

KIMBALL JUNCTION

Location

The Kimball Junction neighborhood contains property on both the east and west sides of SR-224. The east side is bordered on the north by I-80; on the east and south by the Swaner Nature Preserve; and on the west by SR-224. The west side is bordered on the north by I-80; on the east by SR-224; on the south by Summit County open space; and on the west by the Hi-Ute Ranch.

While the Utah Olympic Park is a separate neighborhood planning area, it has also been recognized in this plan because the connectivity between the two neighborhoods is critical.



Zoning

The zoning in this neighborhood is a combination of Rural Residential (RR), Community Commercial (CC), and Town Center (TC). The base density in the RR zone is 1 unit per 20 acres; the base density in the CC zone is determined by the ability of the development to meet all required development performance standards and criteria set forth in the Development Code. The base density in the TC zone is determined through the Specially Planned Area process and is memorialized through a Development Agreement.

Existing Development Agreement Areas

Each Development Agreement establishes project specific development standards that are unique and supersede the underlying base zoning requirements.



Kimball Junction East



Kimball Junction West

Neighborhood Description

The Kimball Junction neighborhood is the designated Town Center in the Snyderville Basin. It is the primary retail-commercial shopping district in the region. Recent developments have introduced new residential, workforce housing, lodging, entertainment, and social uses into the neighborhood beyond the original regional commercial business.

Kimball Junction is the arrival point for the greater Snyderville Basin-Park City region. Among the neighborhood's strengths are its proximity to several primary transportation corridors, its economic vitality, and the nearby open space and recreation amenities.



Despite the neighborhood's positive attributes, four decades of zoning administration, land use litigation, and site specific-Development Agreements have resulted in a number of significant challenges. These challenges include a marginal sense of arrival, poor neighborhood interconnectivity, a hostile pedestrian environment, and a weak public realm.

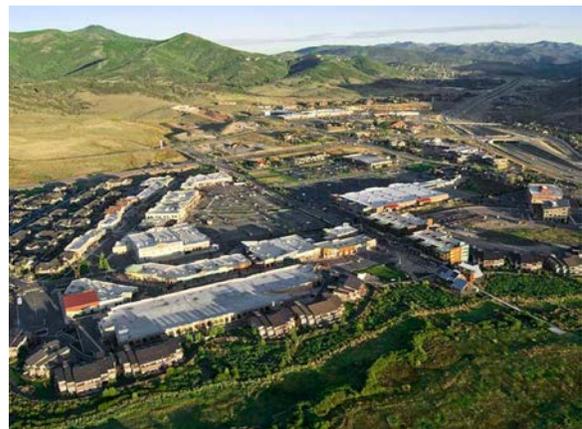
One of the most prominent challenges is traffic congestion. The design principles addressed throughout this plan provide opportunities to address the efficiency of traffic flow through SR-224.



On-going engagement with community members, the Planning Commission, and County Council has identified a number of potential opportunities to address and enhance the Kimball Junction's built environment. These opportunities include:

- **Improving the flow of the regional through traffic;**
- **Strengthening the neighborhood's mix of uses;**
- **Reestablishing a traditional; neighborhood building-street pattern;**
- **Centralizing parking;**
- **Bettering the overall neighborhood connectivity and walkability;**
- **Enhancing and expanding community and civic spaces;**
- **Improving the visual quality of built environment; and**
- **Promoting community participation in the neighborhood planning process.**

A number of fundamental planning and community design principals have been established for the Kimball Junction neighborhood to achieve these opportunities. These concepts and associated illustrations are presented in the following pages of this Snyderville Basin General Plan section.



Create a Mixed-Use Neighborhood

Mixed-Use neighborhoods are designed with people in mind. They are “Places”. They are places where residential, retail, service, and civic uses are connected by a network of public spaces. Mixed-Use neighborhoods promote efficiencies in people, services, mobility, and infrastructure.



Key Action Points

Amend the Snyderville Basin Development Code to establish a **mixed-use zoning district** targeting a **broad palette** of residential uses, workforce housing, retail, service, civic, and multi-modal transit uses. Consider using this zone as a rezoning tool for redevelopment and new **infill development proposals**.

Amend the Snyderville Basin Development Code to create a **Master Planned Development** process to achieve greater design flexibility and **incentivize workforce housing**, multi-modal facilities, and parking mitigation.

Amend the Snyderville Basin Development Code’s existing Community Commercial zoning district to **strengthen performance standards** relating to connectivity to the public realm, multi-modal transportation and related facilities, and parking mitigation.

Audit and re-evaluate existing Development Agreements and consider strategic amendments that increase mixed-use, workforce and attainable housing, multi-modal connectivity, and parking mitigation.

Enhance and expand civic space and community activity areas both in and around the Richins Building/Transit Center and in other locations where neighborhood service, people, and **community social interaction can be connected**.



Create a People Oriented Built Environment

Establishing a more traditional street and building environment will ensure priority is given to the needs of pedestrians rather than the movement of vehicles. Traditional streets are not dominated by large parking lots, blank building walls, service areas, and utility infrastructure. Creating buildings with a continuous active edge, with doors and windows opening onto the street, and parking located behind and/or underneath the buildings can help encourage comfortable pedestrian activity. The goal should be to accommodate vehicles in an environment built for people.



Key Action Points

Ensure all new development proposals are designed to **first accommodate pedestrians, rather than vehicles**. Developers should provide a written narrative describing how this is accomplished as part of the application submittal requirements.

Developers should not only consider pedestrian connectivity within their development, but also those **connections to existing routes and adjacent developments**.

Encourage property owners of existing developed projects to **enhance the pedestrian experience**. Elements could include: updating existing infrastructure, such as adding missing sidewalk connections or adding bike lanes, relocating utility boxes, adding benches, and landscaping to create gathering areas.

Explore opportunities within Kimball Junction to **convert streets either permanently or seasonally for pedestrian traffic**.

Require that all new development proposals include provisions to ensure a **comfortable pedestrian experience**. Items such as benches, landscaping for shaded areas, and trash/recycling receptacles should not be an afterthought.

Support ongoing education and training opportunities for the Planning Commission, Design Review Committees, and the public at large to educate them on **traditional street and building design concepts**.



Achieve a Seamlessly Connected Neighborhood

Successful neighborhoods are designed to connect people to where they want to go in a simple, safe, comfortable, and enjoyable manner.



Key Action Points

Think of streets and pedestrian connections as places. Design them accordingly.

Place highest density where access to **transit and active-transportation** is best.

Partner with UDOT and Park City Municipal Corporation to update the 2012 SR-224 Corridor Study and analyze and identify specific projects and programs to **improve regional north-south vehicular flow through the neighborhood.** Enhance safe pedestrian, bicycle, transit, and vehicular connection between the east and west sides of the neighborhood and beyond.

Partner with UDOT and property owners to complete a **connectivity study** to analyze existing traffic patterns, volumes, land uses, directness of routes, existing and future transit routes, and **active-transportation corridors.**

Complete the Active Transportation Plan to increase walking, biking, and other non-motorized opportunities.

Amend the Summit County Code to implement a **Complete Streets** ordinance to ensure public rights-of-way are designed and constructed to **accommodate all anticipated users** including pedestrians, bicyclists, transit users, motorists, and service/delivery vehicles.

Implement Transportation Demand Strategies to **increase overall system efficiency of the neighborhood transportation system**; reduce single-occupant vehicle (SOV) trips and shift SOV trips out of peak periods by providing incentives and information to encourage and help individuals modify their travel behavior at peak periods.

Explore aerial tramway/gondola connections between Kimball Junction and the Utah Olympic Park.

Create a Walkable Neighborhood

Human beings became bipedal nearly two million years ago. We are good walkers. Successful neighborhoods should be designed to reflect this skill. Walkable neighborhoods foster a diversity of people, uses, and experiences. They are easier to move to, move through, and move around. Mixed-Use neighborhoods create a greater sense of community.



Key Action Points

Promote mixed-use developments with people in them throughout the day.

Develop additional above or below-ground pedestrian and non-motorized linkages across SR-224. **Connect the east and west sides of the neighborhood** and integrate uses.

Consolidate parking areas.

Strategically locate consolidated parking areas proximate to **transit facilities and primary pedestrian corridors**.

Complete, adopt, and implement the **Park City-Summit County Active Transportation Plan**.

Create a sense-of-arrival at the SR-224/I-80 gateway which introduces a network of highly visual cues that direct people to destinations, services, parking, transit, pedestrian, and other non-motorized mobility routes.

Complete, adopt, and implement the **Park City-Summit County Wayfinding Plan**. The plan should create a full range of wayfinding infrastructure for users of all ages and abilities using **evolving communication technologies and media**. The plan should also enhance both legibility and understanding of the neighborhood and help **minimize clutter**.

Prohibit drive-thru businesses, gas stations, car lots, and blank building walls along primary pedestrian and non-motorized routes.

Install bicycle facilities, including but limited to aid/repair stations, bicycle lockers, and racks.

Develop public space along pedestrian and non-motorized routes that are **safe and desirable to be in**. Enliven these spaces with public art and activities.

Develop Centralized Parking Facilities

Parking lot location is significant in influencing transportation habits, since almost all car trips start and end in a parking space. When parking is concentrated in an appropriately located facility, it frees space for more offices, restaurants, stores, parks, and landscaped areas for people to gather.



Key Action Points

Parking facilities should be located near developments that generate significant movement so that **the need to travel in an automobile will be minimized** and the use of sustainable transportation modes can be maximized.

Conduct a design analysis of the Kimball Junction area to determine traffic patterns, pedestrian patterns, and appropriate locations for centralized parking facilities.

Amend the Snyderville Basin Development Code to **provide developers with incentives** to build centralized parking facilities through the Master Planned Development process.

Require centralized parking facilities to be integrated into the transit infrastructure to **ensure easy access to the public transit system and pedestrian network**.

Design parking facilities to meet the needs of **multiple stake holders**.

Incorporate alternative parking solutions such as valet parking or mechanical lift systems to mitigate the impacts and needs of multiple users on the structure.

Design structures to **blend architecturally** with the surrounding area.

Incorporate **revenue generating commercial uses** into the street level of parking facilities.

Incorporate **charging stations and other facilities for ultra-low emission vehicles**.

Create safe and secure facility layouts that minimize conflicts between traffic, cyclists, and pedestrians.

Provide a Variety of Housing Choices

Housing Choice is a key component of a strong and healthy community. Kimball Junction housing will meet the diverse needs of the region in a variety of forms that responds to our local context. Providing a variety of housing options with a wide range of affordability gives people of all social and economic backgrounds the opportunity to live in a quality built environment.



Key Action Points

Integrate more housing into Kimball Junction to **create a livable community**.

Update the existing affordable housing regulations in the Snyderville Basin Development Code. Regulations should require developers to build affordable units instead of contribute in lieu fees.

Continue work with various County entities and departments to prepare and **adopt a Needs Assessment** to assess the housing needs of Kimball Junction. The Needs Assessment should:

- Identify the scale and mix of housing and the **range of housing types** that the Kimball Junction population is likely to need over the plan period.
- Address the need for different groups in the community such as, but not limited to, **families with children, the elderly, and people with disabilities**.
- **Establish realistic assumptions** about the availability, suitability and the economic viability of land to meet the identified need for housing over the plan period.

Modify the Snyderville Basin Development Code density requirements to **promote housing in a mix of housing types** to appeal to a broad market, to promote diversity and make Kimball Junction accessible to a wide variety of people.

Develop design guidelines or Code regulations that **encourage quality construction** that contributes to public spaces, such as windows and doors at the street level, stoops and porches, patios, balconies, and **high quality building materials**.

Evaluate the County permitting and fees to **promote an efficient approval process**.

Make Visual Quality a Top Priority

How a neighborhood looks affects how residents feel about where they live, work, and recreate. Creating a sense of place greatly depends on the quality of the buildings and the spaces around them. Uncluttered and well-maintained areas that are designed for a variety of experiences will help create places that are lively and pleasant to use.



Key Action Points

Implement a Master Planned Development process to ensure the visual quality of **development is integrated** appropriately into the surrounding context.

Encourage owners of existing developed properties to amend Development Agreements and associated design advisory documents to achieve **higher visual quality**.

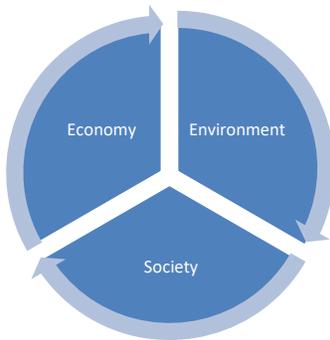
Create a **voluntary peer review program** to review projects through the **collective experience and knowledge of Kimball Junction** held by local designers and architects. Key themes could vary depending on the project scale, but would typically be structured around:

- Building **location, height, scale**, and architecture.
- **Public realm**, including public spaces and landscaping elements.
- **Ensuring that all details of a project are reviewed** and taken into consideration upfront, not as an afterthought (e.g. mailbox locations, utility box locations, public furniture locations, and dumpster locations).
- **Enhance both legibility and understanding of the neighborhood** and minimize clutter.
- Consider how a **climate responsive design** would influence the physical nature of the built environment.

Support ongoing education and training opportunities for the Planning Commission, Design Review Committees, and the public at large to educate them on the **value of good design**.

Create a Sustainable Community

Sustainable Growth is more than promoting environmentally friendly policies and regulations; it is about making positive economic, environmental and social progress for this and future generations.



Key Action Points

Support Summit County's transition to a **low carbon future** in a changing climate, encourage the **reuse of existing resources**, including adaptive reuse of existing buildings, and **encourage the use of renewable resources**.

Promote the vitality of Kimball Junction's main commercial spaces and protect the natural areas around them.

Amend the Snyderville Basin Development Code to better **conserve and enhance the natural environment**, to reduce pollution and protect steep slopes, ridgelines, riparian corridors, and ground water.

Amend the Snyderville Basin Development Code to enhance recycling requirements for construction, demolition, and existing development.

Amend the Snyderville Basin Development Code to **enable the reuse of land** that has been previously developed, provided it is not of high environmental value.

Support a pattern of development which **facilitates the use of a variety of sustainable modes of transportation**.

Locate developments that generate significant movement where the **need to travel will be minimized** and the use of sustainable transportation modes can be maximized.

Contribute to building a strong, responsive and competitive economy, by ensuring that the Snyderville Basin General Plan and Development Code support **appropriate growth and innovation**.

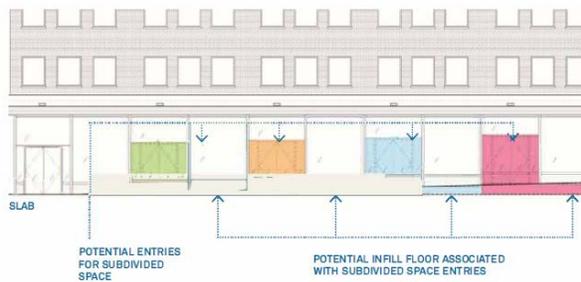
Support **strong, vibrant and healthy communities**, by providing the supply of housing required to meet the needs of present and future generations.

Create a **high quality built environment**, with accessible local services that reflect the community's needs and support its health, social, and cultural well-being.

Design for Change

Development needs to be flexible enough to respond to future changes in demography and lifestyle. This means designing for energy and resource efficiency, creating flexibility in the uses of property, public spaces and service infrastructure, and introducing new approaches to transportation, traffic management and parking.

Sample Design Guide



Sample Context Analysis



1. This development has excellent walking routes within the site, and is well connected to the town center.
2. The project offers a whole range of 'live-work-play' opportunities.
3. This mixed use development offers a choice in terms of housing types, modes of transportation and lifestyle.
4. Residents' facilities, including gymnasium, sauna and spa, help to provide a sense of community.
5. The retention of mature trees and the refurbishment of existing buildings add a sense of heritage, character and identity to the development.

Key Action Points

Promote adaptability through development that can respond to changing social, technological and economic conditions. Projects will be **required to demonstrate** that they work now and into the imagined future. Phased projects will be required to demonstrate how each phase will contribute to an **increasing level of success**.

Promote diversity and choice through a mix of compatible developments and uses that work together to create **viable places** responding to local needs. Projects will be required to demonstrate how the proposed spaces, places and uses relate to each other, and how they will **successfully integrate** into the neighborhood context.

Promote **successful places** that meet a variety of demands from the widest possible range of users, amenities and social groups. **Prioritize accessibility** and require public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including the disabled, the elderly and the very young.

Create **design advisory documents** and checklists for mixed use developments that **promote critical success factors**. Where necessary, **update existing standards** to address contradictory requirements of the Development Code and existing Development Agreements. For example; height limitations may inhibit the utility of ground floor retail spaces that would otherwise facilitate a variety of tenant buildouts.

Recognize that both **the natural and developed worlds continually evolve**. In order to create a successful built environment, promote a culture of **continuous learning and adaptability** to such change.

Neighborhood Engagement

Successful plans must always include a quality neighborhood engagement effort. Plans fail when property owners, neighborhood residents and other important community stakeholders feel left out of the neighborhood planning and design implementation process.



Key Action Points

Identify and involve the people and organizations with an interest in the **focus of the engagement**.

Identify barriers to **public participation** and engage all segments of the community.

Create a **Community Engagement-Public Hearing Guide** to educate community members on the planning and design processes. Provide tools and assistance to community members so they can be **pro-active and effective partners** in the neighborhood re-creation.

Gather evidence of the needs and available resources and use this to agree to the **purpose, scope, and timescale** of the engagement and the actions to be taken.

Use clear procedures to **enable the participants to work with one another** efficiently and effectively. Ensure **necessary information is communicated** between participants.

Provide resources to participants so they can actively develop the skills, knowledge, and confidence to **provide quality ideas and solutions**.

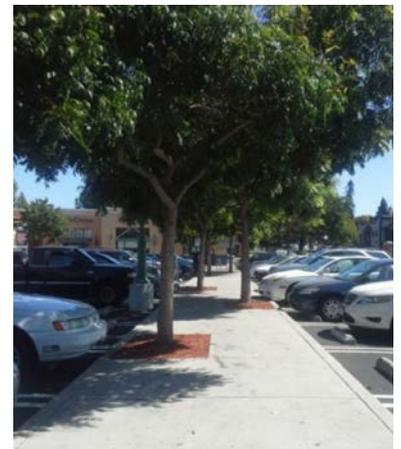
Ensure that the **results of the neighborhood engagement are provided to the wider community** and any agencies affected.

Develop new or collaborative ways of implementing neighborhood planning efforts.

Recognize that a **clear vision of what would make a better neighborhood** can only be achieved if the “how” is described. Leaders need to be motivated to make hard choices to implement the “how”.

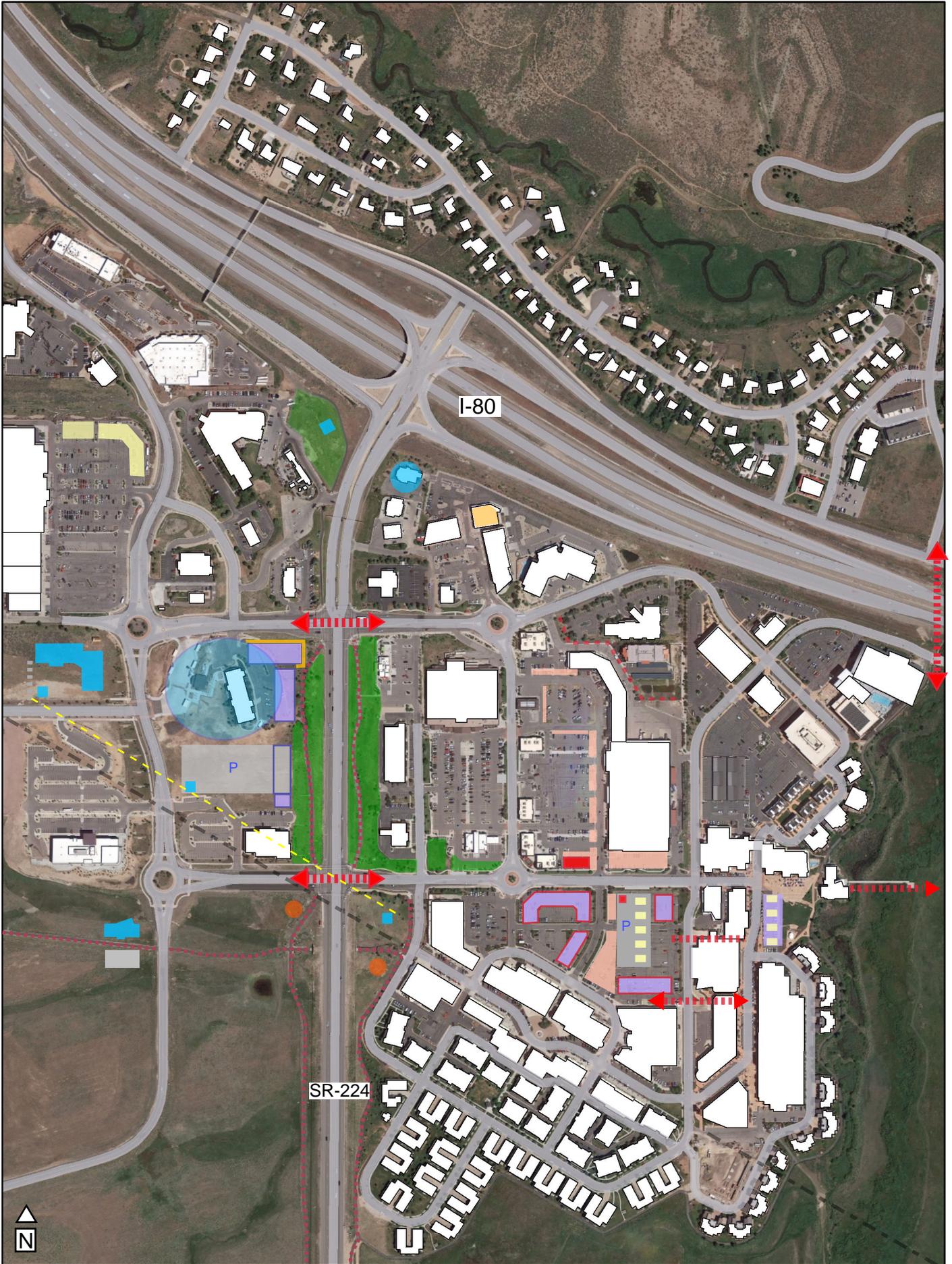
Actively review progress of the plan and **make refinements where necessary**.

Existing Challenges and Possible Futures





Kimball Junction West



I-80

SR-224

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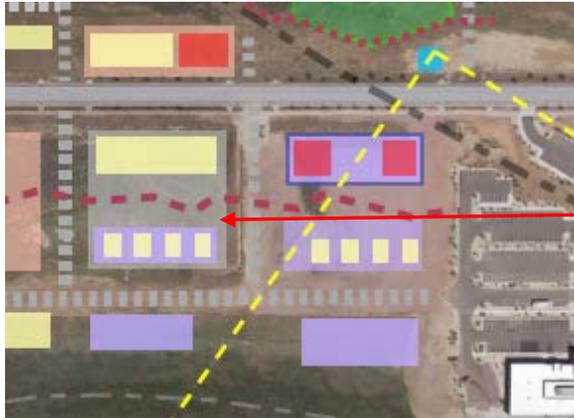


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Kimball Junction East

Create a Mixed Use Neighborhood

Places where residential, retail, service and civic uses are connected by a network of public spaces



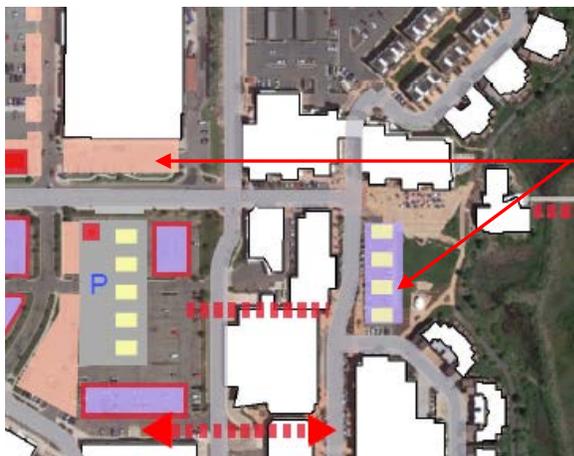
Existing Challenges and Possible Futures:

Review and if necessary change existing development agreements to allow a greater variety of complimentary uses.

Introduce additional uses within the previously approved Tech Center site. Consider additional residential, retail commercial, and other support uses in addition to the already anticipated business commercial, office, and research uses. Consider also the development of public facilities that could compliment, extend or replace those uses and services currently found at the existing Richins building.



Exploit opportunities to add uses within existing developments. Review all large lot surface parking areas and look for opportunities to develop workforce housing within or over existing facilities.



Build on the success of existing public spaces. Develop new pedestrian plaza areas adjacent to ground level retail spaces. Add upper level residential uses over commercial area.

Create a People Oriented Built Environment

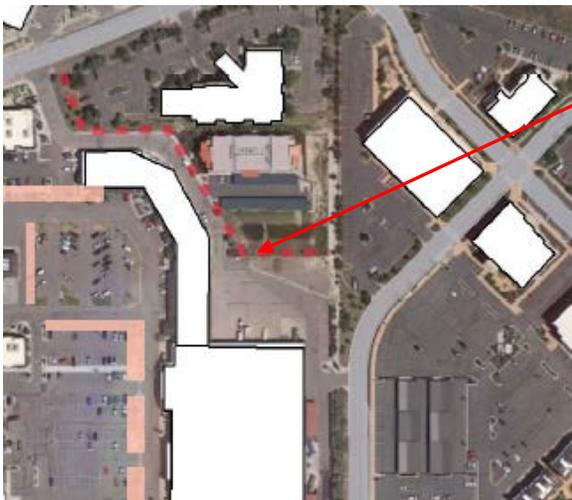
Ensure priority is given to the needs of pedestrians rather than the movement of vehicles.



Existing Challenges and Possible Futures:

Eliminate drive through uses. A reduction in driveways will reduce pedestrian/auto conflicts, provide opportunities for wider sidewalks, landscape enhancements, and alternative transit stop locations.

Enhance existing trails and connections, add useful pedestrian oriented street furniture, kiosks, and if necessary, buildings. Draw attention to trail access points, provide wayfinding information and features to encourage pedestrian and bicycle mobility.



Identify areas of urgent need and provide improved sidewalks that are safe, uncluttered, and work for all segments of society.

Require developments to provide sidewalks of sufficient width to provide safe, comfortable, and attractive spaces. Increase widths at restaurant and café locations to allow sidewalk dining. Redesign existing parking areas where angled parking can be modified to parallel parking thereby allowing an increase in sidewalk widths.



Consider redevelopment of the Richins Building site and the possible relocation of the civic uses to the west of Landmark Drive. This would allow development of pedestrian access and plaza areas while reducing existing traffic conflicts.

Achieve a Seamlessly Connected Neighborhood

The neighborhood needs to be easy to get to, through, and around.



Existing Challenges and Possible Futures:

The barrier created by SR-224 is the single biggest challenge to integrating pedestrian, bicycle and transit circulator systems within Kimball Junction. The two major intersections, designed for auto efficiency create pedestrian obstacles north and south as well as east and west.

Previous suggestions aimed at reducing existing congestion at the I-80 interchange include a dedicated flyover connecting I-80 to SR-224, lowering SR-224 below grade, a possible relief road connecting Kilby Road to Overland Drive immediately west of the Powderwood Condominiums and many others. All these suggestions necessarily emphasize movement of passenger vehicles, and always to the future detriment of pedestrian connections.

If non-auto connections are being considered they need to be given the same level of emphasis within the broader transportation plan. Trails and sidewalks, bridges and tunnels, existing and future, need to be attractors as well as merely functional. The mere ability to walk between two points indicates a passable. The degree to which this route contributes to the success of a neighborhood depends on whether it is also; accessible, safe, convenient, comfortable, and enjoyable.

Create a Walkable Neighborhood

Design pedestrian friendly projects and neighborhoods that are easy to move to, through and around.

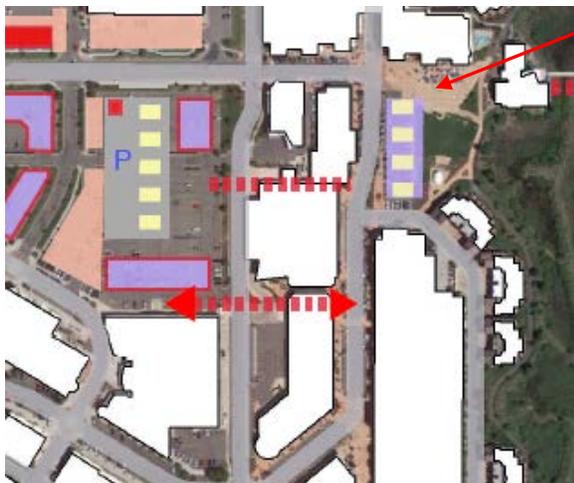


Existing Challenges and Possible Futures:

Existing large lot surface parking areas need to be reconfigured to provide safer pedestrian routes.

Where possible reduce driveway access and eliminate parking spaces to create alternative pedestrian and bicycle access ways

Widen sidewalks to create plaza spaces that allow café dining opportunities - be aware of microclimate, consider sun and wind exposure.



Build on existing successful spaces, develop new uses to compliment those spaces.

Central parking facilities need to be easy to find and well connected to a pedestrian and bike friendly network.

Strengthen and develop connections. Existing routes that are neither easy to locate nor simple to navigate should be reconfigured.

Develop narrower streets and alleys with appropriately scaled boutique retail outlets. Explore opportunities to make existing long blank facades more permeable: visually and physically activated.



Eliminate unnecessary driveways. Consider transit stops in lieu, extend existing sidewalk connections, and enhance existing greenspaces.

Encourage use of the existing trail network by providing points of interest, public art, shelter, seating, lookout points and wayfinding information. Consider all options for crossing SR-224: under, surface and overhead by bridge or aerial flyover.

Drive-through uses should not be allowed.

Develop Centralized Parking Facilities

Structured parking frees surface space for a mix of alternative uses. Commercial offices and retail, restaurants and stores, pocket parks and plazas. People spaces.



Existing Challenges and Possible Futures:

A parking structure should be considered and located on the west side of SR-224, south of the existing Richins Building and transit center. This location would serve the existing and proposed future increase in civic uses and allow commercial development of areas that are currently underutilized without need for an increase in surface parking lots.

Located near to the existing transit center (to be possibly redesigned and further developed) this parking structure could also act as an intercept location for those travelling on to the Utah Olympic Park, the ski resorts or Park City via public transport. Other uses could be incorporated into the structure including ticket offices, information booth, and possible tunnel, bridge, or aerial tramway connections. This should be looked at as an 'opportunity space'.

The topography of the site provides the ability to connect both from the North and from the South on different levels of the structure. The narrow side of the structure would face SR-224, while the existing (and possible future) development of the sites to the North and South would mitigate the visible impact of what could be a large facility.

A smaller parking structure should also be considered on the east side of SR-224. This might be located on one of the Redstone development surface lots west of the Newpark 'gateway'. At two or three levels of parking this would replace the surface lot to the west and south. Appropriate development of these lots should encourage more pedestrian activity contributing to an increase level of commercial success. It is important that the failure of the existing pedestrian connections here, especially between Redstone and Newpark be corrected.

The plan also indicates the possibility of adding a workforce housing component on or in the parking structure.

Provide a Variety of Housing Choices



Existing Challenges and Possible Futures:

There is a current demand and a need for a variety of housing types. One of the few locations within the Snyderville Basin with land area to develop housing is the current Tech Center. It is possible to introduce a mix of housing within the physical constraints of the original master plan layout. Mixing medium to high density residential uses above or adjacent to existing and proposed commercial uses would relieve market pressure on peripheral areas of the Snyderville Basin.



The map extract (top) shows in diagrammatic form the possible variety with alley access town house type units, apartments over commercial uses and a sheltered housing prototype for the elderly. The ability to make easy connections with alternative transit options, walking and biking opportunities, and close connections to existing services provides distinct advantages when proposing medium to high density residential uses.



Opportunities exist to create pockets of additional workforce housing within existing developments. The Walmart parking lot is a good example of a site that could support the development of studio and one bedroom units for workers in the immediate vicinity.

The east side of SR-224 is reasonably well served by a mix of existing residential uses. However, opportunities exist and should be taken advantage of when any new development or redevelopment is proposed. The supply of additional workforce housing in an area where employment opportunities exist without the need for car ownership is clearly advantageous to the neighborhood.