



PLANNING DEPARTMENT

Planning Commission Staff Report

Subject: Bonanza Park East Master Plan
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Project #: PL-15-02997
Date: 11 May 2016
Type of Item: Master Plan Development Pre-Application Conference

Summary Recommendations

Staff recommends the Planning Commission hold a public hearing and discuss preliminary compliance with the General Plan and the General Commercial (GC) District for the Bonanza Park East Master Planned Development (MPD) Pre-Application. The application is for a mixed-use development consisting of a total of 281,490 sf of floor area. The proposal includes commercial space on the first floor and office or residential uses on the upper levels with surface parking as well as one (1) level of underground parking. The proposal is to be located at 1401 & 1415 Kearns Blvd., 1415, 1635, 1665, 1685, & 1705 Bonanza Dr., 1420 & 1490 W Munchkin Rd. Staff recommends that following discussion and public hearing, the MPD Pre-Application Conference be continued to a future date.

Description

Applicant: JP's Nevada LLC, Bonanza Park LLC, and Maverick, Park City LLC represented by Mark Fischer and Elliott Workgroup Architecture, Craig Elliott

Location: 1401 & 1415 Kearns Blvd., 1415, 1635, 1665, 1685, & 1705 Bonanza Dr., 1420 W. & 1490 W. Munchkin Rd.

Zoning: GC District

Adjacent Land Uses: The City Cemetery is located to the north (across Kearns Blvd./SR-248). A strip mall and commercial/retail shops are located immediately to the west. Consignment lot of the Park City Mountain is located to the south (across Munchkin Rd.) Two strip commercial malls are located to the east (across Bonanza Dr.)

Reason for Review: MPD Pre-Applications require Planning Commission review and findings of compliance with the Park City General Plan and Zoning District prior to submittal of the full MPD application. Any residential project with ten (10) or more residential unit equivalents (20,000 square feet) or ten (10) or more commercial unit equivalents

(10,000 square feet) requires a Master Planned Development in this District.

Proposal

The applicant requests review of a MPD Pre-Application as indicated on the applicant's project description:

The project consists of a mixed-use development that primarily consists of commercial spaces on the first floor and office or residential uses on the upper levels of the project. Parking for the project is taken care of with surface parking and one level of underground parking.

See Exhibit A – Applicant's Project Description and Exhibit B – MPD Pre-Application Plans. The entire project is summarized with the following outline:

- Seven (7) separate buildings identified as Bldg. A - G.
- Proposed floor area: 281,490 sf. total
 - Bldg. A: 118,874 sf.
 - Residential: 49,739 sf.
 - Office 44,193 sf.
 - Commercial: 24,942 sf.
 - Bldg. B: 26,265.5 sf.
 - All residential
 - Bldg. C, 63,532 sf.
 - Hotel: 56,786 sf.
 - Commercial: 6,746 sf.
 - Bldg. D: 25,004 sf.
 - Residential: 19,509 sf.
 - Commercial: 5,495 sf.
 - Bldg. E: 20,445 sf.
 - Residential: 15,295 sf.
 - Commercial: 5,150 sf.
 - Bldg. F: 7,331 sf.
 - Office: 4,174 sf.
 - Commercial 3,157 sf.
 - Bldg. G: 20,038 sf.
 - Office: 14,882 sf.
 - Commercial: 5,156 sf.
 - Total square footage divided by general use:
 - Residential: 110,809 sf. (39%)
 - Office: 63,249 sf. (22%)
 - Commercial: 50,646 sf. (18%)
 - Hotel: 56,786 sf. (20%)
- Proposed building footprints
 - Bldg. A, 24,942 sf.
 - Bldg. B, 5,671 sf.

- Bldg. C, 12,434 sf.
- Bldg. D, 5,495 sf.
- Bldg. E, 5,150 sf.
- Bldg. F, 3,157 sf.
- Bldg. G, 5156 sf.
- Proposed number of stories
 - Bldg. A, 4 & 5 floors
 - Bldg. B, 4 floors
 - Bldg. C, 4 & 5 floors
 - Bldg. D, 4 floors
 - Bldg. E, 4 floors
 - Bldg. F, 1 & 3 floors
 - Bldg. G, 3 & 4 floors
- Proposed setbacks
 - from Kearns Blvd., 60 ft.
 - from Bonanza Dr., 38 to 21 ft.
 - from Munchkin Rd., 20 ft.
 - from east neighboring site, 10 ft.
- Proposed ground cover
 - All driveways and parking is either concrete or asphalt.
 - Other areas are identified as hard and softscape.
 - Most of the hardscape area is located at the heart of Buildings D, E, F, and G, labeled as the outdoor plaza containing several water features, and a stage. Building A, also contains a hardscape area as well as pedestrian connections throughout the entire project.
 - New sidewalk is proposed around the entire perimeter except adjacent to the neighboring site to the west and is identified as hardscape.
 - Staff assumes that hardscape will be a different material/finish than the driveway/parking area.
 - Softscape and hardscape areas have a significant amount of new vegetation added from what it exists on-site.
- Proposed driveway cuts/vehicular access points
 - Two (2) on Kearns Blvd. (SR 248)
 - Two (2) lane access (one in, one out)
 - Three (3) lane access (one in, two out)
 - Three (3) on Bonanza Dr.
 - One (1) right in only
 - One (1) right out only
 - Two (2) lane access (one in, one out)
 - One (1) on Munchkin Rd.
 - Two (2) lane access (one in, one out)
 - One (1) access point is shown towards the existing strip mall development to the west. Also owned by the applicant.
- The proposed site access divides the development in four (4) quadrants due to the two (2) main access points from Kearns Blvd. to Bonanza Dr. and from Munchkin Rd. towards the same Bonanza Kearns connection:

- NE quadrant: Bldg. A
- NW quadrant: Bldg. B
- SE quadrant: Bldg. D, E, F, and G, plus outdoor plaza
- SW quadrant: Bldg. C
- The proposed surface parking is located between the mentioned quadrants, plus a small parking area east of Building A, quadrant NE.
- Two (2) proposed underground parking areas
 - One (1) underneath and connecting Building A and B. Accessed off east side of Building A.
 - One (1) underneath and connecting Building C through G. Accessed off the north side of Building C
- 465 parking spaces proposed
 - 351 stalls underground
 - 114 stalls surface parking
- Roof pitch
 - All buildings show a flat roof except for Buildings C, F, and G.

Process

A requirement for any MPD is a Pre-Application public meeting and determination of compliance with the Park City General Plan and the specific zoning district. At the pre-Application public meeting, the Applicant has an opportunity to present the preliminary concepts for the proposed MPD. This preliminary review is to focus on the General Plan and zoning compliance for the proposed MPD. The LMC indicates that the public is to be given an opportunity to comment on the preliminary concepts so that the Applicant can address neighborhood concerns in preparation of an Application for an MPD. This is the purpose of this meeting.

Staff does not request that the Planning Commission provide a Final Action regarding the submitted MPD Pre-Application but rather to have the Planning Commission review the proposal, discuss possible challenges recognized by staff regarding compliance with the General Plan and the Zoning District, and continue the item to a date certain to allow the applicant to address any issues raised at the public hearing. This is the staff recommendation at this stage due to the significant amount of area being proposed.

Staff recommends that the Planning Commission review the preliminary information for compliance with the General Plan. As indicated on the LMC, the Planning Commission is to make a finding that the project complies with the General Plan. Such finding is to be made prior to the Applicant filing a formal MPD Application. Per the LMC § 15-6-4(B), if no such finding can be made the applicant must: a. submit a modified application or b. the General Plan would have to be modified prior to formal acceptance and processing of the Application.

Background

On November 4, 2015, the City received this MPD Pre-Application. The application was updated on February 5, 2016. The property is located within the GC District. The subject property is located at 1401 & 1415 Kearns Boulevard, 1415, 1635, 1665, 1685,

& 1705 Bonanza Drive, 1420 W. & 1490 W. Munchkin Road. The subject site contains 224,801 square feet (approx. 5.16 acres). The subject site consists of nine (9) separate parcels/lots. Table 1 below shows the owner (LLC) name; parcel no.; address; and current tenant/associated use (known as).

Table 1:

Owner	Parcel No.	Address	Known as
JP's Nevada, LLC	PCA-110-G-1	1401 Kearns Blvd.	New Kimball Art Center
Bonanza Park, LLC	PSA-46-RE-C	1685 Bonanza Dr.	Skis on the Run Switchback Sports
	KBC-A	1409 Kearns Blvd.	Silver King Coffee drive through kiosk
	KBC-B	1415 Kearns Blvd.	Vacant site (undeveloped parking lot)- north of Anaya's Market)
	PCA-110-G-2-A	1420 W. Munchkin Rd.	Storage Units
	PCA-110-G-3	1490 W. Munchkin Rd.	Anaya's Market Topmark Floor & Design Soul Poles
	PSA-46-RE-B	1665 Bonanza Dr.	Park City Clinic
	PSA-46-RE-D	1705 Bonanza Dr.	Ol' Miner Self Service Car Wash
Maverick, Park City, LLC	PSA-46-A	1635 Bonanza Dr.	Maverick Gas Station

As indicated on Table 1 above, the subject property, the nine (9) sites consists of an art center, a strip commercial retail building, a drive-through coffee shop, storage units, a market/retail building, a medical clinic, a car wash, a gas station, and a vacant site/undeveloped parking lot. The proposed mixed-unit MPD would include the demolition of all existing structures on these sites.

Table 2 below shows the address/known as; lot/parcel size; and applicable lot no. & Subdivision name.

Table 2:

Address/ Known as	Lot/Parcel Size	Lot no. & Subdivision
1401 Kearns Blvd. <i>Kimball Art Center</i>	43,962 sf. 1.01 acre	Not applicable <i>Parcel</i>
1685 Bonanza Dr. <i>Skis on the Run</i>	18,300 sf. 0.42 acre	Lot 46-C - Resubdivision of Lot 46 Prospector Square

1409 Kearns Blvd. <i>Silver King Coffee</i>	25,780 sf. 0.59 acre	Parcel A - Kearns Business Center Sub.
1415 Kearns Blvd. <i>vacant site</i>	23,511 sf. 0.54 acre	Parcel B - Kearns Business Center Sub.
1420 W. Munchkin Rd. <i>storage units</i>	13,769 sf. 0.32 acre	Not applicable <i>Parcel</i>
1490 W. Munchkin Rd. <i>Anaya's Market</i>	24,402 sf. 0.56 acre	Not applicable <i>Parcel</i>
1665 Bonanza Dr. <i>Park City Clinic</i>	44,172 sf. 1.01 acre	Lot 46-B - Resubdivision of Lot 46 Prospector Square
1705 Bonanza Dr. <i>Ol' Miner Car Wash</i>	17,497 sf. 0.40 acre	Lot 46-D - Resubdivision of Lot 46 Prospector Square
1635 Bonanza Dr. <i>Maverick Gas Station</i>	13,408 sf. 0.30 acre	Not applicable <i>partial parcel</i>

The proposed MPD would also require the re-platting of the nine (9) lots/parcels. Staff assumes after or during MPD approval, and applicable CUP applications are secured, the applicant would then have to submit Plat Amendment/Subdivision application to be able to accommodate the requested buildings and address property line issues. Furthermore, in order to be able to sell units individually, if requested, the applicant would have to submit Condominium Plat applications for review and approval by the City.

The entire site is relatively flat for its entire size. There is a 2.7% slope across the site running from the southwest corner to the northeast corner.

Purpose

The purpose of the General Commercial (GC) District is to:

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

- communities, and
- G. encourage commercial Development that incorporates design elements related to public outdoor space including pedestrian circulation and trails, transit facilities, plazas, pocket parks, sitting Areas, play Areas, and Public Art.

General Plan Compliance

Park City has nine (9) defined neighborhoods within its corporate boundaries. Each neighborhood represents a unique area of town that is separated from another by definable landmarks. Within the 2014 General Plan, Bonanza Park is included as part of the Bonanza Park & Prospector Neighborhood.

In January 2012, the City prepared the second draft of an Area Plan titled “Bonanza Park, the Evolution of Place” known as the Bonanza Park Area Plan. This document was completely separate from the General Plan. The City also hired Gateway Planning to assist the City in developing a form-based code within Bonanza Park. The City was to undertake a comprehensive approach to the redevelopment of the Bonanza Park District. However, that specific Area Plan was not adopted by the City and neither were form-based codes in Bonanza Park Neighborhood.

Volume I of the General Plan contains goals, objectives, and strategies for each of the four (4) Core Values: Small Town, Natural Setting, Sense of Community, and Historic Character. The General Plan goals and objectives are copied below in *italics and underlined* below:

Small Town

- Goal 1: Park City will protect undeveloped lands, discourage sprawl, and direct growth inward to strengthen existing neighborhoods.
 - 1A: Direct complimentary land use and development into existing neighborhoods that have available infrastructure and resource capacity.
 - 1B: Each neighborhood should have a well-defined edge, such as open space or a naturally landscaped buffer zone, permanently protected from development, with the exception of the transition areas where two adjacent neighborhoods merge along an established transportation path.
 - 1C: Primary residential neighborhoods should encourage opportunities to enhance livability with access to daily needs, including: a mini market, a neighborhood park, trails, community gardens, walkability, bus access, home business, minor office space, and other uses that are programmed to meet the needs of residents within the neighborhood and complement the existing context of the built environment.
 - 1D: Increase neighborhood opportunities for local food production within and around City limits. Sustainable agriculture practices should be considered within appropriate areas.

The proposed development is located towards the northeast portion of the Bonanza Park Neighborhood. The Bonanza Park Neighborhood is located in the middle out town and is currently being considered an area for redevelopment.

- Goal 2: Park City will emphasize and preserve our sense of place while collaborating with the Wasatch Back and Salt Lake County regions through regional land use and transportation planning.
 - 2A: A regional land-use planning structure should be integrated within a larger transportation network built around transit.
 - 2B: Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.
 - 2C: Regional institutions and services (e.g. government, stadiums, museums, etc.) should be located within existing development nodes.
 - 2D: Materials and methods of construction should be specific to the region, exhibiting a continuity of history and culture and compatibility with the local character and community identity.

The proposal's uses are compatible with the neighborhood as most of them are allowed in the GC District.

- Goal 3: Park City will encourage alternative modes of transportation on a regional and local scale to maintain our small town character.
 - 3A: Streets, pedestrian paths and bike paths should contribute to a system of fully connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees, signs, and lighting; and by discouraging high-speed traffic.
 - 3B: Prioritize efficient public transportation over widening of roads to maintain the Small Town experience of narrow roads, modest traffic, and Complete Streets.
 - 3C: Public transportation routes should be designed to increase efficiency of passenger trips and capture increased ridership of visitors and locals.

Discussion requested. The main mode of transportation in Park City is vehicular. Alternative modes of transportation include public transportation (riding the bus), bicycles, and walking.

The proposal shows the following driveway cuts/vehicular access points

- **Two (2) on Kearns Blvd. (SR 248)**
- **Three (3) on Bonanza Dr.**
- **One (1) on Munchkin Rd.**
- **One (1) access point towards the existing strip mall development to the west.**

The proposal does not realign roads in this area but rather provides an

internal vehicular system. The proposal shows both exterior and internal pedestrian circulation around each building except the west rear setback area of bldg. C.

The site contains two (2) bus stops on its edges, one on Kearns Blvd. and another one on Bonanza Dr. The proposal does not address public transportation or bicycle network. The current proximity to the mentioned retail foster pedestrian and bicycle modes of transportation.

Natural Setting

- Goal 4: Open Space: Conserve a connected, healthy network of open space for continued access to and respect for the Natural Setting.
 - 4A: Protect natural areas critical to biodiversity and healthy ecological function.
 - 4B: Buffer entry corridors from development and protect mountain vistas to enhance the natural setting, quality of life, and visitor experience.
 - 4C: Prevent fragmentation of open space to support ecosystem health, wildlife corridors, and recreation opportunities.
 - 4D: Minimize further land disturbance and conversion of remaining undisturbed land areas to development to minimize the effects on neighborhoods.
 - 4E: Collaborate with neighborhoods to create small parks or passive open space areas.

The proposal includes the redevelopment of eight (8) sites. The proposal includes development on a completely undeveloped site, 1415 Kearns Blvd. between the Park City Clinic site and the coffee kiosk. The submitted preliminary Landscape Plan / Site Plan sheet MPD – 006 shows a 60 ft. vegetated/open space along Kearns Blvd. (SR 248), wrapping around Bonanza Dr. The proposal includes other small vegetated open spaces throughout and a significant amount of vegetated spaces in the form of urban landscaping, i.e. tree grates throughout the internal pedestrian network and within the outdoor plaza.

- Goal 5: Environmental Mitigation: Park City will be a leader in energy efficiency and conservation of natural resources reducing greenhouse gas emissions by at least fifteen percent (15%) below 2005 levels in 2020.
 - 5A: Encourage development practices that decrease per capita carbon output, decrease vehicle miles traveled, increase carbon sequestration, protect significant existing vegetation and contribute to the community emission reduction goal.
 - 5B: Encourage efficient infrastructure to include water conservation, energy conservation, renewable resource technology, decreased waste

- production, green public transit, and increased road and pathway connectivity.
- 5C: Park City Municipal Corporation will be a strong partner in efforts to reduce community GHG emissions, leading by example and providing policy guidance while promoting personal accountability and community responsibility.
 - 5D: Align transportation goals with sustainable goals that reflect all four Core Values of the City.

Discussion requested. Should the applicant provide additional information regarding environmental mitigation?

Information could specifically be related to encouraging development practices that decrease per capita carbon output, decrease vehicle miles traveled, increase carbon sequestration, protect significant existing vegetation and contribute to the community emission reduction goal (see Objective A). Should the City and the applicant look into LEED accreditation or similar energy efficiency/conservation building techniques, etc.?

- Goal 6: Climate Adaptation: Park City will implement climate adaptation strategies to enhance the City's resilience to the future impacts of climate change.
 - 6A: Prepare for probable scenarios that could threaten health, welfare, and safety of residents. Implementation of climate adaptation strategies is necessary to become more resilient to wildfire, flood, and drought.
 - 6B: Encourage opportunities for local food production and sales of food produced regionally.
 - 6C: Support ecosystem health, biodiversity, and natural buffers between development and sensitive lands.
 - 6D: Encourage regional planning efforts as a mechanism to mitigate population growth.

Discussion Requested. Staff considers this goal not applicable to the project. Does the Planning Commission agree with this?

Sense of Community

- Goal 7: Life-cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents.
 - 7A: Increase diversity of housing stock to fill voids within housing inventory (including price, type, and size) to create a variety of context sensitive housing opportunities.
 - 7B: Focus efforts for diversity of primary housing stock within primary residential neighborhoods to maintain majority occupancy by full time residents within these neighborhoods.

- 7C: Focus future nightly rental units to resort neighborhoods - near Park City Mountain Resort and Deer Valley.
- 7D: Facilitate the implementation of a housing plan that promotes economic diversity.
- 7E: Create housing opportunities for the City's aging population (e.g. step-down housing, community housing, cottage style units).

Discussion Requested. The proposed project consists of 110,808.5 square feet of residential space in the form of mixed-use which includes 63,249 sf. of office space, 50,646 sf. of commercial/retail space, and 56786 sf. of hotel. The residential space equates to 39% of the project. Specific housing types have not been identified at this time to allow the review of life-cycle housing goal. Should the applicant provide residential specifics at this time to ensure compliance with this goal?

- Goal 8: Workforce Housing: Increase affordable housing opportunities and associated services for the work force of Park City.
 - *8A: Provide increased housing opportunities that are affordable to a wide range of income levels within all Park City neighborhoods.*
 - *8B: Increase rental housing opportunities for seasonal workers in close proximity to resorts and mixed use centers.*
 - *8C: Increase housing ownership opportunities for work force within primary residential neighborhoods.*

Park City's Affordable Housing Resolution 13-15 requires fifteen percent (15%) of the total residential units constructed to be affordable housing units. The number of residential units has not been identified at this time. For commercial development the developer is required to mitigate 20% of the employees generated per Resolution 13-15.

Discussion Requested. In order to figure the required number of affordable housing units staff needs specific information to be submitted at the time of the MPD application including the total number of residential and hotel units and specified commercial uses, i.e., commercial/retail vs. restaurant, etc.

- Goal 9: Parks & Recreation: Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors.
 - 9A: Maintain local recreation opportunities with high quality of service, exceptional facilities, and variety of options.
 - 9B: Locate recreation options within close vicinity to existing neighborhoods and transit for accessibility and to decrease vehicle miles traveled. Grouping facilities within recreational campuses is desired to decrease trips.
 - 9C: Optimize interconnectivity by utilizing bus/transportation services to recreation facilities.

The site is located in the middle of the neighborhood adjacent to the Rail Trail and has several opportunities for various forms of transportation to get to parks and recreation sites.

- Goal 10: Park City will provide world-class recreation and public infrastructure to host local, regional, national, and international events that further Park City's role as a world-class, multi-seasonal destination resort while maintaining a balance with our sense of community.
 - 10A: Remain competitive as a world-class, multi-season, destination resort community by increasing year-round recreation events and demand for resort support services, such as hotels and restaurants.
 - 10B: Balance tourism events with preservation of small town character and quality of life. Locate larger tourist activities close to resorts and/or existing facilities. Locate community facilities close to primary residential areas.
 - 10C: Public infrastructure improvements and programming should consider the visitor experience to Park City during large events and master festivals.

The site is located in the middle of the neighborhood adjacent to the Rail Trail and has several opportunities for various forms of transportation to get to events and other destinations.

- Goal 11: Support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience.
 - 11A: The vibrancy of Park City's resorts is essential to the success of resort support businesses. The City must provide flexibility to allow the primary resorts to evolve with the tourism industry, increase occupancy rates year round, and create more demand for the resort support industries throughout the City.
 - 11B: Preservation of our community core values of Small Town, Natural Setting, Sense of Community, and Historic Character is essential to maintaining the unique Park City Experience for visitors and residents. Regulate design of new development to compliment the community's core values and protect the Park City Experience.

The proposal is a mixed used residential/commercial/office/hotel development. The ownership of the project has not been specified. While the hotel use support the tourism economy it should be noted that nightly rentals are an allowed use within the district that may also support the continued success of multi-seasonal tourism economy.

- Goal 12: Foster diversity of jobs to provide greater economic stability and new opportunities for employment in Park City.

- 12A: Retain and expand existing Park City businesses.
- 12B: Improve the balance of jobs-to-housing ratio in Park City through efforts to attract higher paying jobs and workforce housing strategies.
- 12C: Support local owned, independent businesses that reflect the core values of Park City and add to the Park City experience.
- 12D: Minimize commercial retail chains on Main Street and the impacts of big box and national chains on the unique Park City experience.

The proposal is a mixed used residential/commercial/office/hotel development. The applicant proposes 63,249 sf. (22%) of office and 50,646 sf. (18%) of commercial/retail. The applicant also proposes 56,786 sf. (20%) of hotel space. The majority of the non-residential uses equates to approximately 60% of the 281,490 sf. development which provides economic stability. Staff has not analyzed the percentage of existing spaces and how they related to existing jobs that would be removed by the redevelopment.

- Goal 13: Arts & Culture: Park City will continue to grow as an arts and culture hub encouraging creative expression.
 - 13A: Increase cultural, arts, and entertainment-related events that diversify and support our tourism-based economy.
 - 13B: Foster and enhance the vitality of Park City's local arts and cultural sectors.
 - 13C: Encourage the installation of public art on private property, public space, parks, trails, and streets that represent Park City's core values.

Not applicable. Does the Planning Commission agree?

- Goal 14: Living within Limits: The future of the City includes limits (ecological, qualitative, and economic) to foster innovative sustainable development, protect the community vision, and prevent negative impacts to the region.
 - 14A: Provide reliable public resources to ensure the health, welfare, and safety of residents and visitors.
 - 14B: Manage growth to protect the quality of life and preserve the unique Park City Experience by recognizing limits to growth and adopting responsible policies that are consistent with those limits. Look at policies to offset this growth through efficiencies and renewables.
 - 14C: Provide safe drinking water to residents and visitors. Set limits to future demand based on available sources and expense of available sources.
 - 14D: Prevent degradation of air quality through the implementation of best practices for land use, clean energy, regional transportation, and growth management.

Not enough information submitted. Staff recommends that the applicant address this goal.

Historic Character

- Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations.
 - 15A: Maintain the integrity of historic resources within Park City as a community asset for future generations, including historic resources locally designated on the Park City Historic Sites Inventory and its two National Register Historic Districts – the Main Street Historic District and the Mining Boom Era Residences Thematic District.
 - 15B: Maintain character, context and scale of local historic districts with compatible infill development and additions.
 - 15C: Increase local knowledge of historic preservation principles and accepted standards through increased public education and programming.
 - 15D: Provide additional public education/programming to connect property owners and financial incentives in an effort to offset the high cost of restoration.
 - 15E: Encourage adaptive reuse of historic resources.

Not applicable.

- Goal 16: Maintain the Historic Main Street District as the heart of the City for residents and encourage tourism in the district for visitors.
 - 16A: Support “adaptive re-use” of buildings along Main Street through incentives to property owners and businesses.
 - 16B: Limit uses within the first story of buildings along Main Street to retail and restaurant establishments that are inviting to the passing pedestrian. Uses that should be discouraged include office space, real estate show rooms, parking, etc.
 - 16C: Utilize Main Street as a backdrop/setting for cultural events, festivals, and celebrations.

Not applicable.

Volume II of the General Plan contains information that supports the goals outlined in Volume I. This includes the methodology recommended for accomplishing strategies, neighborhood section, and appendix with trends, analysis, and data for the City and region. Staff requests to point out the following items listed under the neighborhood section copied in *italics* below:

- **3.1 Bonanza Park and Snow Creek: A mixed use neighborhood in which locals live and work.**
The Bonanza Park & Snow Creek Neighborhood contains a variety of housing types as well as commercial development. Ranging from the single-family dwelling units that make up Snow Creek Cottages located adjacent to the Shopping Center, to the multifamily dwelling units that make up Homestake, Claimjumper, and Fireside Condominiums, the area is diverse in terms of

housing units and is home to many of the City's more affordable units - not all deed restricted, but de facto affordable units.

One of the greatest threats to the relatively affordable Bonanza Park neighborhood is gentrification. As the City adopts new policies to create a diverse neighborhood for locals, it is imperative that the locals be included in the planning. The overriding goal for this neighborhood is to create new housing opportunities while maintaining the existing affordable housing units. In the case of redevelopment, any displacement of existing affordable units should be required to incorporate those units within the new development area. In an effort to support local start-up businesses and services, it is also essential to maintain affordable leases in the area.

This neighborhood is also home to the City's only Light Industrial zoning district where automotive shops can coexist with a car wash, all within walking proximity of residential units. These types of uses should be preserved as the City moves forward with the concept of Form Based Code for this district. The City's draft Bonanza Park Area Plan recommends similar strategies to preserve this neighborhood's character.

As outdated buildings are replaced and existing buildings expand, the neighborhood will evolve into a local, mixed-use district. The Rail Trail State Park provides a main pedestrian spine for connectivity at the eastern end of the district (Prospector Square). As the area redevelops, it is envisioned that this spine will extend through the Bonanza Park Area.

As the neighborhood continues to evolve, multifamily residential uses should be concentrated within the Bonanza Park redevelopment area. By directing higher density redevelopment to this area, the neighborhood has the potential to provide more Life-cycle Housing opportunities for Parkites, including starter and empty nester (step down) housing.

The Area Plan for this neighborhood should include a limit on nightly rentals if this district is to be protected as a locals neighborhood.

As indicated in this section above the overriding goal for this neighborhood is to create new housing opportunities while maintaining the existing affordable housing units. The proposal consists of the following general uses:

Residential: 110,808.5 sf. (39%)
Office: 63,249 sf. (22%)

Commercial: 50,646 sf. (18%)
Hotel: 56,786 sf. (20%)

The site does not contain any existing housing units. The proposed mixed-use development provides opportunities for locals to live and work.

- **3.2[.1] Bonanza Park: An authentic neighborhood.**

Authenticity during redevelopment can be a challenge. Incentives to further subdivide properties to create multiple property owners within the district will help create a truly authentic place. Also, consideration to human scale, infusion of design elements representative of residents' diverse roots, contemporary design, and consideration for the local history of the district, can add to placemaking and authenticity. The evolution of architectural design created over time will lead to an authentic, diverse district. Also, the introduction of Form Based Code will require incorporation of design elements found in a traditional urban neighborhood, including sidewalks, landscaping, public art, and building interest at pedestrian eye level.

Staff recommends that the applicant in their future MPD Application keeps in mind placemaking and authenticity by emphasizing human scale, infusion of design elements representative of residents' diverse roots, contemporary design, etc.

- **3.2[.2] Bonanza Park and Prospector: The local employment hub.**
To reach the goal of creating more diverse jobs for Parkites, a collaborative partnership approach to redevelopment must exist between the City, property owners, local residents, and business owners. Participation from all parties is necessary to create a desirable mixed use neighborhood in which existing and new businesses choose to call home. The City has a goal to utilize economic development tools to attract new businesses in cooperation with investors. Private property owner participation is necessary for dedication of right-of-ways to transform the neighborhood into a connected neighborhood with public amenities. Infrastructure improvements that attract local residents and businesses must be explored and negotiated, including technology infrastructure, public utilities, sidewalks, bike lanes, trails, public parks, roads, transit, and parking.

The proposed development includes 168,894 sf. (60%) of office, commercial/retail, and hotel use.

- **3.3 Bonanza Park: A model for sustainable redevelopment.**
The Bonanza Park & Snow Creek Neighborhood will be a model for green, sustainable redevelopment in balance with nature. The Bonanza Park Area Plan is a blueprint for environmentally sensitive development. Many of the principles identified in the Bonanza Park Area Plan reflect those emphasized by the U.S. Green Building Council's Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) rating system. LEED-ND evaluates neighborhoods on a variety of principles within three categories: Smart Location and Linkage, Neighborhood Pattern and Design, and Green Infrastructure and Buildings. The Bonanza Park Area Plan incorporates all of the highest ranking LEED-ND principles, plus a few extras, from each of these categories. Consideration should be given by the City to expand the Bonanza Park Area Plan and Form Based Code to include the entire Bonanza Park and Prospector

neighborhood. Due to limits on density within the Prospector neighborhood, this area could become a receiving zone for TDR credits and further alleviate growth pressures on Greenfield development.

Discussion requested: According to the General Plan, the entire neighborhood is to become a model for green sustainable redevelopment. The City is no longer pursuing the Bonanza Park Area Plan, which was supposed to be a blueprint for development and many of its principles were reflected/emphasized by the LEED-ND rating system. The Bonanza Park Area Plan was also to incorporate the highest ranking LEED-ND principles. Because the City was counting on the Bonanza Park Area Plan to assist this neighborhood in providing LEED-ND principles, the only remaining principle in the adopted General Plan specific statement is that that Bonanza Park Neighborhood will be a model for green, sustainable redevelopment in balance with nature as stated in this General Plan Neighborhood Section.

- **3.4 Bonanza Park: Connected via new roadways, sidewalks, trails and a park system.**

Connectivity is lacking throughout the district. The existing pattern of roads is disconnected, yet there is a great opportunity to fix this disconnection as part of an overall redevelopment plan for the area. The BoPa Area Plan introduces new rights-of-way opportunities, sidewalks, an extension of the rail trail leading to a central park, and trails connections within and around the district.

Beyond the importance of creating additional rights-of-way (ROWs) for vehicular access throughout the BoPa district is the need to utilize these ROWs for pedestrian and cyclist movement. This will allow for alternative modes of transportation thereby creating “complete streets.”

In addition to these connectivity recommendations for Bonanza Park, focus should be given to improving the connection between BoPa and Prospector Square. Bonanza Drive, running north/south within the eastern section of BoPa is heavily trafficked as a vehicular corridor. Improved pedestrian connections across Bonanza Drive should be considered. The idea of a new under (or bridge over) Bonanza Drive to bring the rail trail further west into BoPa could create ease of access as well as a sense of entry to this district.

Discussion Requested: As mentioned in this GP Neighborhood section the Bonanza Park Area Plan (not adopted) was to introduce ROWs opportunities, sidewalks, etc. The focus was to allow for alternative modes of transportation thereby creating “complete streets.”

- **3.5 Bonanza Park: Explore as a central hub for public transportation.**
With the neighborhood centrally located within the City, a future public transportation hub should be considered. Transportation routes that save

commuters time also result in saving the City money. To realize a change in the preferred transportation options from the car to walking, biking, and public transportation, a new look at the time efficiency of trips should be studied. Connectivity from the Bonanza Park central district to the resorts would alleviate traffic issues throughout the City. For example, a Bus Rapid Transit (BRT) or streetcar/trolley system connecting Bonanza Park to Kimball Junction and Main Street would begin to change local commuting patterns.

Discussion Requested: The City was looking at this specific site as the central hub for public transportation in the Bonanza Park Area Plan which was not adopted.

The proposal's vehicular access points divide the development in four (4) quadrants due to the two (2) main access points from Kearns Blvd. to Bonanza Dr. and from Munchkin Rd. towards the same Bonanza Kearns connection. Staff is currently concerned with the driveway layout that might lead towards vehicles utilizing the driveway/access point to simply *cut-through* the site to avoid the traffic signal

- **3.6 Bonanza Park: An important part of the Park City entry experience.**
Due to its location along both of the entry corridors to Park City, the Bonanza Park & Snow Creek Neighborhood is geographically tied to the Park City entry experience. The scenic views that are currently afforded to those entering the City are a defining characteristic of our town and should be preserved and enhanced.

Currently, three sides of the Bonanza Park & Snow Creek Neighborhood are located within the Frontage Protection Zone (FPZ). The FPZ helps to preserve scenic view corridors by providing a significant landscaped buffer between development and highway uses and by restricting the location and height of structures in the zone. The FPZ also allows for future pedestrian and vehicular improvements along the highway corridors.

In addition to investigating measures that would strengthen the FPZ, the City should also look at ways to enhance the entry experience. This might include installing public art, improving lighting or adding other elements that would improve the entry corridors.

The subject area is located along the entry corridors as part of the Frontage Protection Zone. The proposal places two (2) 60 ft. from the ROW line along Kearns Blvd. (SR 248). The FPZ consists of the first 30 ft. being a no-build area and the remaining 70 ft., 100 ft. from the ROW line becomes a CUP for any buildings.

- **3.7: The aesthetic of the Bonanza Park area should be true to the current character and the vision.**

There are a four dominant architectural styles within the Bonanza Park district. The entryway along Park Avenue and Deer Valley Drive emphasizes the ties to the resort with repeated use of shed roofs, gables, and timbers. As one wanders to the center of the district, known locally as Iron Horse, a more industrial design is apparent, with split block, horizontal siding, and metal decorative elements, garage doors, and roofing. Residential areas have front porches with recessed garages. The commercial buildings are traditional with exterior materials of brick, stucco, or horizontal siding with symmetry of windows on the upper stories. The niches within the neighborhoods shall become more defined as the area is redeveloped.

The future MPD/CUP application would have to show a more defined character than the current dominant architectural styles within the District.

General Commercial (GC) District Compliance

Staff has made the following observations during this time and request the following items to be discussed with the Park City Planning Commission identified in bold: **Discussion**

Requested:

- **Uses.** All uses listed in [LMC § 15-2.18-2\(B\)](#) Conditional Uses require approval by the Planning Commission.

The MPD Pre-Application is submitted for Planning Commission review prior to submittal of the MPD Application. The applicant has not been specific as to the retail/commercial requested uses other than using general terms such as commercial spaces, office, and residential uses. The GC District allows these specific types of commercial, retail, and office uses:

- Hotel, Minor (16)
- Hotel, Major (17)
- Office, General (18)
- Office, Moderate Intensive (19)
- Office, Intensive (20)
- Office and Clinic, Medical and Veterinary Clinic (21)
- Financial Institution without a drive-up window (22)
- Commercial, Resort Support (23)
- Retail and Service Commercial Minor (24)
- Retail and Service Commercial, Personal Improvement (25)
- Retail and Service Commercial, Major (26)
- Café or Deli (27)
- Restaurant, General (28)

The GC District allows the following residential and retail conditional uses:

- Multi-Unit Dwelling (4)
- Retail and Service Commercial with Outdoor Storage (14)

- Retail and Service Commercial, Auto Related (15)

Conditional uses require approval of a Conditional Use Permit (CUP) by the Planning Commission. Staff is able to identify that the residential component will require a CUP application. All office uses are allowed. The retail/commercial uses are dependent upon use specificity. The required CUPs have not been submitted to the City for review. Staff acknowledges that the CUPs would be submitted in conjunction with the full MPD application and that all of the uses would be specified at the next stage.

Staff recommends adding a condition of approval to take place during the next formal stage consisting of the full MPD. Staff recommends that applicable CUPs be submitted concurrently with the full MPD application. This CUP includes the future conditional use of Multi-Unit Dwellings as well as other foreseen conditional uses. This MPD Pre-Application does not guarantee an approved CUP as specific CUP mitigating criteria has not been reviewed at this time.

Discussion Requested: Does the Planning Commission agree with Staff's finding regarding reviewing the full MPD concurrently with the foreseen CUPs?

LMC § 15-6-3 USES indicate the following:

A Master Planned Development (MPD) can only contain Uses, which are Permitted or Conditional in the zone(s) in which it is located. The maximum Density and type of Development permitted on a given Site will be determined as a result of a Site Suitability Analysis and shall not exceed the maximum Density in the zone, except as otherwise provided in this section. The Site shall be looked at in its entirety, including all adjacent property under the same ownership, and the Density located in the most appropriate locations. [...]

The underlined sentence above indicates that the when referring to site entirety, all adjacent property owner the same ownership is to be looked at. The applicant proposes a cross access directly west through private property towards an existing driveway/parking area of a strip mall known as *the Emporium*. This adjacent site is located at 1351 Kearns Blvd., parcel no. PCA-110-G-5-A and its current owner is listed as Emporium Properties LLC, which is controlled by the applicant of this MPD.

Discussion Requested: Does the Planning Commission find that the Emporium site also needs to be added to this Pre-MPD? Does the Planning Commission find that it would need to be added to the full-MPD? or because it has already been developed find that it should not be included in the either the Pre-MPD or the full-MPD? The applicant is

currently showing a cross access between properties at this time.

- Lot Size. No minimum lot size.

The subject site contains 224,801 square feet (approx. 5.16 acres). The proposed MPD also requires the re-platting of the nine (9) lots/parcels. In order for the site planning to work out as requested, the applicant would have to submit Plat Amendment/Subdivision application to be able to accommodate the requested buildings on each lot, etc. Furthermore, in order to be able to sell units individually, if requested, the applicant would have to submit Condominium Plat applications.

Staff recommends that the applicant shall apply for a Plat Amendment/Subdivision application concurrently with the full MPD application. The re-shifting of internal lot line would affect existing lot lines that would need to be shifted in order to place the proposed building on each corresponding site as well as setbacks areas that would have to be complied with. This MPD Pre-Application does not guarantee an approved Plat Amendment/Subdivision as specific subdivision codes have not been reviewed at this time.

Discussion Requested: Does the Planning Commission agree with Staff's finding regarding reviewing the full MPD concurrently with the Plat Amendment/Subdivision applications?

- Setbacks. The minimum setback around the exterior boundary of an MPD is twenty five feet (25') for parcels one (1) acre in size. The combined sites are approximately 5.16 acres. The Planning Commission may decrease the required perimeter Setback to the zone Setback if it is necessary to provide desired architectural interest and variation.

The minimum (zone) front yard setback is twenty feet (20') for all Main and Accessory Buildings and Uses. The twenty foot (20') Front Yard may be reduced to ten feet (10'), provided all on-Site parking is at the rear of the Property or underground. The minimum (zone) Rear Yard and Side Yard setbacks is ten feet (10').

Regarding perimeter setbacks, the applicant proposes 60 ft. from Kearns Blvd., 38 to 21 ft. along Bonanza Dr., 20 ft. from Munchkin Rd., and 10 ft. from the east neighboring site. While the proposal complies with the GC District (zone) setbacks, once the MPD application is submitted and deemed complete, the Planning Commission would have to make the findings for such setback reduction from the required 25 ft. for sites that are one (1) acre or bigger to the applicable zone setbacks.

The applicant has not shown any internal property lines at this time separating any of the buildings or sites. The applicant will have to demonstrate that all

lots line, if any, can accommodate required setbacks per the GC District.

The applicant assumes that the Planning Commission would allow construction within the Frontage Protection Zone (FPZ) at 60 ft. from the Kearns Right-of-Way (ROW)/north perimeter property line. The FPZ indicates that any construction within the FPZ located 30 to 100 ft. from the ROW/property line requires Planning Commission review through a filed CUP application. The applicant has not submitted such FPZ CUP application. Staff recommends adding a condition of approval indicating that a CUP FPZ application is submitted concurrent with the full MPD application as well as applicable CUP for residential and retail uses.

Discussion Requested: Does the Planning Commission agree with Staff's finding regarding reviewing the full MPD concurrently with the required FPZ CUP?

- Snow Release. Site plans and Building design must resolve snow release issues to the satisfaction of the Chief Building Official. This is a MPD Pre-Application request. Plans are not required to be shown in detail enough to determine such compliance. All buildings show a flat roof pitch except for Building C, F, and G.
- 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. This provision must not require changes in the Natural Grade on the Site.

This is a MPD Pre-Application request. Plans are not required to be shown in detail enough to determine such compliance. Once the MPD application is submitted, the Planning Department will be able to provide a thorough review.

- Building Height. The Building Height requirements of the Zoning Districts in which an MPD is located shall apply except that the Planning Commission may consider an increase in Building Height based upon a Site specific analysis and determination. At full MPD Application the Applicant will be required to request a Site specific determination and shall bear the burden of proof to the Planning Commission that the necessary findings can be made. In order to grant Building Height in addition to that which is allowed in the underlying zone, the Planning Commission is required to make the summarized findings:
 1. The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone required Building Height and Density...
 2. Buildings have been positioned to minimize visual impacts on adjacent Structures. [...]
 3. There is adequate landscaping and buffering from adjacent Properties and

Uses. [...]

4. The additional Building Height results in more than the minimum Open Space required...
5. The additional Building Height shall be designed in a manner that provides a transition in roof elements in compliance with Chapter 5, Architectural Guidelines...

The GC District indicates that no Structure shall be erected to a height greater than thirty-five feet (35') from Existing Grade. This is the Zone Height.

Applicable building height exceptions include:

- Gable, hip, and similar pitched roofs may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 or greater.
- 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).
- Water towers, mechanical equipment, and associated Screening, when enclosed or Screened, may extend up to five feet (5') above the height of the Building.
- 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.
- An Elevator Penthouse may extend up to eight feet (8') above the Zone Height.

This is a MPD Pre-Application request. Plans are not required to be shown in detail enough to determine such compliance. It appears that an increase in Building Height based upon a site specific analysis and determination will be requested as six of the seven (6 of 7) buildings are shown to have at least four (4) floors or more. Please note that the exact building height cannot be determined at this time as it has not been shown. Buildings A and C have been shown with a maximum of 5 floors each. Building F is currently proposed with a maximum of three (3) floors. The six (6) requested buildings with four (4) or more floors are likely to be over 40 ft., (35 ft. max. + exception #1 above).

Once the MPD application is submitted, the Planning Department will be able to provide a thorough review of the height as specified on the LMC MPD section and will be able to make a recommendation to the Planning Commission.

- 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 the Architectural Design Guidelines, LMC

Chapter 15-5.

This is a MPD Pre-Application request. Plans are not required to be shown in detail enough to determine such compliance. Architectural review includes prohibited architectural styles, design ornamentation, exterior wall and roof materials, roof shapes, window treatments, lighting, trash and recycling enclosures, mechanical equipment, patios and driveways, landscaping, and façade length and variation.

- Vegetation Protection. The Property Owner must protect Significant Vegetation during any Development activity. 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.

The submitted existing site plan shows vegetation mostly around the Park City Clinic site and behind Anaya's market. Most of the existing vegetation will be removed. The preliminary landscape plan / site plan Sheet MPD - 006 shows a significant amount of vegetation added throughout the entire project. The proposed vegetation includes 48 Austrian Pines, 91 Lanceleaf Cottonwoods, 74 Newport Flowering Plums, and 16 Patmore Green Ashes. An arborist report on the conditions of the existing trees as well as recommendations for replacement of any trees removed from the site should be required with the MPD application to address existing significant vegetation.

- Road Requirements and Design. LMC Chapter 7.3 – Requirements for Improvements, Reservations and Design contain road requirements and road design standards. Staff acknowledges that the pre-Application MPD process is not intended to find compliance with subdivision/plat amendment requirements and standards; however, the applicant's proposal contains a significant amount of property in the current form of nine (9) separate parcels with substantial items that would typically be addressed during the subdivision/plat amendment review process. These items include the five (5) vehicular access points on Kearns Blvd. and Bonanza Drive.

Staff recognizes that the subdivision road requirements and road design are currently intertwined with the current proposal. Staff further requests that the applicant submit their subdivision/plat amendment application concurrently with the MPD application to ensure that these road requirements and design standards are met. If the applicant does not bring the Subdivision/Plat Amendment application concurrently with the full MPD staff would then recommend that these standards plus any other applicable requirements be reviewed during the full MPD process.

Staff recognizes that the following items would need to be addressed concurrently with the full MPD application as a priority:

LMC § 15-7.3-4 ROAD REQUIREMENTS AND DESIGN

(A) LAYOUT REQUIREMENTS.

(1) GENERAL LAYOUT REQUIREMENTS.

[...]

(c) *In Business and industrial Developments, the Streets and other Access ways shall be planned in connection with the grouping of Buildings, location of rail facilities, and the provision of alleys, truck loading and maneuvering Areas, and walks and parking Areas so as to minimize conflict of movement between the various types of traffic, including pedestrian.*

[...]

(2) FRONTAGE ON AND ARRANGEMENT TO IMPROVED ROADS.

[...]

(b) *All Streets shall be properly integrated with the existing and proposed system of thoroughfares and dedicated Rights-of-Way as established in the Streets Master Plan.*

(c) *All thoroughfares shall be properly related to specific traffic generators such as industries, business districts, schools, churches, and shopping centers; to population densities; and to the pattern of existing, proposed, and future land Uses.*

[...]

(5) ACCESS TO ARTERIAL OR COLLECTOR STREETS.

Where a Subdivision borders on or contains an existing or proposed arterial or collector, the Planning Commission may require that Access to such Streets be limited by one of the following means:

(a) *The Subdivision of Lots so as to back onto the arterial or collector and front onto a parallel local Street; no direct Access shall be provided from the primary arterial or*

collector, and Screening shall be provided in a strip of land along the rear Property Line of such Lots.

(b) A series of Cul-de-sacs, U-shaped Streets, or short loops entered from and designed generally at right angles to such a parallel Street, with the rear lines of their terminal Lots backing onto the arterial or Collector Road.

Under General Layout Requirements section, not enough information has been provided to determine that the project minimizes conflict of movement between various types of traffic as the specified uses have not been determined. Staff recommends that this is taken care of during the full MPD application.

Under section 5 above, Access to Arterial or Collector Streets, the Planning Commission may require that Access to such Streets be limited by placing a parallel local street adjacent to the arterial/collector as no direct access is to be provided from the primary arterial/collector, and screening is to be provided.

Discussion Requested: Does the Planning Commission agree with Staff's finding regarding reviewing the full MPD concurrently with the Plat Amendment/Subdivision applications specifically regarding the subdivision road requirements and road design standards?

Does the Planning Commission agree with Staff that due to the site planning aspects the MPD is intertwined with Subdivision adopted Road Requirements and Road Design standards plus any other applicable requirements to be reviewed during the full MPD process?

MPD Application

At full MPD Application the City will expect the Applicant to address all of the MPD requirements outlined in LMC §15-6-5 which includes:

- | | |
|-----------------------|-----------------------------------|
| A. Density | H. Landscape/Street Scape |
| B. Footprint | I. Sensitive Lands Compliance |
| C. Setbacks | J. Employee/Affordable Housing |
| D. Open Space | K. Child Care |
| E. Off-street parking | L. Mine Hazards |
| F. Building Height | M. Historic Mine Waste Mitigation |
| G. Site Planning | |

Department Review

This project has gone through an interdepartmental review at a Development Review Committee meeting. The following concerns/comments were made during Development review:

Transportation Planning Department

1. *The Corridor Preservation Agreement between Park City and the Utah Department of Transportation (UDOT) states: “(5). Upon completion of the south development in the area between Homestake Rd. and Bonanza Dr., the existing non-signalized accesses shall be consolidated to promote safety and efficiency within the SR-248 corridor.” All access to the proposed development shall come from public streets Bonanza Drive, Woodbine Way, and/or Munchkin Drive.*
2. *What Transportation Demand Management [TDM] strategies are being proposed to reduce reliance on single occupant vehicles and accomplish General Plan Goals? Consider both infrastructure (bike racks, bike share, showers, transit stops, etc.), and strategies such as shared parking or limited/restricted parking for rental units, rideshare for employers, etc.*

The Corridor Preservation Agreement is attached as Exhibit C.

Staff recommends allowing the applicant to submit TDM strategies to be proposed during the full-MPD application. **Discussion Requested: Does the Planning Commission agree with Staff’s finding regarding that TDM strategies are to be reviewed during full-MPD application?**

Engineering Department.

1. *Storm Detention – The development must address the pre-development versus post-development detention of storm water onsite,*
2. *In cooperation with UDOT and corridor agreement, access directly to State Route 248 will not be allowed,*
3. *Bonanza Drive is an arterial street and as such, curb cuts are to be minimized,*
4. *Traffic impacts of the development – a traffic study will be required to further understand the developments impacts to the surrounding street and intersection network, and*
5. *The following Transportation Master Plan Goals have not been addressed/considered:*
 - *GOAL 1: Park City will have a multimodal transportation system with complete streets and balanced availability of pedestrian, bicycle, transit and auto travel,*
 - *GOAL 3: Park City’s residents, workers, day visitors and overnight guests will have efficient, direct and convenient regional transit connections from and to area resorts, Salt Lake and Utah Counties, and other communities of the Wasatch Back,*
 - *GOAL 4: Park City will have a complete and well-connected network of trails, bicycle lanes and sidewalks that supports safe, convenient and pleasant walking and bicycling to accommodate the needs of residents, visitors, and guests for short trips within the City and surrounding neighborhoods,*

- *GOAL 7: Park City's transportation system will contribute positively to public health and quality of life by achieving a high level of travel safety and by creating an environment that supports active living,*
- *GOAL 8: Park City's transportation system will contribute positively to improved environmental, social and economic sustainability of the community, and*
- *GOAL 9: Park City's transportation system will support development of clustered and diverse land use centers by providing convenient multimodal access to each center concurrent with its development.*

Discussion Requested. Staff recommends allowing the applicant to address storm detention, curb cuts to be minimized, and traffic impacts of the development during the full-MPD application.

Staff makes the following observations after reviewing sheet MPD – 004 Existing Site Plan and by walking the site:

- Kearns Blvd. (SR 248) has a high-back curb.
- Kimball Art Center site has two (2) curb cuts on SR 248 and another access points from the rear of the building directly off Munchkin Rd.
- Coffee kiosk/vacant site has one (1) curb cut on SR 248 leading towards Anaya's market connecting to Munchkin Rd.
- Park City Clinic site has one (1) curb cut on SR 248 identified as *for ambulance use only*.
- Bonanza Dr. has rolled curb.
- Bonanza Dr.'s rolled curb and lack of vegetated spaces along the street front/massive amount of impervious surface at the curb it appears to have a "sea of asphalt".
- The majority of the Maverick gas station's frontage along Bonanza Dr. is asphalt.
- The Park City Clinic site has an asphalt area (access) directly off bonanza adjacent to the gas station.
- The Park City Clinic site shared another asphalt area (access) with the Skis on the Run site.
- The majority of the Skis on the Run site's frontage along Bonanza Dr. is asphalt shared with the circulation of the Car Was site.
- The Car Wash site has two (2) access points.
- Anaya's market and the storage units sites have one (1) access point from Munchin Rd. and another directly from the coffee kiosk/vacant site from SR 248.
- The exterior perimeter contains a sidewalk on SR 248 and Bonanza Dr. There is no sidewalk on Munchkin Rd.

Discussion Requested: Does the Planning Commission agree with Staff's finding regarding that these items are to be reviewed during full-MPD application?

Staff finds that the outlined Transportation Master Plan Goals need to be address at Pre-Application MPD stage as General Plan compliance is to be found at Pre-Application stage. Does the Planning Commission agree with this?

Water Reclamation District

The Snyderville Basin Water Reclamation District (SBWRD) has indicated that since a utility plan for the proposal has not yet been submitted by the applicant, they are unable to comment but would provide comments after such plan is submitted for review prior to any formal approvals including a full MPD by the Planning Commission. The applicant has been made aware that they need to reach out to the District separately to ensure compliance with their approval process. The applicant has also been made aware that they are responsible of coordinating the efforts of the various review entities including the City, Water Reclamation District, etc.

Department of Public Utilities / Fire Marshall

Park City Municipal Corporation's (PCMC's) Department of Public Utilities as well as the Park City Fire Marshall, Building Dept., have indicated that since a utility plan for the proposal has not yet been submitted by the applicant, they are unable to comment but would provide comments after such plan is submitted for review prior to any formal approvals including a full MPD by the Planning Commission. The Department of Public Utilities request to identify at this time, that there are concerns with water supply, delivery, fire flow, pressure, demands (as provided by the Fire Marshall), etc., throughout the entire project based on the massing and number of stories being proposed that may exceed existing zoning requirements. The Department of Public Utilities requests that the utility plan to be submitted to the City for review also include how the utility system affects the neighborhood and the City. The utility plan to be submitted shall provide industry standards and shall be detailed enough for the Department of Public Utilities as well as other review entities to have them provide a full thorough review.

Fire District / Fire Marshall

The Park City Fire District has indicated that since a utility plan for the proposal has not yet been submitted by the applicant, they are unable to comment but would provide comments after such plan is submitted for review prior to any formal approvals including a full MPD by the Planning Commission. The Fire District requests to requests to identify at this time, that there are concerns with fire flows throughout the entire project based on the number of stories being proposed that exceed three (3). The Fire District and Fire Marshall, Building Dept., request to review an emergency vehicle access plan to be submitted including aerial operations, and height of the existing power lines and the exact height of the proposed buildings. The applicant has been made aware that they need to reach out to the Fire District separately to ensure compliance with their approval process and applicable codes. The applicant has also been made aware that they are responsible of coordinating the efforts of the various review entities including the City, Fire District, etc.

PCMC Environmental Division

Park City's Environmental Regulatory Program Manager indicated that the subject property is located within the Park City Landscaping and Maintenance of Soils Cover Ordinance (Soils Ordinance). Per the Ordinance all soil generated as part of development must either remain on site or be disposed of at an approved disposal facility. In addition, final landscaping must meet [Soils Ordinance Requirements](#).

Notice

On April 27, 2016, the property was posted and public hearing courtesy notices were mailed to property owners within three hundred feet (300'). Legal notice was published in the Park Record on April 27, 2016.

Public Input

No public input has been received by the time of this staff report.

Recommendation

Staff recommends the Planning Commission hold a public hearing and discuss preliminary compliance with the General Plan and the General Commercial (GC) District for the Bonanza Park East Master Planned Development (MPD) Pre-Application. The application is for a mixed-use development consisting of a total of 281,490 sf of floor area. The proposal includes commercial space on the first floor and office or residential uses on the upper levels with surface parking as well as one (1) level of underground parking. The proposal is to be located at 1401 & 1415 Kearns Blvd., 1415, 1635, 1665, 1685, & 1705 Bonanza Dr., 1420 & 1490 W Munchkin Rd. Staff recommends that following discussion and public hearing, the MPD Pre-Application Conference be continued to a future date.

Summary of Discussion Requested

General Plan:

- Goal 3: Park City will encourage alternative modes of transportation on a regional and local scale to maintain our small town character.
The main mode of transportation in Park City is vehicular. The proposal does not realign roads in this area but rather provides an internal vehicular system. The proposal does not address public transportation or bicycle network.
- Goal 5: Environmental Mitigation: Park City will be a leader in energy efficiency and conservation of natural resources reducing greenhouse gas emissions by at least fifteen percent (15%) below 2005 levels in 2020.
Should the applicant provide additional information regarding environmental mitigation?
- Goal 6: Climate Adaptation: Park City will implement climate adaptation strategies to enhance the City's resilience to the future impacts of climate change.
Staff considers this goal not applicable to the project. Does the Planning

Commission agree with this?

- Goal 7: Life-cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents.
Should the applicant provide residential specifics at this time to ensure compliance with this goal?
- Goal 12: Foster diversity of jobs to provide greater economic stability and new opportunities for employment in Park City.
Staff has not analyzed the percentage of existing spaces and how they related to existing jobs that would be removed by the redevelopment.
- Goal 13: Arts & Culture: Park City will continue to grow as an arts and culture hub encouraging creative expression.
Not applicable. Does the Planning Commission agree?
- Goal 14: Living within Limits: The future of the City includes limits (ecological, qualitative, and economic) to foster innovative sustainable development, protect the community vision, and prevent negative impacts to the region.
Not enough information submitted. Staff recommends that the applicant address this goal.
- 3.3 Bonanza Park: A model for sustainable redevelopment.
According to the General Plan, the entire neighborhood is to become a model for green sustainable redevelopment. The City is no longer pursuing the Bonanza Park Area Plan, which was supposed to be a blueprint for development and many of its principles were reflected/emphasized by the LEED-ND rating system. The Bonanza Park Area Plan was also to incorporate the highest ranking LEED-ND principles. Because the City was counting on the Bonanza Park Area Plan to assist this neighborhood in providing LEED-ND principles, the only remaining principle in the adopted General Plan specific statement is that that Bonanza Park Neighborhood will be a model for green, sustainable redevelopment in balance with nature as stated in this General Plan Neighborhood Section.
- 3.4 Bonanza Park: Connected via new roadways, sidewalks, trails and a park system.
As mentioned in this GP Neighborhood section the Bonanza Park Area Plan (not adopted) was to introduce ROWs opportunities, sidewalks, etc. The focus was to allow for alternative modes of transportation thereby creating "complete streets."
- 3.5 Bonanza Park: Explore as a central hub for public transportation.
The City was looking at this specific site as the central hub for public transportation in the Bonanza Park Area Plan which was not adopted. The proposal's vehicular access points divide the development in four (4) quadrants

due to the two (2) main access points from Kearns Blvd. to Bonanza Dr. and from Munchkin Rd. towards the same Bonanza Kearns connection. Staff is currently concerned with the driveway layout that might lead towards vehicles utilizing the driveway/access point to simply *cut-through* the site to avoid the traffic signal

General Commercial (GC) District

- Uses. All uses listed Conditional Uses require approval by the Planning Commission.
Does the Planning Commission agree with Staff's finding regarding reviewing the full MPD concurrently with the foreseen CUPs?
- The Site shall be looked at in its entirety, including all adjacent property under the same ownership, and the Density located in the most appropriate locations.
Does the Planning Commission find that the Emporium site also needs to be added to this Pre-MPD? Does the Planning Commission find that it would need to be added to the full-MPD? or because it has already been developed find that it should not be included in the either the Pre-MPD or the full-MPD?
- Plat Amendment/Subdivision application.
Does the Planning Commission agree with Staff's finding regarding reviewing the full MPD concurrently with the Plat Amendment/Subdivision applications?
- Setbacks.
Does the Planning Commission agree with Staff's finding regarding reviewing the full MPD concurrently with the required FPZ CUP?
- Road Requirements and Design.
Does the Planning Commission agree with Staff's finding regarding reviewing the full MPD concurrently with the Plat Amendment/Subdivision applications specifically regarding the subdivision road requirements and road design standards? Does the Planning Commission agree with Staff that due to the site planning aspects the MPD is intertwined with Subdivision adopted Road Requirements and Road Design standards plus any other applicable requirements to be reviewed during the full MPD process?
- What Transportation Demand Management [TDM] strategies are being proposed to reduce reliance on single occupant vehicles and accomplish General Plan Goals?
Does the Planning Commission agree with Staff's finding regarding that TDM strategies are to be reviewed during full-MPD application?
- Address storm detention, curb cuts to be minimized, including the Corridor Preservation Agreement, and traffic impacts of the development.
Should this be taken care of full-MPD application?
- The following Transportation Master Plan Goals have not been addressed.

Staff finds that the outlined Transportation Master Plan Goals need to be address at Pre-Application MPD stage as General Plan compliance is to be found at Pre-Application stage.

Exhibits

Exhibit A – Applicant’s Project Description

Exhibit B – MPD Pre-Application Plans

Exhibit C – Corridor Preservation Agreement

Links

GC District Allowed and Conditional Uses - LMC § 15-2.18-2(B):

- <http://www.parkcity.org/home/showdocument?id=219>

Soils Ordinance Requirements

- <http://52.26.130.11/home/showdocument?id=12550>



ELLIOTT WORKGROUP

November 4, 2015

Bonanza Park East

Project Description

The project site is located in the General Commercial Zone (GC). It is surrounded by GC zone and Recreation Open Space (ROS) zone on all property boundaries.

The project consists of a mixed-use development that primarily consists of commercial spaces on the first floor and office or residential uses on the upper levels of the project. Parking for the project is taken care of with surface parking and one level of underground parking.

The Master Planned Development as proposed uses less than 65% of the maximum density of the site and additionally has 51% open space. The increase in open space is achieved by a proposed incremental increase in height for the underlying zone.

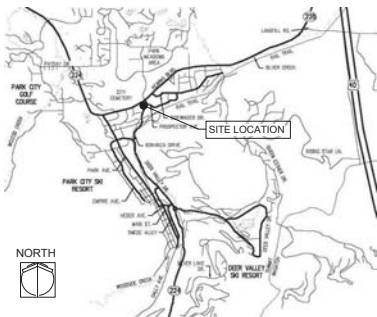


MJF 1998 Investment Partnership, LP Bonanza Park East

Kearns Blvd. & Bonanza Dr.
Park City, Utah 84068

Pre - MPD
November 4, 2015

VICINITY MAP



PROJECT CONTACT INFORMATION

OWNER	ARCHITECT	BUILDER
MJF 1998 INVESTMENT PARTNERSHIP, LP P.O. BOX 1450 PARK CITY, UT 84068 CONTACT: MARK FISHER	ELLIOTT WORKGROUP 354 MAIN STREET P.O. BOX 3419 PARK CITY, UT 84060 CONTACT: CRAIG ELLIOTT, AIA	
CIVIL ENGINEER	INTERIOR DESIGN	LANDSCAPE ARCHITECTURE
STRUCTURAL ENGINEER	PLUMBING ENGINEER MECHANICAL ENGINEER	ELECTRICAL ENGINEER

SERVICE CONTACTS

Rocky Mountain Power 201 South Main St, Suite 2300 Salt Lake City, UT 84111 (866) 870-3419	Qwest Phone Company Salt Lake City, UT (800) 922-7387
Park City School District 2700 Kearns Blvd Park City, UT 84060 (435) 645-5600	Park City Fire Department 730 Bitner Rd Park City, UT 84098 (435) 649-6706
Park City Municipal Corp 1354 Park Ave Park City, UT 84060 (435) 658-9471	Comcast Cable 1777 Sun Peak Dr. #105 Park City, UT 84098 (435) 649-4020
Questar Gas P.O. Box 45360 Salt Lake City, UT 84145 (800) 541-2824	Division of Water Quality 288 South 1460 East Salt Lake City, UT 84112 (801) 538-6146
Snyderville Post Office 6440 Hwy 224 Park City, UT 84098 (800) 275-8777	Snyderville Basin Water Reclamation District 2800 Homestead Rd Park City, UT 84098 (435) 649-7993

LMC ANALYSIS

Existing Zone
General Commercial (GC)

Total Site Area
5.16 Acres (224, 801 SQ FT)

Total Unit Equivalents (UE)
224, 301-57, 440 (30% Open Space)
=157, 361

157, 361 x 3 (Total Floor Levels)
=472, 083

472, 083 / 2000 (LMC 15-6-8 Unit Equivalents)
=236 Allowed UEs

Parking Required
LMC 15-3-11
See MPD-007 for Parking Analysis

***451 Spaces Required**
465 Spaces Proposed

MPD DRAWING INDEX

PRE MPD	MPD - 001	Cover Sheet
PRE MPD	MPD - 002	Aerial View
PRE MPD	MPD - 003	Project Surrounding Properties
PRE MPD	MPD - 004	Existing Site Plan
PRE MPD	MPD - 005	Site Suitability
PRE MPD	MPD - 006	Landscape / Site Plan
PRE MPD	MPD - 007	Proposed Parking Plan
PRE MPD	MPD - 008	Street Elevation - Kearns
PRE MPD	MPD - 009	Street Elevation - Bonanza
PRE MPD	MPD - 010	Street Elevation - Int. South
PRE MPD	MPD - 011	Street Elevation - Int. East
PRE MPD	MPD - 012	Elevations - Bldg A
PRE MPD	MPD - 013	Elevations - Bldg B
PRE MPD	MPD - 014	Elevations - Bldg C
PRE MPD	MPD - 015	Elevations - Bldg D
PRE MPD	MPD - 016	Elevations - Bldg E
PRE MPD	MPD - 017	Elevations - Bldg F
PRE MPD	MPD - 018	Elevations - Bldg G
PRE MPD	MPD - 019	Elevations - Bldg F
PRE MPD	MPD - 020	Elevations - Bldg G
PRE MPD	MPD - 021	Line Elevations Bldg A

MPD DRAWING INDEX

PRE MPD	MPD - 022	Line Elevations Bldg A
PRE MPD	MPD - 023	Line Elevations Bldg B
PRE MPD	MPD - 024	Line Elevations Bldg C
PRE MPD	MPD - 025	Line Elevations Bldg C
PRE MPD	MPD - 026	Line Elevations Bldg D
PRE MPD	MPD - 027	Line Elevations Bldg E
PRE MPD	MPD - 028	Line Elevations Bldg F
PRE MPD	MPD - 029	Line Elevations Bldg G
PRE MPD	MPD - 111	3D View 1
PRE MPD	MPD - 112	3D View 2
PRE MPD	MPD - 113	3D View 3
PRE MPD	MPD - 114	3D View 4
PRE MPD	MPD - 115	3D View 5

Pre - MPD
November 4, 2015

ELLIOTT WORKGROUP
Elliott Workgroup Architecture, LLC
354 Main Street, P.O. Box 3419
Park City, Utah 84060
(435) 649-9471 or (801) 415-1839
elliottworkgroup.com

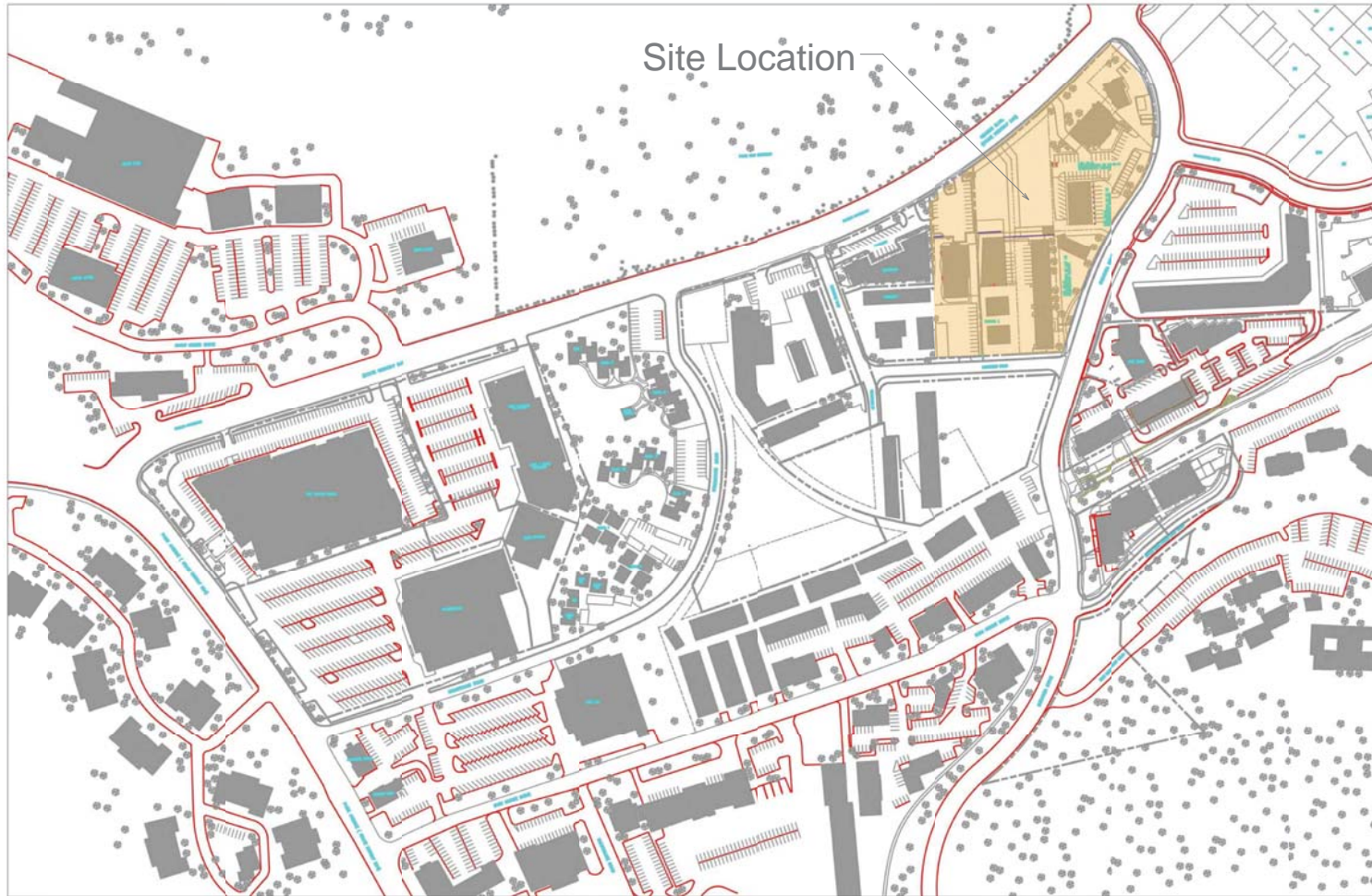
MJF 1998 Investment Partnership, LP
Bonanza Park East
Kearns Blvd. & Bonanza Dr.
Park City, Utah 84068

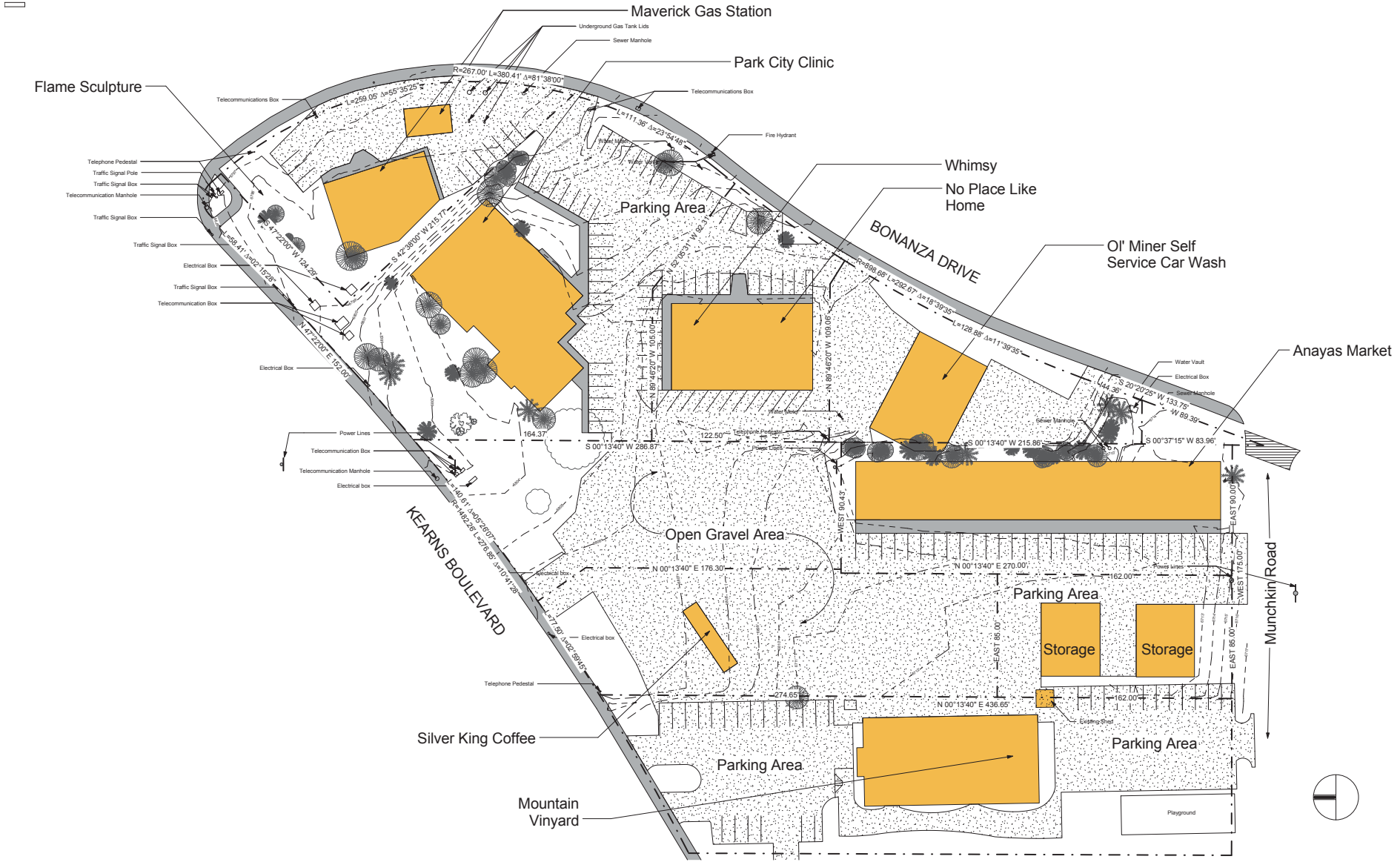
Cover Sheet

MPD - 001

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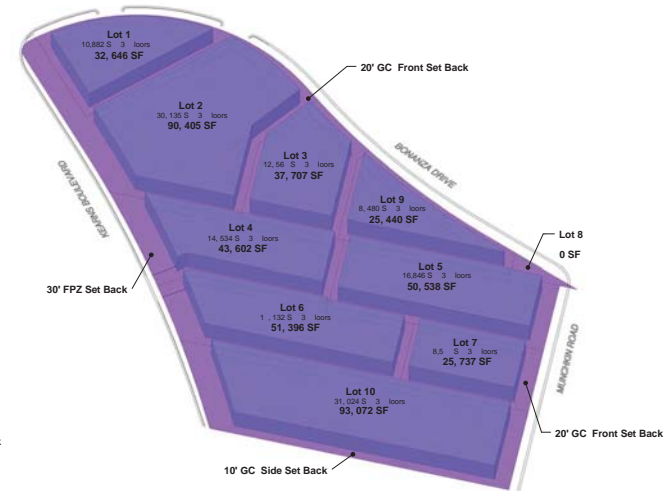


Property 224,801 S 100



Buildable Area 150,181 S 66.8

4,620 S 33.2



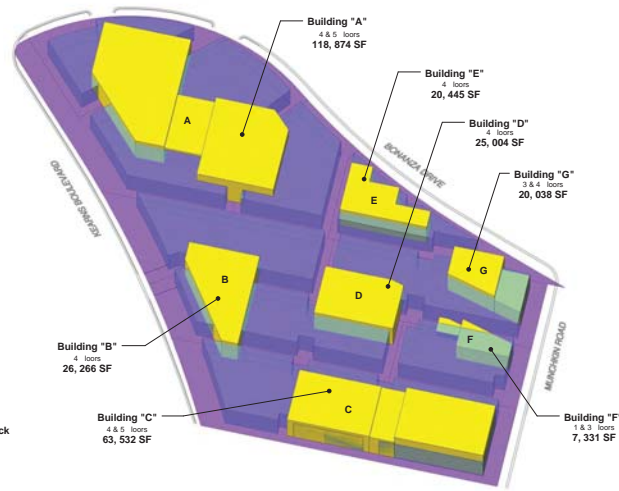
Buildable Volume 450,543 S

C one eight 40 35 5 Sloped oo MAXIMUM BUILDING DEVELOPABLE AREA



Buildable Volume 436,113 S

C one eight 40 35 5 Sloped oo MAXIMUM BUILDING DEVELOPABLE AREA



Proposed Buildings 281,400 S

PROPOSED BUILDING AREA



Proposed Open Space 108,841 S 48

53,55 S 24

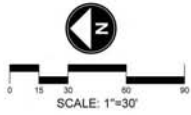


Building	Level	SQ. FT.	Use
Building "A"	Level 1	24,942 Sq. Ft.	Commercial
	Level 2	13,230 Sq. Ft.	Residential
	Level 3	14,731 Sq. Ft.	Office
	Level 4	14,731 Sq. Ft.	Residential
	Level 5	11,277 Sq. Ft.	Residential
TOTAL		118,874 SF	
Building "B"	Level 1	5,870.5 Sq. Ft.	Residential
	Level 2	6,865 Sq. Ft.	Residential
	Level 3	6,865 Sq. Ft.	Residential
	Level 4	6,865 Sq. Ft.	Residential
TOTAL		26,265.5 SF	
Building "C"	Level 1	5,688 Sq. Ft.	Hotel
	Level 2	6,748 Sq. Ft.	Commercial
	Level 3	14,045 Sq. Ft.	Hotel
	Level 4	14,784 Sq. Ft.	Hotel
	Level 5	7,485 Sq. Ft.	Hotel
TOTAL		62,632 SF	
Building "D"	Level 1	5,485 Sq. Ft.	Commercial
	Level 2	6,503 Sq. Ft.	Residential
	Level 3	6,503 Sq. Ft.	Residential
	Level 4	6,503 Sq. Ft.	Residential
TOTAL		25,004 SF	
Building "E"	Level 1	5,150 Sq. Ft.	Commercial
	Level 2	5,394 Sq. Ft.	Residential
	Level 3	5,141 Sq. Ft.	Residential
	Level 4	4,760 Sq. Ft.	Residential
TOTAL		20,445 SF	
Building "F"	Level 1	3,127 Sq. Ft.	Commercial
	Level 2	2,087 Sq. Ft.	Office
	Level 3	2,087 Sq. Ft.	Office
TOTAL		7,311 SF	
Building "G"	Level 1	5,156 Sq. Ft.	Commercial
	Level 2	5,630 Sq. Ft.	Office
	Level 3	5,630 Sq. Ft.	Office
	Level 4	3,622 Sq. Ft.	Office
TOTAL		20,038 SF	
TOTAL.....281,490 Sq.Ft.			

Softscape
Hardscape

PLANTING LIST	SYMBOL	SCIENTIFIC NAME	COMMON NAME	SIZE
1	(Green circle)	Pinus nigra	Austrian Pine	8"-10" High
2	(Purple circle)	Larix laricina	Larabet Spruce	2" Cal.
3	(Green circle)	Pinus strobus	Resort Spruce	2" Cal.
4	(Green circle)	Pinus strobus	Resort Spruce	2" Cal.

Note: There is a 2.7% slope across the site running from southwest corner to northeast corner.



Landscape / Site Plan
MPD - 006
November 4, 2015

Bonanza Park East
Kearns Blvd. & Bonanza Dr.
Park City, Utah 84098

Building "A"						
Level	SQ. FT.	SQ. FT. (25%)	Use	LMC Parking Ratio	Required Stalls	
Level 1	24,425 S. t.	18,069 S. t.	Commercial	5 stalls 1000 S	9 stalls	
Level 2	13,230 S. t.	223 S. t.	residential	1.5 stalls 1200 S	12.4 stalls	
Level 2	14,315 S. t.	11,048 S. t.	ice	3 stalls 1000 S	33 stalls	
Level 3	13,230 S. t.	223 S. t.	residential	1.5 stalls 1200 S	12.4 stalls	
Level 3	14,315 S. t.	11,048 S. t.	ice	3 stalls 1000 S	33 stalls	
Level 4	12,002 S. t.	9,001 S. t.	residential	1.5 stalls 1200 S	11.3 stalls	
Level 4	14,315 S. t.	11,048 S. t.	ice	3 stalls 1000 S	33 stalls	
Level 5	11,2 S. t.	8,458 S. t.	residential	1.5 stalls 1200 S	10.6 stalls	
TOTAL	118,874 SF				239.5 Stalls	

Building "B"						
Level	SQ. FT.	SQ. FT. (25%)	Use	LMC Parking Ratio	Required Stalls	
Level 1	5,615 S. t.	4,253 S. t.	residential	1.5 stalls 1200 S	5.3 stalls	
Level 2	6,865 S. t.	5,14 S. t.	residential	1.5 stalls 1200 S	6.4 stalls	
Level 3	6,865 S. t.	5,14 S. t.	residential	1.5 stalls 1200 S	6.4 stalls	
Level 4	6,865 S. t.	5,14 S. t.	residential	1.5 stalls 1200 S	6.4 stalls	
TOTAL	26,265.5 SF				24.5 Stalls	

Building "C"						
Level	SQ. FT.	SQ. FT. (25%)	Use	LMC Parking Ratio	Required Stalls	
Level 1	5,688 S. t.	4,266 S. t.	otel	1 stalls 800 S	5.3 stalls	
Level 1	5,465 S. t.	5,054 S. t.	Commercial	3 stalls 1000 S	15 stalls	
Level 2	14,045 S. t.	10,534 S. t.	otel	1 stalls 800 S	13.2 stalls	
Level 3	14,84 S. t.	11,088 S. t.	otel	1 stalls 800 S	13 stalls	
Level 4	14,84 S. t.	11,088 S. t.	otel	1 stalls 800 S	13 stalls	
Level 5	487 S. t.	5,614 S. t.	otel	1 stalls 800 S	0 stalls	
TOTAL	63,532 SF				68.8 Stalls	

Building "D"						
Level	SQ. FT.	SQ. FT. (25%)	Use	LMC Parking Ratio	Required Stalls	
Level 1	5,415 S. t.	4,121 S. t.	Commercial	3 stalls 1000 S	12.4 stalls	
Level 2	6,503 S. t.	4,8 S. t.	residential	1.5 stalls 1200 S	6.1 stalls	
Level 3	6,503 S. t.	4,8 S. t.	residential	1.5 stalls 1200 S	6.1 stalls	
Level 4	6,503 S. t.	4,8 S. t.	residential	1.5 stalls 1200 S	6.1 stalls	
TOTAL	25,084 SF				30.7 Stalls	

Building "E"						
Level	SQ. FT.	SQ. FT. (25%)	Use	LMC Parking Ratio	Required Stalls	
Level 1	5,150 S. t.	3,862 S. t.	Commercial	3 stalls 1000 S	11.6 stalls	
Level 2	5,345 S. t.	4,045 S. t.	residential	1.5 stalls 1200 S	6.1 stalls	
Level 3	5,141 S. t.	3,856 S. t.	residential	1.5 stalls 1200 S	4.8 stalls	
Level 4	4,465 S. t.	3,3 S. t.	residential	1.5 stalls 1200 S	4.5 stalls	
TOTAL	20,445 SF				26 Stalls	

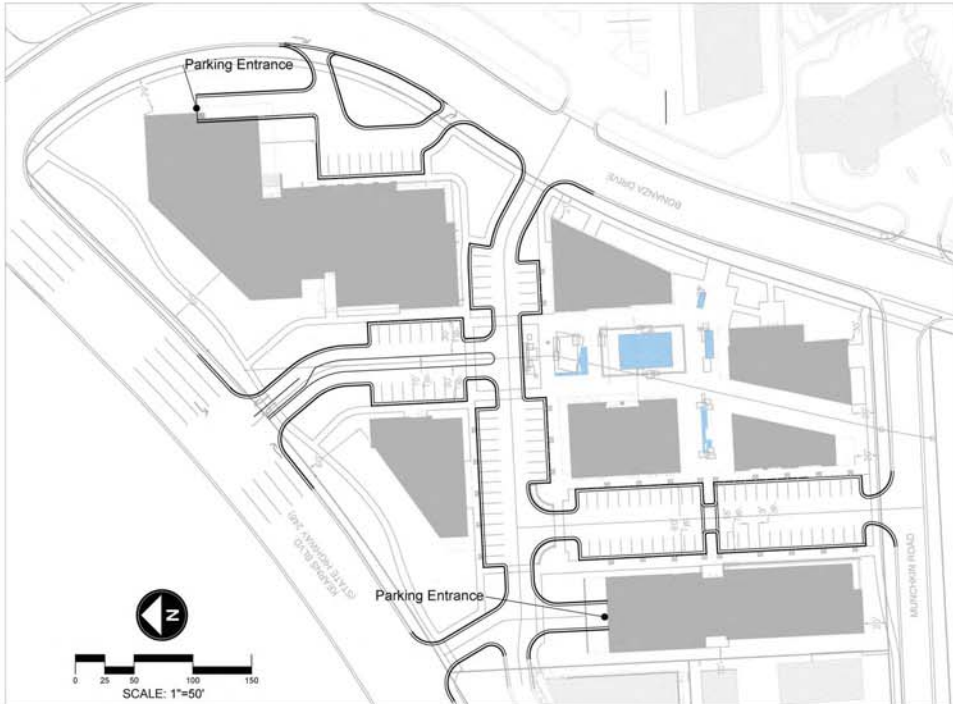
Building "F"						
Level	SQ. FT.	SQ. FT. (25%)	Use	LMC Parking Ratio	Required Stalls	
Level 1	3,15 S. t.	2,368 S. t.	Commercial	3 stalls 1000 S	1 stalls	
Level 2	2,08 S. t.	1,565 S. t.	ice	3 stalls 1000 S	4 stalls	
Level 3	2,08 S. t.	1,565 S. t.	ice	3 stalls 1000 S	4 stalls	
TOTAL	7,311 SF				14.5 Stalls	

Building "G"						
Level	SQ. FT.	SQ. FT. (25%)	Use	LMC Parking Ratio	Required Stalls	
Level 1	5,156 S. t.	3,862 S. t.	Commercial	3 stalls 1000 S	11.6 stalls	
Level 2	5,630 S. t.	4,225 S. t.	ice	3 stalls 1000 S	12 stalls	
Level 3	5,630 S. t.	4,225 S. t.	ice	3 stalls 1000 S	12 stalls	
Level 4	3,862 S. t.	2,896 S. t.	ice	3 stalls 1000 S	9.2 stalls	
TOTAL	20,298 SF				45.2 Stalls	

TOTAL...281,490 Sq.Ft.....451 Stalls

Required Parking
451 Stalls

Proposed Parking
351 Stalls Underground Structure
114 Stalls Surface Parking





See Elevation Bonanza Drive 2 for continuation

Bonanza Drive Elevation - 1

Escafe 1 1/16



See Elevation Bonanza Drive 1 for continuation

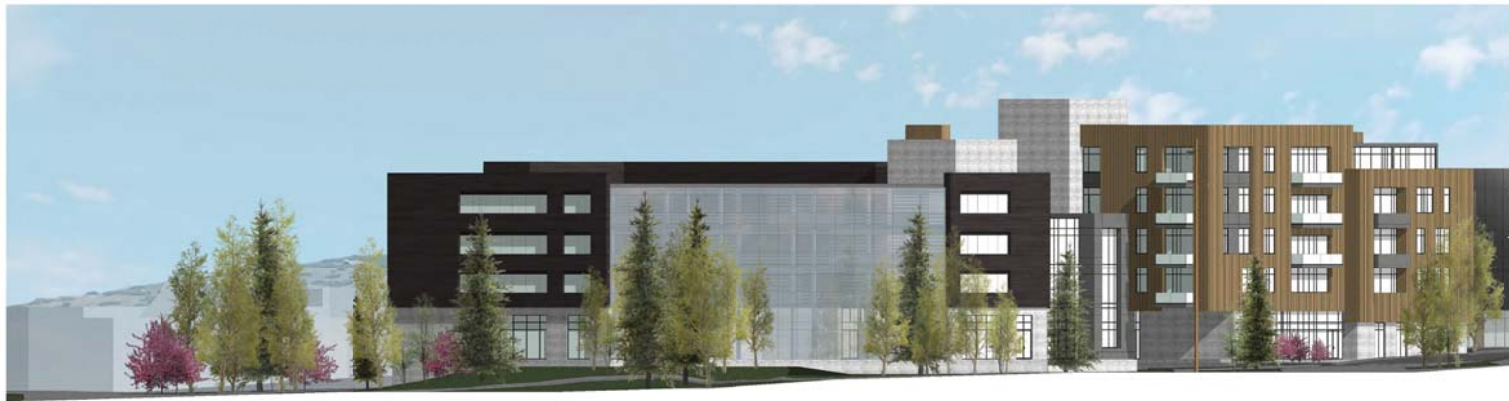
Bonanza Drive Elevation - 2

Escafe 1 1/16



Street Elevation - Bonanza
MPD - 00
November 4, 2015

Bonanza Park East
Kearns Blvd. & Bonanza Dr.
Park City, Utah 84068



See Elevation Kearns Boulevard 2, or continuation

earns Boulevard Elevation - 1

Scale 1 1/16



See Elevation Kearns Boulevard 1, or continuation

earns Boulevard Elevation - 2

Scale 1 1/16



Street Elevation - Kearns
 MPD - 008
 November 4, 2015

Bonanza Park East
 Kearns Blvd. & Bonanza Dr.
 Park City, Utah 84068



See Elevation Bonanza Drive 2 for continuation

Bonanza Drive Elevation - 1

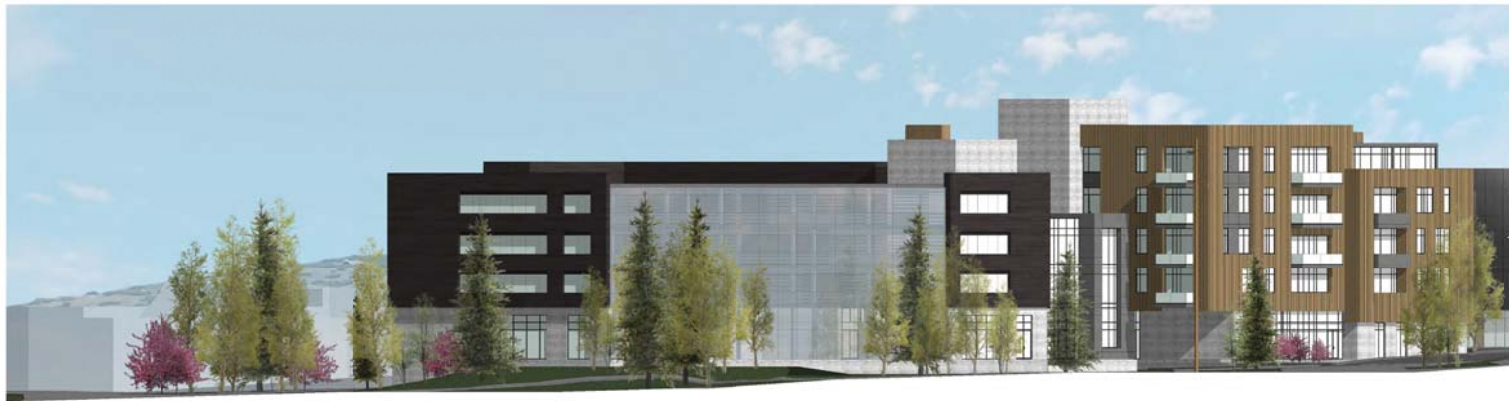
Scale 1/16



See Elevation Bonanza Drive 1 for continuation

Bonanza Drive Elevation - 2

Scale 1/16



See Elevation Kearns Boulevard 2, or continuation

earns Boulevard Elevation - 1

Escalate 1 1 16



See Elevation Kearns Boulevard 1, or continuation

earns Boulevard Elevation - 2

Escalate 1 1 16



Street Elevation - Kearns
 MPD - 008
 November 4, 2015

Bonanza Park East
 Kearns Blvd. & Bonanza Dr.
 Park City, Utah 84068



Interior South Elevation

Scale 1/16



Street Elevation - nt. South
MPD - 010
November 4, 2015

Bonanza Park East

Kearns Blvd. & Bonanza Dr.
Park City, Utah 84068



See Elevation East 2 for continuation

Interior East Elevation - 1

Scale 1 1/16



See Elevation East 1 for continuation

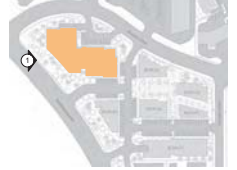
Interior East Elevation - 2

Scale 1 1/16



Building "A" Elevation North - 1

Scale 1" = 3/32"



Building "A" Elevation South - 2

Scale 1" = 3/32"





Building "A" Elevation East - 1

Scale 1" = 3/32"



Building "A" Elevation West - 2

Scale 1" = 3/32"



Elevations - Bldg A
 MPD - 013
 November 4, 2015

Bonanza Park East
 Kearns Blvd. & Bonanza Dr.
 Park City, Utah 84068



Building "B" Elevation North - 1

Scale 1" = 3/32"



Building "B" Elevation East - 2

Scale 1" = 3/32"



Building "B" Elevation South - 3

Scale 1" = 3/32"



Building "B" Elevation West - 4

Scale 1" = 3/32"



Elevations - Bldg B
MPD - 014
November 4, 2015

Bonanza Park East
Kearns Blvd. & Bonanza Dr.
Park City, Utah 84068



Building "C" Elevation North - 1

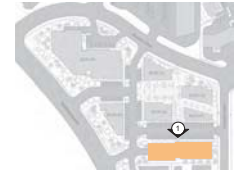
Scale 1" = 3/32"



Building "C" Elevation South - 2

Scale 1" = 3/32"





Building "C" Elevation East - 1

Scale 1" = 3/32"



Building "C" Elevation West - 2

Scale 1" = 3/32"



Building "D" Elevation North - 1

Scale 1" = 3/32"



Building "D" Elevation East - 2

Scale 1" = 3/32"



Building "D" Elevation South - 3

Scale 1" = 3/32"



Building "D" Elevation West - 4

Scale 1" = 3/32"





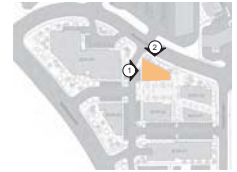
Building "E" Elevation North - 1

Scale 1" = 3/32"



Building "E" Elevation East - 2

Scale 1" = 3/32"



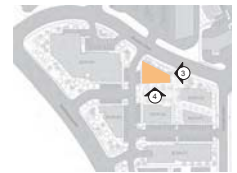
Building "E" Elevation South - 3

Scale 1" = 3/32"



Building "E" Elevation West - 4

Scale 1" = 3/32"





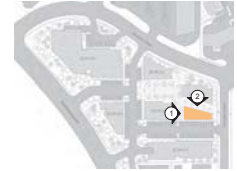
Building "F" Elevation North - 1

Scale 1" = 3/32"



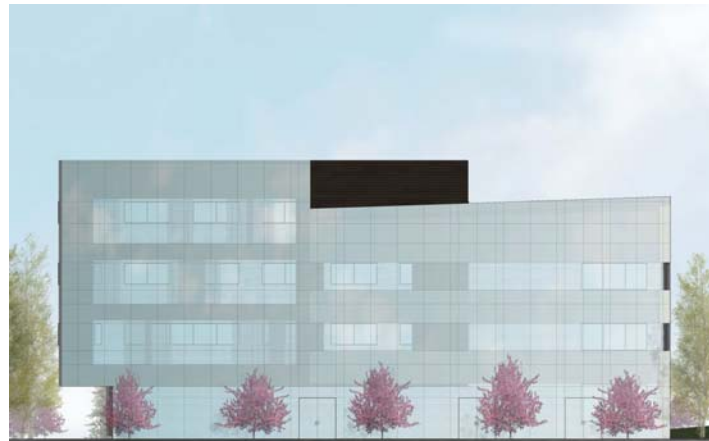
Building "F" Elevation East - 2

Scale 1" = 3/32"



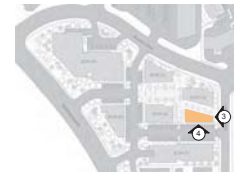
Building "F" Elevation South - 3

Scale 1" = 3/32"



Building "F" Elevation West - 4

Scale 1" = 3/32"





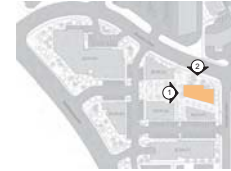
Building "G" Elevation North - 1

Scale 1" = 3/32"



Building "G" Elevation East - 2

Scale 1" = 3/32"



Building "G" Elevation South - 3

Scale 1" = 3/32"



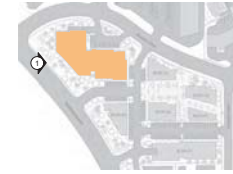
Building "G" Elevation West - 4

Scale 1" = 3/32"





1 Bldg A Elevation - North
SCALE: 3/32" = 1'-0"



2 Bldg A Elevation - South
SCALE: 3/32" = 1'-0"





1 Bldg A Elevation - East
SCALE: 3/32" = 1'-0"

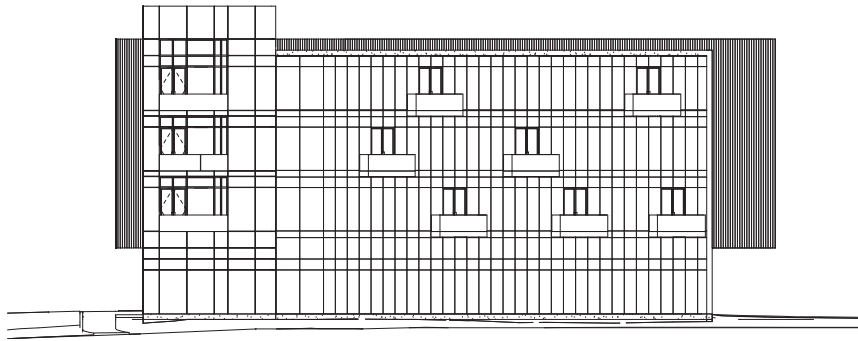


2 Bldg A Elevation - West
SCALE: 3/32" = 1'-0"

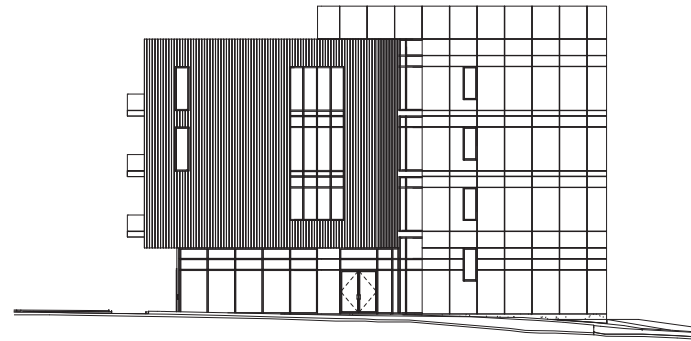


Line Elevations Bldg A
MPD - 022
November 4, 2015

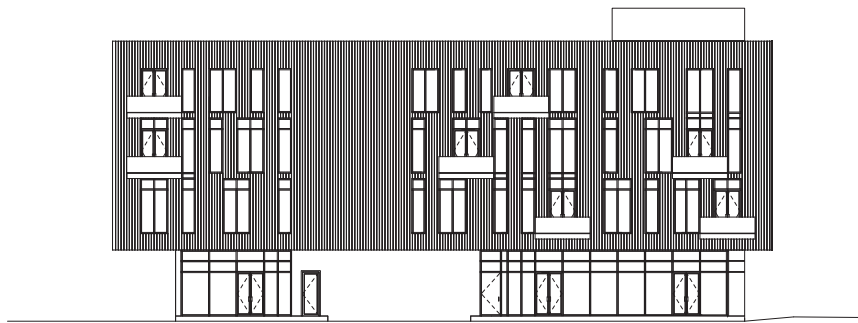
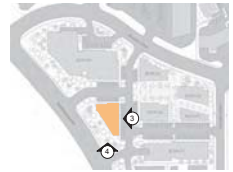
Bonanza Park East
Kearns Blvd. & Bonanza Dr.
Park City, Utah 84068



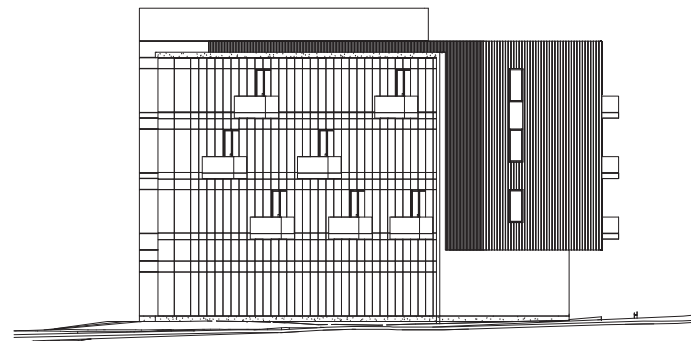
1 Bldg B Elevation - North
SCALE: 3/32" = 1'-0"



2 Bldg B Elevation - East
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3 Bldg B Elevation - South
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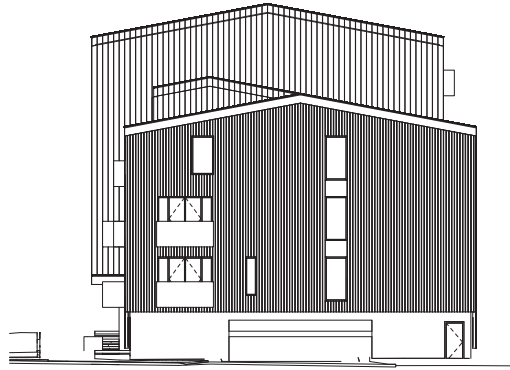


4 Bldg B Elevation - West
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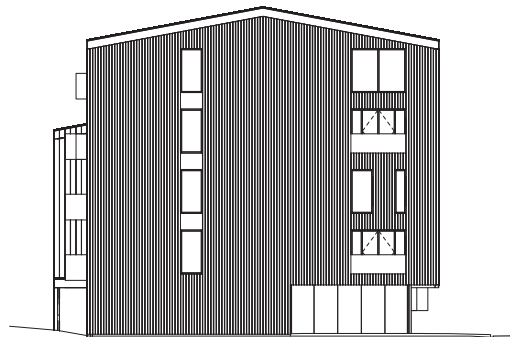


Line Elevations Bldg B
MPD - 023
November 4, 2015

Bonanza Park East
Kearns Blvd. & Bonanza Dr.
Park City, Utah 84068



1 Bldg C Elevation - North
SCALE: 3/32" = 1'-0"



2 Bldg C Elevation - South
SCALE: 3/32" = 1'-0"



1 Bldg C Elevation - East
SCALE: 3/32" = 1'-0"



2 Bldg C Elevation - West
SCALE: 3/32" = 1'-0"



1 Bldg D Elevation - North
SCALE: 3/32" = 1'-0"



2 Bldg D Elevation - East
SCALE: 3/32" = 1'-0"

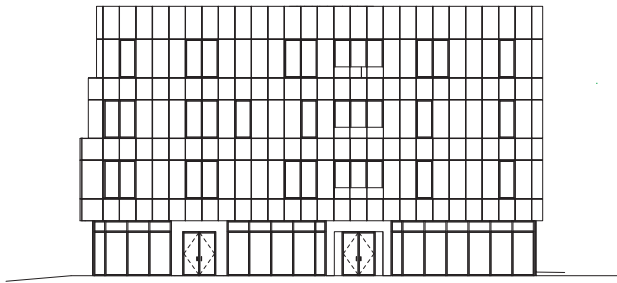


3 Bldg D Elevation - South
SCALE: 3/32" = 1'-0"



4 Bldg D Elevation - West
SCALE: 3/32" = 1'-0"

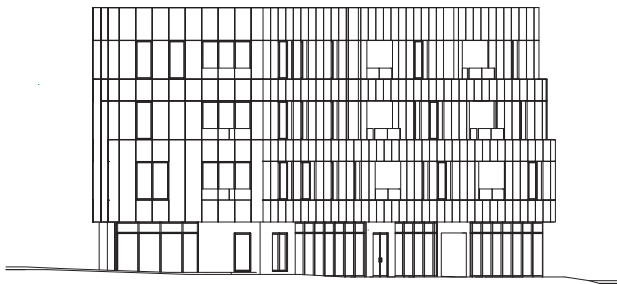




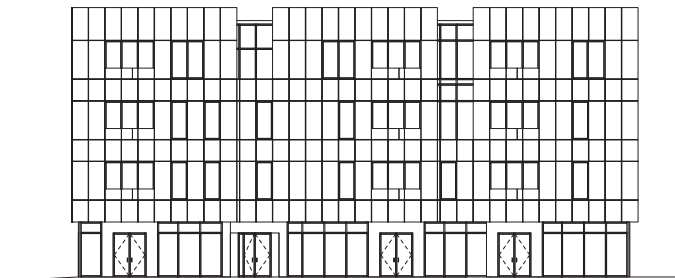
1 Bldg E Elevation - North
SCALE: 3/32" = 1'-0"



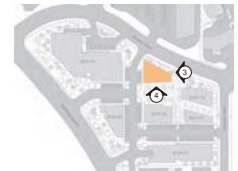
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SCALE: 3/32" = 1'-0"

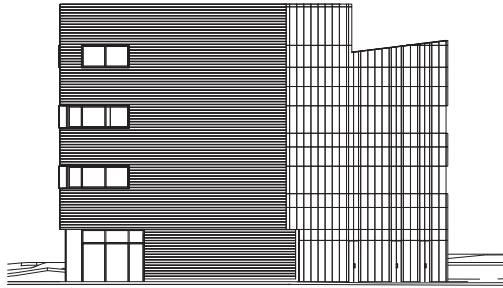


3 Bldg E Elevation - South
SCALE: 3/32" = 1'-0"

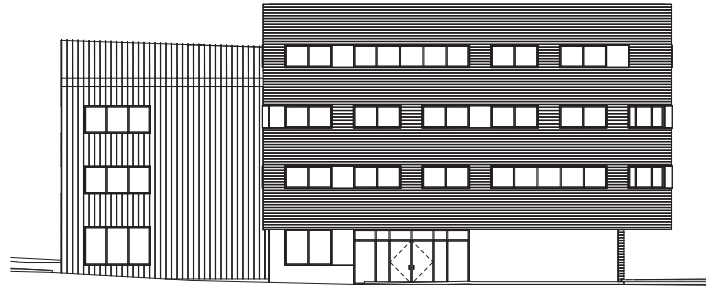


4 Bldg E Elevation - West
SCALE: 3/32" = 1'-0"





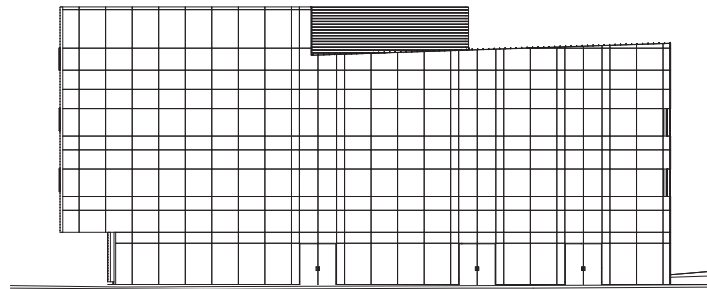
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2 Bldg F Elevation - East
SCALE: 3/32" = 1'-0"

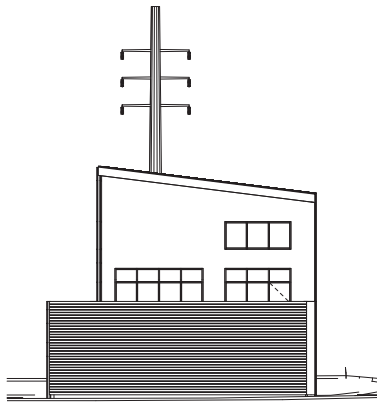


3 Bldg F Elevation - South
SCALE: 3/32" = 1'-0"

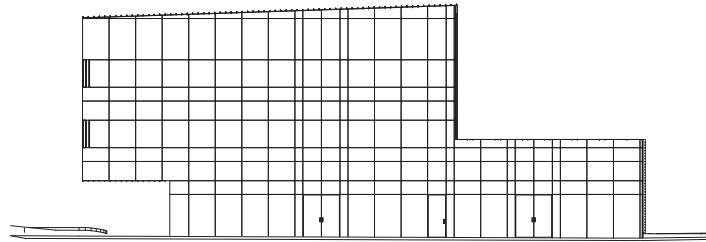


4 Bldg F Elevation - West
SCALE: 3/32" = 1'-0"

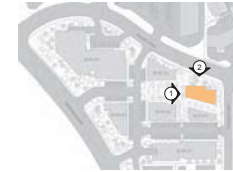




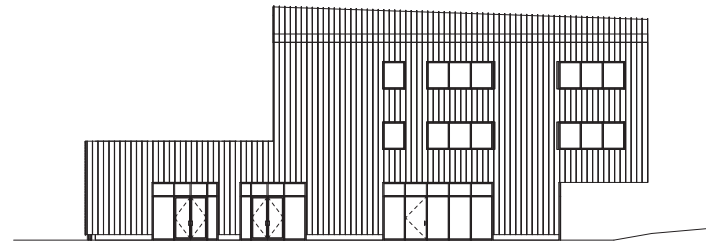
1 Bldg G Elevation - North
SCALE: 3/32" = 1'-0"



2 Bldg G Elevation - East
SCALE: 3/32" = 1'-0"



3 Bldg G Elevation - South
SCALE: 3/32" = 1'-0"



4 Bldg G Elevation - West
SCALE: 3/32" = 1'-0"





3D view of Building "A" from Kearns Blvd.



View from Munikin Rd. towards Plaza



View from Bonanza Dr. towards Plaza



ie ro earns Blvd. to ards Pla a



ie ro a ross earns Blvd.



State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.
Executive Director

CARLOS M. BRACERAS, P.E.
Deputy Director

March 9, 2007

Eric DeHaan, City Engineer
Park City Corporation
Marsac Municipal Building
PO Box 1480
Park City, Utah 84060

SUBJECT: Corridor Preservation on SR-248 in Summit County
UTAH DEPARTMENT OF TRANSPORTATION,
SUMMIT COUNTY AND PARK CITY

Dear Mr. DeHaan:

Attached is an original fully executed copy of the Corridor Preservation Agreement between UDOT, Summit County and Park City.

Sincerely,

A handwritten signature in cursive script that reads "Vicki Townsend".

Vicki Townsend
UDOT Region Two Contract Specialist

CC: Kris Peterson, Traffic Operations Engineer

6536

COOPERATIVE
CORRIDOR PRESERVATION AGREEMENT

THIS COOPERATIVE AGREEMENT, made and entered into this 1 day of ~~FEBRUARY~~ FEBRUARY, 2007, by and between the UTAH DEPARTMENT OF TRANSPORTATION, hereinafter referred to as "UDOT" and PARK CITY, ~~Municipal Corporation~~ Political Subdivision in the State of Utah, hereinafter referred to as the "City", and SUMMIT COUNTY, a ~~Municipal Corporation~~ Political Subdivision in the State of Utah, hereinafter referred to as the "County".

WITNESSETH:

WHEREAS, to facilitate traffic flow along the SR-248 corridor between S.R. 224 to US-40 Quinn's Jct., the parties hereto desire to designate specific access management and corridor preservation elements; and

WHEREAS, the parties hereto have determined by formal finding that regulation of intersection and access points for future highway improvements is not in violation of the laws of the State of Utah or any legal contract with the **City or County**.

THIS COOPERATIVE AGREEMENT is made to set out the terms and conditions whereunder said rights-of-way shall be preserved. This agreement is to replace the existing cooperative agreement for SR-248.

NOW THEREFORE, it is agreed by and between the parties hereto as follows:

(1). To facilitate traffic flow along the SR-248 corridor between S.R. 224 and US-40 Quinns Jct., the following locations are identified as locations for future traffic signal installation. Actual installation will be as determined by the criteria contained in enumerated paragraphs (2) and (6).

Homestake Rd.	Proposed
Bonanza Dr.	Existing
Park City High School (approximately midway between Bonanza and Comstock)	Proposed Pedestrian Signal
Comstock Dr.	Existing
Wyatt Earp Drive	Proposed
SR-248 at Old Dump Rd.	Proposed
SR-248 development signal (minimum ¼ mile west of US-40 SB offramp terminal)	Proposed

(2). The parties hereto agree that proposed traffic signals will only be installed at the locations specified in enumerated paragraph (1) in the herein described SR-248 corridor and only as they become warranted as defined by Chapter 4C of the Manual on Uniform Traffic Control Devices (FHWA, current edition), except as noted in enumerated paragraph (6). As agreed upon by the parties hereto, it is further agreed that it may be necessary to not allow unsignalized accesses between Old Dump Rd. to US-40 Quinn's Jct. The **City** and **County** shall develop any master plan in this area around this concept and the parties hereto shall work towards the common goal identified in this agreement. The parties hereto agree that up to two additional access points may be constructed on S.R. 248 east of U.S. 40 to access a planned Park and Ride lot subject to normal permitting by UDOT.

(3). In order to promote safety and efficiency within the SR-248 corridor, unsignalized accesses between Old Dump Rd. to US-40 Quinn's Jct. will be closed upon development and future signal installation as noted in enumerated paragraph (1).

(4). In order to promote safety and efficiency within the SR-248 corridor, unsignalized accesses between Wyatt Earp Way to Old Dump Rd. will be administered as per **UDOT's** access management requirements (Administrative Rule R930-6).

(5). Upon completion of the south development in the area between Homestake Rd. and Bonanza Dr., the existing non-signalized accesses shall be consolidated to promote safety and efficiency within the SR-248 corridor.

(6). In order to promote safety and efficiency along the SR-248 corridor, all other access to the corridor will be administered as per **UDOT's** access management requirements (Administrative Rule R930-6).

(7). Regarding development located westside of US-40 Quinn's Jct.:

(a). The northside development will be serviced by the future development signalized intersection located minimum $\frac{1}{4}$ mile from the US-40 SB offramp terminal. This future development signalized intersection will also serviced the southside development and road connection from Old Dump Rd. As agreed upon by the parties hereto, the signal may be warranted and built to coincide with the opening of this development. Any right-of-way acquisition, environmental clearance, design, and construction costs shall be paid by the developer.

(b). Upon completion of the northside development and the installation of the future development signalized intersection, the existing N.A.C. (National Ability Center) access will be closed.

(c). Upon completion of the southside development and the installation of the future development signalized intersection, existing non-signalized accesses will be closed.

(d). This agreement shall not be considered precedent-setting. It is not the general practice of the **UDOT** to warrant a signal before traffic volumes meet minimum thresholds as defined by Chapter 4C of the Manual on Uniform Traffic Control Devices (FHWA, current edition).

(8). Based upon future considerations and needs, this Cooperative Corridor Preservation Agreement may need to be amended from its original form and, therefore, any desires to amend this agreement shall require the concurrence of the parties hereto.

Corridor Preservation on SR-248 in Summit County
UTAH DEPARTMENT OF TRANSPORTATION,
SUMMIT COUNTY AND PARK CITY

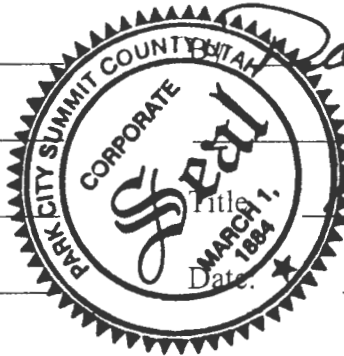
IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

ATTEST:

PARK CITY, a Municipal Corporation
of the State of Utah

[Handwritten Signature]

[Handwritten Signature]



Title CITY RECORDER

Title MAYOR

Date: 2/5/07

Date: 2/5/07

(IMPRESS SEAL)

ATTEST:

SUMMIT COUNTY, a Political Subdivision
Municipal

Corporation

of the State of Utah

[Handwritten Signature]

By *[Handwritten Signature]*



Title Summit County Clerk

Title Commission Chair

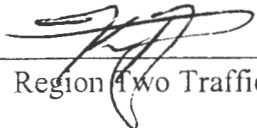
Date: 2/21/07

Date: 2/21/07

(IMPRESS SEAL)

Approved as to form
Summit County Attorney
By *[Handwritten Signature]*

RECOMMENDED FOR APPROVAL: UTAH DEPARTMENT OF TRANSPORTATION

By 
Region Two Traffic Engineer

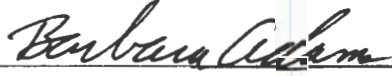
Date: 3-1-07

By 
Region Director

Date: 3/1/07

APPROVED AS TO FORM:

UDOT Comptroller Office
The Utah State Attorney General's
Office has previously approved all
paragraphs in this Agreement as to
form.

By 
Contract Administrator

Date: 3-6-07