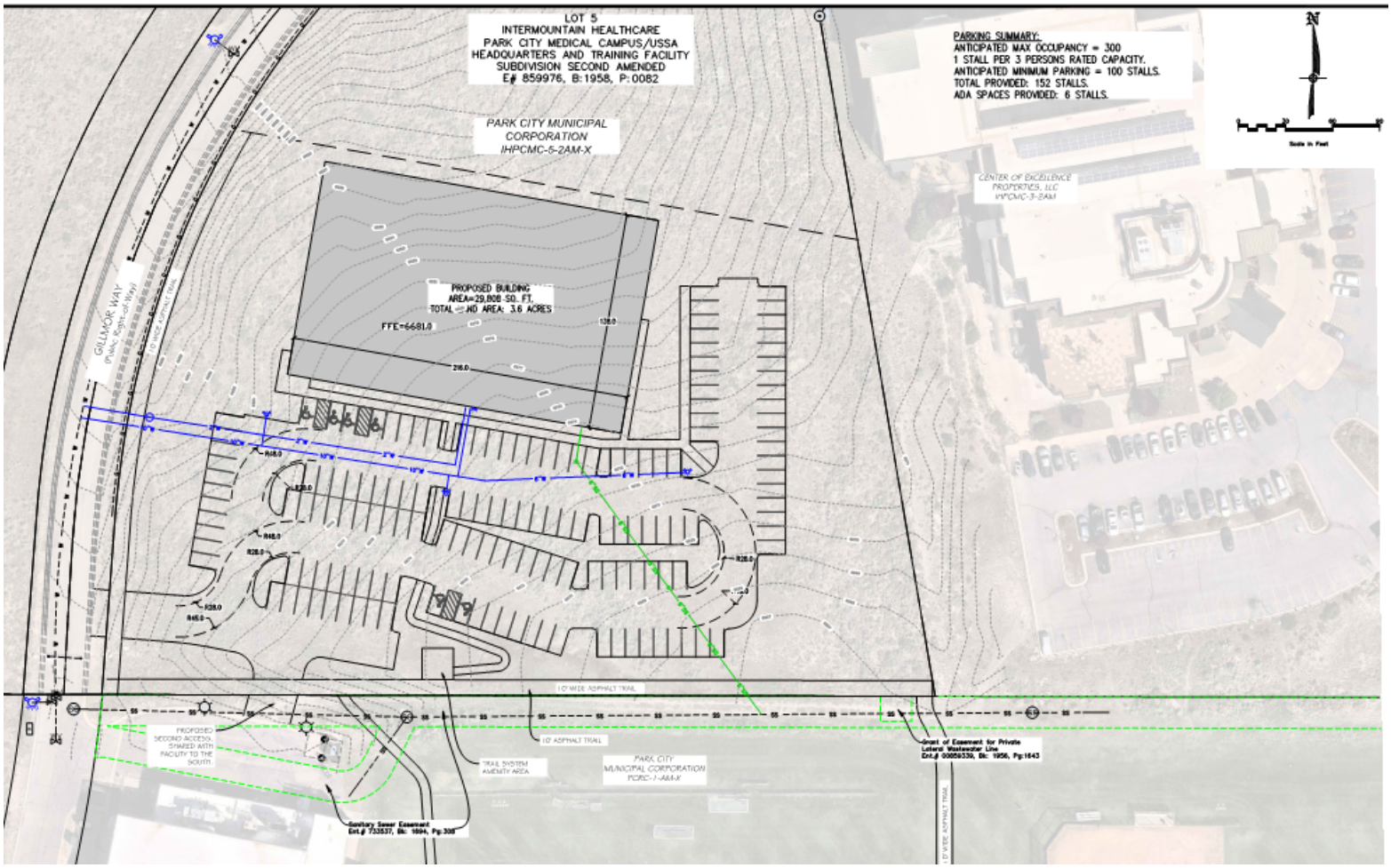


Exhibit B

Exterior Rendering of the Premises



City Council Staff Report

Subject: JF EngineHouse Partners Reimbursement Request
Author: Ryan Blair
Department: Environmental Regulatory
Date: August 26, 2025

Summary

On June 5, 2025 during Council Communications, the Mayor asked the Council whether to add to a future agenda a letter from JF EngineHouse Partners, LLC (JF), the developer for the Engine House affordable housing project. In the letter, JF requests additional City funding for landfill dump fee costs to reimburse JF $754,497 in "unforeseen" landfill dump fees accrued during the affordable housing project. The request does not ask the City to reimburse trucking fees, only certain dump fees. Staff seek direction as to next steps.

Background

After the EngineHouse affordable housing project at 1875 Homestake Road was approved (link to timeline), but prior to execution of the ground lease on September 8, 2023, the City conducted extensive remedial activities on the property during the summer of 2023 to prepare it for redevelopment. The site was thoroughly sampled (Exhibit A), and the City developed a work plan to remove the contaminated soils due to its historical use and past. The work plan used 200 ppm lead as the standard for surface materials and 400 ppm for subsurface materials. At the time in 2023, the EPA's limit for lead for residential projects was 400 ppm. In 2024, the EPA changed the standard to 200 ppm lead.

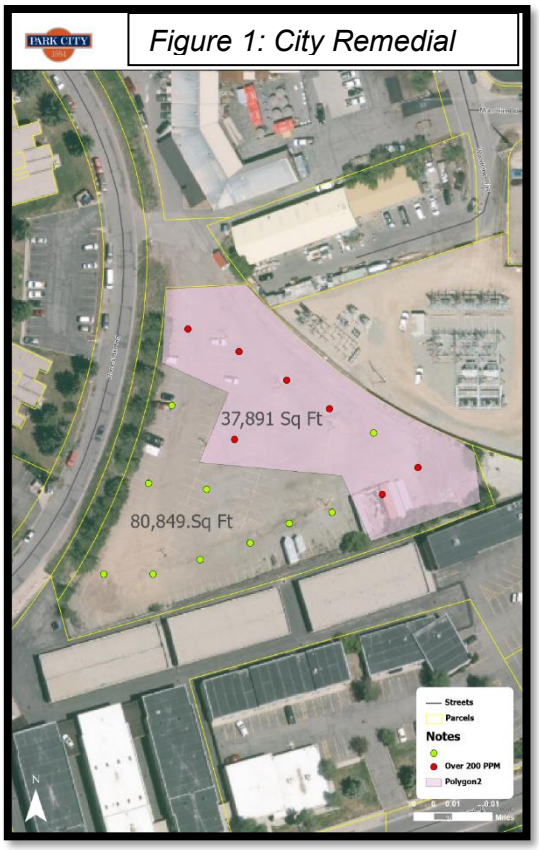


Figure 1: City Remedial

Lab testing taken at 2.5' and 5' confirmed that most of the contaminated soil was confined to the top 2.5' of the property (Exhibit A) and about 30% of the parking lot surface area. However, out of an abundance of caution, the City excavated down 4' and conducted additional XRF field screening to verify that contaminated material was adequately removed consistent with the Soils Ordinance.

All materials at the depths described above were removed pursuant to the 400 ppm standard. As required by the ground lease with JF, and as contemplated by the environmental and housing teams, the City delivered a remediated site to JF before the

effective date of the ground lease. The ground lease required the City to remediate any unforeseen contaminated soil discovered during construction, but only after JF notified the City of its discovery of contaminated soil. To date, JF has not notified the City of any unforeseen contaminated soils, and there is no indication that further contaminated soil was discovered on the property during construction.

There is a critical distinction between remediation of contaminated soils and adherence to the City's Soils Cover Ordinance.

For example, at the time of the ground lease and JF's excavation in the summer of 2023, the City's Soil Cover Ordinance prohibited exporting any soil materials from within the ordinance boundary for reuse or as clean fill outside the soil ordinance boundary. All material not reincorporated on site, regardless of whether it was clean, was required by the Ordinance to be disposed of at a DEQ-permitted landfill as a waste product or for daily cover.

1875 Homestake Road falls within the boundary of the Soil Ordinance, so all material further excavated and removed by JF and Strategic Builders (JF's builders), over and above (underground structures, footings, and foundations, for example), was required to be removed. The City's team communicated this requirement for the excavated material to be disposed of at a landfill and JF pursued Summit County's 3 Mile Landfill. However, by numerical standards, the additional soil sent to 3 Mile by JF would have been considered clean (clean meaning the soil was below the EPA's then residential standard of 400 ppm Lead and passed a TCLP test). In addition, the Soil Ordinance requirement to dispose of all materials was included in an unsigned contract between Strategic Builders and JWW Excavating (JF subcontractors), which stated: "Subcontractor acknowledges that all Contaminated Soils Remediation is complete, but that the Project Site resides within the Park City Soils District and will conduct operations in accordance with the City Soil District ordinance." JF provided the City with this draft contract; they have not supplied a signed version.

Subsequently, in October 2024, the City modified its Soil Cover Ordinance after working extensively with local stakeholders and the EPA to allow for the responsible reuse of clean materials outside the soil boundary in compliance with State and Federal rules. The amended ordinance uses 200 ppm lead as the reference standard (the current City and EPA residential standard for lead).Based on Stantec's sampling report, most materials at Engine House found below 4' would have been well below this standard. In other words, it is reasonable to conclude that JF would not have incurred additional disposal fees if they had started construction after this ordinance change in October 2024, or after the Soil Ordinance was amended to allow the relocation of some clean materials outside the boundary.

Analysis

We reviewed the Engine House ground lease, landfill receipts, financial documentation, draft excavation contract, and relevant law to support the Council's request to consider JF's letter on the agenda.

Audit of Landfill Receipts and Financial Documentation

JF requests reimbursement for the cost of disposing of 40,638 tons of material; the cost to dispose of the material was $18.50/ton (normally $40/ton but Summit County agreed to a discounted rate), at a total cost to JF of $754,947.97. (Exhibit B).

Environmental Regulatory Staff audited the landfill dump receipts, which show 40,525 tons dumped, or 113 tons less than JF cited in documentation. We also verified payments to the developer's subcontractor, JWW Excavating and JMC Excavating (JMC) from Strategic Builder (Builder for JF) for trucking and dumping, and payments to 3 Mile Landfill from JWW for landfill dump fees.

Invoices from JWW to Strategic Builders were itemized in several different ways: "extra soils export and dumping for excavation", "dirt dumped at 3 Mile with paperwork", "Additional dump fees", "3 Mile dumping and trucking extra". Since JF is only requesting reimbursement for dumping fees, the audit broke the invoices into two categories, "dump fees" and "trucking and dump fees". We could not determine what percentage is attributed to dump fees versus trucking fees from the trucking and dump fee invoices.

An audit of invoices from JWW Excavating to Strategic Builders shows that JF was invoiced for $488,026 in dump fees from JWW and an additional $186,252 toward trucking and dump fees. They also paid JMC $98,579 for dump fees. A total of $586,605 was recorded as spent on dump fees, and $777,806 (JWW and JMC trucking and dump fee invoices) on trucking and dump fees.

Audit Summary Table

Requested Amount					
	Tons Dumped	**Dump Fees Only**	**Trucking & Dump Fees Combined**	**Trucking Fees Only**	**Totals**
J. Fisher Companies	40,638	$754,497	*not requested*	*not requested*	**$754,497**
Verified Amounts (*per documentation*)					
	Tons Dumped	**Dump Fees Only**	**Trucking & Dump Fees Combined**	**Trucking Fees Only**	**Totals**
JWW Excavating	38,060	$488,026	$186,252	-	$674,278
JMC Excavation	2,465	$98,579	-	$4,949	$103,528
Totals	**40,525**	**$586,605**	**$186,252**	**$4,949**	**$777,806**
Difference from Requested	*-113*	*($167,892)*	*$186,252*	*$4,949*	*$23,309*

Other Audit Data

An audit of cashed checks by JWW shows that Strategic Builders spent $1.7 million on these services. This number could include dump fees, excavation and trucking, utility

trenching, and site preparation costs. 3 Mile Landfill confirmed that JWW paid $773,928 in dump fees during the project time frame. And JWW confirmed that these dump receipts are only attributed to the EngineHouse project. However, the documentation does not show a direct line between the dump fees charged and what JF ended up paying.

Funding and Next Steps
If the Council provides direction to pursue the additional reimbursement to JF because the change to the Soils Ordinance likely allowed this type of soil to remain on site or did not require the soil to be disposed at a landfill for disposal, we will conduct the appropriate Public Benefits Analysis under state law (or other equivalent appropriation process) and return to Council for action after public notice and a hearing.

Exhibits

Exhibit A: Lab and Field Screening Samples
Exhibit B: JF Letter and Dump Fee Table Request

TABLE 1 XRF FIELD-SCREENING RESULTS

TABLE 1. XRF FIELD-SCREENING RESULTS
Homestake Property
Park City, Utah

SAMPLE	Sb**	Cd	Ag	Pb, Lead	Se	As	Hg	Zn	Cu	Ni	Cr
HS-1 (3-inches) *	23.04	13	8.55	< LOD ***	< LOD	6.54	< LOD	32.21	16.92	< LOD	126.1
HS-1-2.5 (2.5-ft.)	21.65	14.47	< LOD	**592.28**	< LOD	46.82	< LOD	2137.7	78.55	< LOD	< LOD
HS-1-5 (5-ft.)	33.35	12.17	11.34	31.98	< LOD	12.57	< LOD	236.32	< LOD	< LOD	< LOD
HS-1-7.5 (7.5-ft.)	23.75	< LOD	< LOD	30.46	< LOD	13.42	< LOD	129.11	< LOD	< LOD	< LOD
HS-1-10 (10-ft.)	40.81	13.92	14.7	107.61	< LOD	20.52	< LOD	164.04	37.57	37.93	< LOD
HS-1-12.5 (12.5-ft.)	26.2	11.19	9.81	54.2	< LOD	8.92	< LOD	206.64	18.55	< LOD	< LOD
HS-1-15 (15-ft.)	32.3	9	8.44	52.28	< LOD	15.58	< LOD	142.17	24.7	32.05	< LOD
HS-1-17.5 (17.5-ft.)	33.04	11.71	< LOD	30.3	< LOD	14.85	< LOD	136.31	< LOD	< LOD	< LOD
HS-1-20 (20-ft.)	42.67	12.66	12.35	27.13	< LOD	26.67	< LOD	267.41	19.02	< LOD	< LOD
HS-2-0.5 (3-inches)	38.8	< LOD	10.17	< LOD	< LOD	6.53	< LOD	41.82	25.52	< LOD	< LOD
HS-2-1 (9-inches)	46.22	32.65	< LOD	**541.15**	< LOD	< LOD	< LOD	924.75	63.18	< LOD	< LOD
HS-2-1.5 (15-inches)	< LOD	< LOD	< LOD	29.15	< LOD	11.92	< LOD	762.45	25.07	< LOD	< LOD
HS-3 (3-inches)	42.27	18.55	9.51	14.7	< LOD	< LOD	< LOD	39.29	24	28.09	< LOD
HS-3-2.5 (2.5-ft.)	20.19	< LOD	< LOD	**471.96**	< LOD	21.03	< LOD	1291.6	59.39	< LOD	< LOD
HS-3-5 (5-ft.)	35.96	15.83	9.87	38.53	< LOD	16.17	< LOD	132.41	20.59	33.51	< LOD
HS-3-7.5 (7.5-ft.)	28.97	< LOD	< LOD	55.54	< LOD	23.76	< LOD	140.63	20.46	< LOD	< LOD
HS-3-10 (10-ft.)	18.73	< LOD	< LOD	58.95	< LOD	16.18	< LOD	165.13	19.35	< LOD	< LOD
HS-3-12.5 (12.5-ft.)	23.31	< LOD	< LOD	28.82	< LOD	12.8	< LOD	76.62	16.13	< LOD	87.55
HS-3-15 (15-ft.)	31.63	8.6	< LOD	20.57	< LOD	8.69	< LOD	107.53	54.85	38.58	< LOD
HS-3-17.5 (17.5-ft.)	< LOD	< LOD	< LOD	20.89	< LOD	12.68	< LOD	93.65	34.37	< LOD	< LOD
HS-3-20 (20-ft.)	22.79	< LOD	< LOD	45.45	< LOD	14.25	< LOD	115.74	33.13	36.95	115.2
HS-4-0.5 (3-inches)	< LOD	< LOD	< LOD	< LOD	< LOD	7.7	< LOD	29.82	17.82	< LOD	< LOD
HS-4-1 (9-inches)	33.11	8.53	8.73	16.16	< LOD	5.62	< LOD	75.19	348.6	< LOD	< LOD
HS-4-1.5 (15-inches)	< LOD	< LOD	< LOD	34.16	< LOD	17.33	< LOD	186.45	35.69	< LOD	< LOD
HS-5 (3-inches)	< LOD	< LOD	< LOD	< LOD	< LOD	12.84	< LOD	47.58	27.97	< LOD	< LOD
HS-5-2.5 (2.5-ft.)	253.4	13.57	64.52	**6686.27**	< LOD	107.5	9.7	3821.3	399.7	< LOD	< LOD
HS-5-5 (5-ft.)	< LOD	< LOD	< LOD	79.86	< LOD	24.65	< LOD	2974.5	21.37	39.69	< LOD
HS-5-7.5 (7.5-ft.)	< LOD	9.99	< LOD	64.51	< LOD	23.07	< LOD	1306.2	22.37	29.25	< LOD
HS-5-10 (10-ft.)	34.67	13.64	13.56	< LOD	< LOD	9.74	< LOD	236.09	< LOD	< LOD	< LOD
HS-5-12.5 (12.5-ft.)	< LOD	< LOD	< LOD	69	< LOD	17.95	< LOD	243.84	26	29.21	< LOD
HS-5-15 (15-ft.)	16.61	< LOD	< LOD	50.03	< LOD	21.34	< LOD	186.81	25.31	< LOD	< LOD
HS-5-17.5 (17.5-ft.)	20.35	< LOD	< LOD	44.34	< LOD	26.82	< LOD	185.91	33.31	23.17	109.7
HS-5-20 (20-ft.)	21.96	< LOD	8.49	24.36	< LOD	12.74	< LOD	135.66	18.04	< LOD	< LOD
HS-6-0.5 (3-inches)	< LOD	< LOD	< LOD	< LOD	< LOD	9.6	< LOD	66.56	33.09	< LOD	< LOD
HS-6-1 (9-inches)	54.06	15.05	8.92	61.93	< LOD	< LOD	< LOD	217.57	22.4	< LOD	< LOD
HS-6-1.5 (15-inches)	44.73	9.29	< LOD	**589.75**	< LOD	< LOD	< LOD	1212.5	60.28	< LOD	< LOD
HS-7 (3-inches)	21.31	< LOD	8.98	< LOD	< LOD	12.57	< LOD	39.2	25.08	< LOD	< LOD
HS-7-2.5 (2.5-ft.)	20.56	< LOD	< LOD	81.15	< LOD	17.1	< LOD	192.88	23.65	< LOD	< LOD
HS-7-5 (5-ft.)	57.24	15.74	9.32	41.31	< LOD	27.83	6.46	245.83	21.04	40.77	< LOD
HS-7-7.5 (7.5-ft.)	17.54	< LOD	< LOD	46.93	< LOD	17.11	< LOD	132.98	26.35	< LOD	< LOD

TABLE 1. XRF FIELD-SCREENING RESULTS
Homestake Property
Park City, Utah

SAMPLE	Sb	Cd	Ag	Pb, Lead	Se	As, Arsenic	Hg	Zn	Cu	Ni	Cr
HS-7-10 (10-ft.)	< LOD	< LOD	< LOD	63.86	< LOD	18.7	< LOD	156.09	22.5	24.62	< LOD
HS-7-12.5 (12.5-ft.)	< LOD	< LOD	< LOD	23.93	< LOD	13.63	< LOD	116.09	15.49	25.9	< LOD
HS-7-15 (15-ft.)	48.97	16.06	13.04	40.1	< LOD	13.69	< LOD	110.31	27.52	< LOD	< LOD
HS-7-17.5 (17.5-ft.)	21.81	< LOD	< LOD	73.61	< LOD	19.71	< LOD	144.61	39.94	36.57	< LOD
HS-7-20 (20-ft.)	< LOD	< LOD	< LOD	16.58	< LOD	14.46	< LOD	136.53	25.25	< LOD	< LOD
HS-8-0.5 (3-inches)	52.92	14.38	15.22	< LOD	< LOD	10.45	< LOD	54.77	37.53	< LOD	< LOD
HS-8-1 (9-inches)	52.67	13.51	15.31	14.47	< LOD	8.73	< LOD	48.37	30.63	< LOD	< LOD
HS-8-1.5 (15-inches)	17.05	< LOD	< LOD	170.29	< LOD	13.49	< LOD	529.19	128.3	26.71	< LOD
HS-9 (3-inches)	32.56	< LOD	< LOD	13.1	< LOD	6.9	< LOD	41.07	34.47	< LOD	138.8
HS-9-2.5 (2.5-ft.)	35.36	11.86	9.44	46.82	< LOD	14.55	< LOD	130.96	21.05	< LOD	< LOD
HS-9-5 (5-ft.)	27.11	10.88	7.41	26.46	< LOD	16.65	< LOD	171.12	20.06	< LOD	< LOD
HS-9-7.5 (7.5-ft.)	20.88	12.19	9.41	38.2	< LOD	20.82	< LOD	96.66	22.42	< LOD	< LOD
HS-9-10 (10-ft.)	39.61	10.63	11.56	90.56	< LOD	25.22	< LOD	168.88	27.73	29.83	< LOD
HS-9-12.5 (12.5-ft.)	35.23	13.47	10.21	43.89	< LOD	19.55	< LOD	140.59	25.78	< LOD	< LOD
HS-9-15 (15-ft.)	43.76	16.76	13.43	19.68	< LOD	13.03	< LOD	91.86	14.86	< LOD	< LOD
HS-9-17.5 (17.5-ft.)	20.03	< LOD	6.85	31.3	< LOD	13.88	< LOD	105.82	27.43	30.96	113.8
HS-9-20 (20-ft.)	26.53	< LOD	< LOD	27.24	< LOD	16.28	< LOD	96.26	13.94	< LOD	97.37
HS-10-0.5 (3-inches)	38.08	14.23	18.23	< LOD	< LOD	13.28	< LOD	61.91	< LOD	< LOD	< LOD
HS-10-1 (9-inches)	36.89	13.25	7.32	9.36	< LOD	7.8	< LOD	43.31	32.23	< LOD	< LOD
HS-10-1.5 (15-inches)	< LOD	< LOD	< LOD	6.37	< LOD	8.24	< LOD	44.14	22.71	< LOD	< LOD
HS-11 (3-inches)	34.36	10.34	8.39	< LOD	< LOD	7.33	< LOD	46.8	43.74	31.99	< LOD
HS-11-2.5 (2.5-ft.)	15	< LOD	< LOD	13.96	< LOD	6.92	< LOD	69.04	34.34	< LOD	115.9
HS-11-5 (5-ft.)	29.85	< LOD	< LOD	65.89	< LOD	14.97	< LOD	166.22	15.54	< LOD	< LOD
HS-11-7.5 (7.5-ft.)	26.75	< LOD	< LOD	32.61	< LOD	16.1	< LOD	141.66	< LOD	40.01	102
HS-11-10 (10-ft.)	24.3	< LOD	< LOD	78.62	< LOD	24.87	< LOD	134.28	18.75	< LOD	< LOD
HS-11-12.5 (12.5-ft.)	44.91	11.74	12.21	70.2	< LOD	15.53	< LOD	89.84	16.86	< LOD	122.3
HS-11-15 (15-ft.)	21.79	8.3	< LOD	50.82	< LOD	13.68	< LOD	179.39	19.68	< LOD	< LOD
HS-11-17.5 (17.5-ft.)	31.57	10.1	9.76	77.62	< LOD	15.18	< LOD	121.89	24.78	< LOD	< LOD
HS-11-20 (20-ft.)	36.11	11.51	7.71	18.74	< LOD	19.11	< LOD	211.89	12.79	< LOD	< LOD
HS-12-0.5 (3-inches)	69.23	23.33	24.12	12.04	< LOD	7.94	< LOD	51.07	< LOD	< LOD	< LOD
HS-12-1 (9-inches)	25.61	< LOD	< LOD	75.42	< LOD	21.29	< LOD	285.43	32.04	< LOD	< LOD
HS-12-1.5 (15-inches)	31.71	8.99	< LOD	130.33	< LOD	23.12	< LOD	310.82	40.39	< LOD	< LOD
HS-13 (3-inches)	39.3	14.54	15.46	12.32	< LOD	< LOD	< LOD	40.6	42.95	< LOD	< LOD
HS-13-2.5 (2.5-ft.)	36.47	12.6	8.5	32.92	< LOD	14.94	< LOD	98.46	44.87	< LOD	< LOD
HS-13-5 (5-ft.)	26.72	< LOD	12.46	< LOD	< LOD	11.74	< LOD	70.08	< LOD	< LOD	< LOD
HS-13-7.5 (7.5-ft.)	38.85	11.16	11.17	84.01	< LOD	20.48	< LOD	150	25.38	31.91	< LOD
HS-13-10 (10-ft.)	13.74	< LOD	< LOD	99.94	< LOD	18.88	< LOD	177.36	31.54	< LOD	< LOD
HS-13-12.5 (12.5-ft.)	< LOD	< LOD	< LOD	51.04	< LOD	17.76	< LOD	114.38	13.97	< LOD	< LOD
HS-13-15 (15-ft.)	< LOD	< LOD	< LOD	29.86	< LOD	9.31	< LOD	121.19	18.21	24.18	< LOD
HS-13-17.5 (17.5-ft.)	25.54	< LOD	< LOD	20.77	< LOD	13.56	< LOD	156.75	82.27	< LOD	< LOD

TABLE 1. XRF FIELD-SCREENING RESULTS
Homestake Property
Park City, Utah

SAMPLE	Sb	Cd	Ag	Pb	Se	As	Hg	Zn	Cu	Ni	Cr
HS-13-20 (20-ft.)	< LOD	< LOD	< LOD	< LOD	< LOD	< LOD	< LOD	51.58	< LOD	< LOD	< LOD
HS-14-0.5 (3-inches)	46.73	13.22	11.77	< LOD	< LOD	10.62	< LOD	52.66	52.66	31.9	119.1
HS-14-1 (9-inches)	57.28	14.39	18.53	28.15	< LOD	< LOD	< LOD	309.36	34.77	< LOD	< LOD
HS-14-1.5 (15-inches)	35.52	< LOD	16.79	17.52	< LOD	16.13	< LOD	66.2	< LOD	< LOD	< LOD
HS-15-0.5 (3-inches)	48.09	21.05	13.46	6.69	< LOD	7.54	< LOD	31.17	30.39	23.89	< LOD
HS-15-1 (9-inches))	50	< LOD	< LOD	52.43	< LOD	< LOD	< LOD	91.71	38.92	< LOD	< LOD
HS-15-1.5 (1.5-ft.)	< LOD	< LOD	< LOD	44.7	< LOD	14.85	< LOD	133.65	21.33	< LOD	< LOD
HS-16-0.5 (3-inches)	23.86	< LOD	< LOD	< LOD	< LOD	13.06	< LOD	45.19	35.91	< LOD	< LOD
HS-16-1 (9-inches)	52.13	10.67	11.11	**413.5**	< LOD	25.12	< LOD	527.18	75.52	28.41	< LOD
HS-16-1.5 (15-inches)	< LOD	< LOD	< LOD	32.21	< LOD	12.05	< LOD	162.76	26.89	< LOD	< LOD
HS-17-0.5 (3-inches)	24.24	12.54	7.72	13.9	< LOD	9.48	< LOD	71.41	31.15	< LOD	< LOD
HS-17-1 (9-inches)	< LOD	< LOD	< LOD	**440.1**	< LOD	27	< LOD	787.58	64.76	< LOD	< LOD
HS-17-1.5 (15-inches)	38.89	19.68	7.97	141.06	< LOD	< LOD	< LOD	319.6	28.98	< LOD	< LOD

All Results in milligrams per kilogram (mg/kg); i.e., parts per million-ppm.

* Depth beneath the approximate 4-inch thick, asphalt-paved, land surface.

Sb**: Antimony

Cd: Cadmium

Ag: Silver

Pb: Lead

Se: Selenium

As: Arsenic

Hg: Mercury

Zn: Zinc

Cu: Copper

Ni: Nickel

Cr: Chromium

< LOD ***: Less than Limit of Detection (all LOD < corollary US EPA *Risk-Based Screening Levels* [RSLs]).

Emboldened Lead (Pb) XRF Field Results exceed PCMC *Soils Ordinance* screening level of 200 ppm for occupied properties.

TABLE 2 COMPARATIVE ANALYSIS OF XRF AND LABORATORY ANALYTICAL RESULTS

TABLE 2. XRF and Laboratory Comparative Analysis
Homestake Property
Park City, Utah

SAMPLE	Cd * XRF	Cd lab	Ag XRF	Ag lab	Pb XRF	Pb lab	Se XRF	Se lab	As XRF	As lab	Hg XRF	Hg lab	Cr XRF	Cr lab
HS-1	13	0.319 J	8.55	< 0.479	< LOD **	15.2	< LOD	< 4.79	6.54	5.35 J	< LOD	0.02 J	126.1	13.7
HS-1-2.5	14.47	17.60	< LOD	3.54	**592.28**	**531.00**	< LOD	< 12.7	46.82	25 J	< LOD	1.24	< LOD	20.7
HS-2-1	32.65	5.20	< LOD	1.7	**541.15**	193.00	< LOD	< 3.52	< LOD	11.7	< LOD	1.04	< LOD	12.7
HS-3-2.5	< LOD	11.7	< LOD	4.58	**471.96**	**668.00**	< LOD	< 13.3	21.03	32.30	< LOD	0.73	< LOD	21.1
HS-5	< LOD	0.171 J	< LOD	0.152 J	< LOD	30.2	< LOD	< 3.28	12.84	8.35	< LOD	0.02 J	< LOD	6.92
HS-5-2.5	13.57	39.30	64.52	45.10	**6686.27**	**11000.00**	< LOD	< 10.4	107.5	260.0	9.7	2.7	< LOD	12.2
HS-5-5	< LOD	12.1	< LOD	0.646 J	79.86	81.10	< LOD	< 5.38	24.65	17.80	< LOD	0.48	< LOD	19.8
HS-5-7.5	9.99	17.20	< LOD	0.672 J	64.51	73.70	< LOD	< 5.42	23.07	45.10	< LOD	0.5	< LOD	21.6
HS-6-1	15.05	9.42	8.92	1.64 J	61.93	179.00	< LOD	< 16.4	< LOD	14 J	< LOD	0.03	< LOD	19.3
HS-6-1.5	9.29	21.20	< LOD	12.9	**589.75**	**1730.00**	< LOD	< 10.8	< LOD	79.2	< LOD	0.98	< LOD	21.9
HS-7-5	15.74	1.45 J	9.32	< 1.12	41.31	32.40	< LOD	< 11.2	27.83	30.10	6.46	0.05	< LOD	21.7
HS-11-10	< LOD	0.977 J	< LOD	0.448 J	78.62	107.00	< LOD	< 3.39	24.87	24.10	< LOD	0.04	< LOD	21.4
HS-12-0.5	23.33	0.168 J	24.12	0.285	12.04	7.26	< LOD	< 2.85	7.94	3.89 J	< LOD	0.03	< LOD	8.5
HS-16-1	10.67	3.42	11.11	3.01	**413.5**	**374.0**	< LOD	< 2.94	25.12	14.90	< LOD	0.77	< LOD	10.7
HS-17-1	< LOD	9.28	< LOD	3.6	**440.1**	**572.0**	< LOD	< 15.1	27	61	< LOD	1.51	< LOD	20.8

All Results in milligrams per kilogram (mg/kg); i.e., parts per million-ppm.

Cd*: Cadmium

Ag: Silver

Pb: Lead

Se: Selenium

As: Arsenic

Hg: Mercury

Cr: Chromium

< LOD **: Less than XRF Limit of Detection (all LOD < corollary US EPA Risk-Based Screening Levels [RSLs]).

J = Detected but below the Reporting Limit; therefore, result is an estimated concentration.

Emboldened Lead (Pb) Results exceed PCMC *Soils Ordinance* screening level of 200 ppm for occupied properties.

June 3, 2025

To: The Honorable Mayor Nann Worel and Park City Council

RE: Reimbursement for Soil Conditions at the EngineHouse Affordable Housing Project

Dear Mayor Worel and the Park City Council,

As you are aware, the EngineHouse project that J. Fisher and Park City Municipal Corporation are partnering on has had significant financial impacts with unforeseen dump fee costs. The dump fee costs were generated by PCMC's requirement that the material generated on the EngineHouse site had to be sent to Summit County's 3-Mile Landfill Facility. The total cost of the dump fees, which were independent of any excavating or trucking costs, was $1,554,497. As we discussed, Summit County, in a Council vote, graciously waived $750,000 of the dump fees due to the fact that EngineHouse was an affordable housing project.

As we were operating under the belief that the EngineHouse property was a clean site, we did not anticipate that the soil had special obligations for its disposal. The special obligations were due to PCMC's previous policy which required that soil generated in the Park City Soil District, whether environmentally clean or not, had to be deposited in certain, specially certified, landfills. The policy has since been changed to allow for tested clean soils to be treated as any other soil.

We are respectfully requesting the Council's consideration to reimburse J. Fisher the remaining $754,497 that was incurred by the dump fees. We remain grateful to be Park City's partner on this project and thankful for the opportunity to provide the City with much-needed affordable housing. Thank you for your consideration and please do not hesitate to contact us to ask any questions or provide any comments.

Sincerely,

Ryan Davis
Rory Murphy

JWW

Date	Description	QTY (Tons)	Rate	Total
Oct-23	10/9/23 to end of month	9,750.75	$ 18.50	$ 180,388.88
Nov-23		6,258.66	$ 18.50	$ 115,785.21
Dec-23		14,470.30	$ 18.50	$ 267,700.55
Jan-24		1,262.05	$ 18.50	$ 23,347.93
Feb-24	No dumping in February	-	$ 18.50	$ -
Mar-24	No dumping in March	-	$ 18.50	$ -
Apr-24		2,040.60	$ 18.50	$ 37,751.10
May-24		3,957.81	$ 18.50	$ 73,219.49
Jun-24	first of month to 6/5/24	425.73	$ 18.50	$ 7,876.01
06/10/2024		7.48	$ 18.50	$ 138.38
	Totals for JWW Excavating	**38,173.38**		**$706,207.53**

JMC

Date	Description	QTY (Tons)	Rate	Total	
Sep-24		1,916.10	$ 18.50	$ 35,447.85	Paid at $18.50/ton
Oct-24		402.41	$ 18.50	$ 7,444.59	In process at $18.50/ton
Nov-24		146.20	$ 40.00	$ 5,848.00	This was billed and paid at $40/ton
	JMC Excavation	**2,464.71**		**$48,740.44**	
	Grand Totals	**40,638.09**		**$754,947.97**	

Resolution No. 17-2025

RESOLUTION OF THE BOARD OF CANVASSERS CERTIFYING THE OFFICIAL CANVASSERS' REPORT FROM THE AUGUST 12, 2025, MUNICIPAL PRIMARY ELECTION FOR PARK CITY, UTAH

WHEREAS, Utah Code 20A-4-301(2), provides as follows:

(a) The mayor and the municipal legislative body are the board of municipal canvassers for the municipality.

(b) The board of municipal canvassers shall meet to canvass the returns at the usual place of meeting of the municipal legislative body:

(i) for canvassing of returns from a municipal general election, no sooner than seven calendar days after the day of the election and no later than 14 calendar days after the day of the election; or

(ii) for canvassing of returns from a municipal primary election, no sooner than seven calendar days after the day of the election and no later than 14 calendar days after the election.

(c) Attendance of a simple majority of the municipal legislative body shall constitute a quorum for conducting the canvass.

WHEREAS, the Park City Municipal Primary Election was held on August 12, 2025, with all ballots being sent by mail:

NOW THEREFORE, be it resolved by the Park City Board of Canvassers as follows:

SECTION 1. ELECTION RESULTS

The following counts include mail-in ballots received by the Summit County Clerk's Office on or before August 12, 2025, at 8:00 p.m., ballots deposited in official Summit County drop boxes, and provisional ballots verified as acceptable for counting by the Summit County Clerk's Office.

COUNCIL CANDIDATES	TOTAL	PERCENTAGE
Tana Toly	1,080	21.80%
Diego Zegarra	969	19.56%
Jeremy Rubell	648	13.08%
John "J.K." Kenworthy	562	11.34%
Beth Armstrong	538	10.86%
Danny Glasser	521	10.52%
Molly Miller	431	8.70%
Ian Hartley	205	4.14%
Total Votes Cast	**4,954**	**100.00%**

These numbers represent the unofficial ballot count. The official count will be presented during Council meeting.

City Council candidates Tana Toly, Diego Zegarra, Jeremy Rubell, and John “J.K.” Kenworthy received the highest number of votes in the 2025 Primary Election and will continue to the General Election.

MUNICIPAL ELECTION TURNOUT

TURNOUT	TOTAL
Active Registered Voters	5,420
Number Ballots Cast	2,628
Number Ballots Rejected	TBD
Turnout Percentage	48.49%

SECTION 2. CERTIFICATION

The Board of Canvassers has reviewed this resolution and the attached exhibits as the official Canvassers’ Report and hereby certifies that the election information contained in them are accurate.

PASSED AND ADOPTED this 26th day of August, 2025.

PARK CITY MUNICIPAL CORPORATION
BOARD OF CANVASSERS

_____ Council Member Bill Ciraco

_____ Jeremy Rubell

_____ Council Member Ryan Dickey

_____ Tana Toly

_____ Council Member Ed Parigian

_____ Mayor Nann Worel

Attest:

_____ Michelle Kellogg, City Recorder

CERTIFICATION

It is hereby certified as follows:

Results of the canvass will be published on the Park City Municipal website and the Utah Public Notice website; and a copy of the canvass will be filed with the Office of the Lieutenant Governor. A copy will also be posted at City Hall.

_____

Michelle Kellogg, Election Official

Statistics

	TOTAL
Ballots Cast - Total	3,599

Park City Council

Vote For 2

	TOTAL
DIEGO ZEGARRA	969
JEREMY RUBELL	648
BETH ARMSTRONG	538
MOLLY MILLER	431
JOHN "J.K." KENWORTHY	562
DANNY GLASSER	521
TANA TOLY	1,080
IAN HARTLEY	205
Total Votes Cast	4,954

	STATISTICS	
	Registered Voters - Total	Voter Turnout - Total
22DVN:15	931	40.82%
22DVS:25	635	44.09%
22DVS:30	8	62.5%
22OLDN:15	355	49.3%
22OLDS:25	194	47.94%
22PKMN:15	793	58.76%
22PKMS:25	560	50.18%
22PROS:1	0	0%
22PROS:5	356	43.26%
22QUAR:5	660	53.33%
22RNDV:5	0	0%
22SIDE:5	432	43.98%
22THAY:5	496	50.81%
Totals	5,420	

	Park City Council								
	VOTE FOR 2								
	DIEGO ZEGARRA	JEREMY RUBELL	BETH ARMSTRONG	MOLLY MILLER	JOHN "J.K." KENWORTHY	DANNY GLASSER	TANA TOLY	IAN HARTLEY	Total Votes Cast
22DVN:15	117	138	66	62	92	82	132	27	716
22DVS:25	92	81	59	28	76	52	110	25	523
22DVS:30 Suppressed									
22OLDN:15	76	41	36	14	38	31	68	11	315
22OLDS:25	39	28	16	15	31	8	35	1	173
22PKMN:15	167	116	118	63	111	110	168	32	885
22PKMS:25	112	58	51	58	39	74	112	24	528
22PROS:1	0	0	0	0	0	0	0	0	0
22PROS:5	52	21	33	38	28	23	83	16	294
22QUAR:5	149	67	65	56	82	65	164	30	678
22RNDV:5	0	0	0	0	0	0	0	0	0
22SIDE:5	81	10	24	78	14	20	112	26	365
22THAY:5	84	87	69	18	49	54	93	13	467
Totals	969	647	537	430	560	519	1,077	205	4,944